

Bonaparte, with a group of generals, was seen on Cour-de-Lion's Mount, and by his gesticulation, and by his despatching an aide-camp to the camp, he showed that he only waited for a reinforcement. A little before sunset, a massive column was seen advancing to the beach with a solemn step. The Pasha now reverted to his native style of fighting, and with capital effect. His idea was, not to defend the breach this time, but to let a certain number in, and then close with them, according to the Turkish mode of war. The column thus mounted the breach unmolested, and descended from the rampart into the Pasha's garden, where, in a very few minutes, the most advanced among them lay headless; the sabre, with the addition of a dagger in the other hand, proving more than a match for the bayonet. In this attack, General Lannes, commanding the assault, was wounded, and General Rambaut with a hundred and fifty men, were killed. The rest retreated precipitately.

Bonaparte will, no doubt, renew the attack, the breach being perfectly practicable for fifty men abreast! Indeed, the town is not, nor ever has been, defensible by the rules of art. But, according to every other rule, it must and shall be defended. Not that it is worth defending, but we feel that it is by this breach Bonaparte means to march to further conquest.

'Tis on the issue of this conflict that depends the opinion of the multitude of spectators on the surrounding hills, who wait only to see how it ends, to join the victor. And with such a reinforcement for the execution of his well-known projects, Constantinople, and even Vienna, must feel the shock.

The siege continued, perhaps as no other siege ever continued before; it was a succession of assaults, frequently by night. From the 2d of May to the 9th, there were no less than nine of those assaults! In another letter he writes:—

Our labor is excessive; many of us, among whom, is our active, zealous friend, Phelypeaux, has died of fatigue. I am but half dead; but Bonaparte brings fresh troops to the assault two or three times in the night, while we are obliged to be always under arms. He has lost the flower of his army in these desperate attempts to storm, as appears by the certificates of service which they had in their pockets, and eight generals.

From this period the desperation of Bonaparte was evident. Besides the eight generals killed, he had lost eighty officers, all his guides, carabineers, and most of his artillery men—in all, upwards of four thousand soldiers. But the desperation was in vain. All the assaults were repulsed with slaughter. The French grenadiers mounted the breach, only to be shot or sabred. At length, the division of Kleber was sent for. It had gone to the fords of the Jordan to watch the movements of the Turkish army, and had acquired distinction in the Egyptian campaign by the character of its general, and by its successes against the irregular horse of the desert. On its arrival, it was instantly ordered to the assault. But the attempt was met with the usual bravery of the garrison; and Kleber, after a struggle of three hours, was repulsed. All was now hopeless on the part of the enemy. The French grenadiers absolutely refused to mount to the assault again. Bonaparte was furious at his failure, but where force was useless, he still had a resource in treachery. He sent a flag of truce into the town to propose an armistice for the burial of the dead, whose remains were already poisoning the air. This might naturally produce some relaxation of vigilance; and while the proposal was under consideration, a volley of shot and shells was fired. This was the preliminary to an assault. It however, was repulsed; and the Turks, indignant at the treachery, were about to sacrifice the messenger who bore the flag. But Sir Sidney humanely interposed, carried him to his ship, and sent him back to the French general with a message of contempt and shame.

Retreat was now the only measure available, and it began on the night of the 20th of May. The battering-train of twenty-three pieces was left behind. The wounded and field-guns had been suddenly embarked in country vessels, and sent towards Jaffa. Sir Sidney put to sea to follow them, and the vessels containing the wounded, instead of attempting to continue their flight, steered down at once to their pursuers, and solicited water and provisions. They received both, and were sent to Damietta. Their expressions of gratitude were mingled with execrations against their general, who had thus, they said, 'exposed them to perish.'

As the garrison was without cavalry, the pursuit of the flying enemy could not be followed with any decisive effect. But the gunboats of the English and Turks continued constantly discharging grape-shot on them, so long as they moved within reach of the shore, and Turkish infantry fired on them when their march turned inland. Their loss was formidable; the whole tract, between Acire and Gaza, was strewn with the bodies of those who died either of fatigue or wounds. At length two thousand cavalry were put in motion by the Turkish governor of Jaffa, making prisoners of all the French who were left on the road, with their guns; and nothing but the want of a strong body of fresh troops to fall on the enemy seems to have prevented the capture of every battalion of that army, which, but two months before, had boasted of marching to Constantinople.

It ought to be remembered, as the crowning honor to his human honors, that the man who had gained those successes, was not forgetful of the true source of all victories which

deserve the name. Sir Sidney had gone to Nazareth, and there made this expressive memorandum:—

I am just returned from the Cave of the Annunciation, where, *secretly and alone*, I have been returning thanks to the Almighty for our late wonderful success. Well may we exclaim, 'The race is not always to the swift nor the battle to the strong.'

Editor's Department.

MIRAMICHI:

CHATHAM, TUESDAY, MAY 23, 1848.

IF The Subscriber having been compelled to consume a large amount of time, and incur considerable expense, in his too often fruitless endeavours to collect his far-spread 'Outstanding Debts,' hereby notifies all persons to whom he is not indebted, and with whom he has not a running account, that orders for advertising in the Gleaner, and for Printing in future, must be accompanied with the CASH otherwise they will not meet with attention,

JAMES A. PIERCE.

THE ELECTRIC TELEGRAPH.—As the people of this section of the Province are deeply interested in the subject of the Electric Telegraph between Quebec and Halifax, we have gleaned below, from late papers, an account of some matters that have transpired since the arrival of Mr. Gisborne in Quebec.

The Morning Chronicle of the 4th inst. contains Mr. Gisborne's report, from which it appears that he is strongly in favour of the Metis route, and gives it as his opinion that it is "the most useful, least expensive, and most productive." We make the following extract from the document.

Leaving Halifax with promises from several merchants to assist by subscription the line through New Brunswick, I again visited Saint John, and delivered a Lecture, which was productive of a much better feeling towards the British North American line. Meanwhile however, the Legislature in Fredericton had granted an American company a 'right of road' through their Province, thereby of course doing away with the necessity of a branch line from our company, and destroying the principal argument in favour of the Saint John river route, by disposing of the only lucrative station. I then applied for a simple 'right of road' through the country; but owing to the rapid closing of the session, and the opposition suddenly shown to the Metis route by the St. John river members, my petition was for the present laid aside; but I was informed by several influential gentlemen, that there would be no difficulty in getting my request granted next session, although they could not promise any government funds to assist the undertaking. The people of New Brunswick were, however, latterly much more liberally disposed, and I have little doubt but that on a proper representation and petition from the north shore members, that every encouragement will be offered by the Legislature to a company, who will facilitate the communication between their numerous ports, and the whole continent of North America.

A communication appears in the Quebec Gazette of the 9th of May, from which we make the following extracts:

I think it needs only a very cursory examination of Mr. Gisborne's report, to see at once that neither public or private efficient co-operation is to be expected from New Brunswick, and that the very Bluesoes of Nova Scotia, while they appear to meet the views of the Quebec association to a certain point, are only placing themselves in a position to make use of the American line which may be established, under the authority of the New Brunswick Legislature, in the direction of the Bond of Peticodiac, if the American company choose to go so far.

What does Mr. Gisborne say of New Brunswick; 'perfect indifference as to the route taken'—(here the reporter is not quite accurate, for I am well informed that a strong preference was shown for the line of the St. John, except by the members of the Assembly along shore)—but a further supply of money was refused, or any change in the conditions of the grant of £2500 last year, which was not made with 'perfect indifference' as to all lines; but, he says, a proposal to carry the line direct from Campbellton to the Bend, was approved of,—which would lead it away from all the coast settlements; except those about Chatham on the Miramichi. But it does not appear that, even with this amendment, the Legislature of New Brunswick would do more than give a 'right of way' and a limited grant once for all, if even this much was intended.

While Mr. G. was at Halifax, the Legislature of N.B. showed further their 'indifference' to the whole affair, by giving the American Company a right of way and privileges, which disposed of 'the only lucrative station' on the line of the St. John; in fact Jonathan stepped in and tapped the only profit or feasible line (in the opinion of the New Brunswickers) from Quebec to Halifax, while Mr. Gisborne was fighting for the coast line, in Nova Scotia, where the people care not for one more than the other. When he came back, he was re-

duced to ask for a mere 'right of road,' but owing to the rapid closing of the session, and 'the opposition suddenly shown to the Metis route by the St. John river Members' his petition was laid aside, 'for the present'; but he says that several 'influential gentlemen' told him his request would be granted next session, though they could not promise any assistance from Government funds.—And he adds that the people of New Brunswick—(how does he answer for them?—were latterly much better disposed, (by what sudden revulsion of feeling in a few days?—and that he thinks that on a proper representation from the North Shore members, 'every encouragement will be given by the Legislature to a Company which will facilitate a communication between their numerous ports' (on the north shore namely) and 'the whole continent of North America.'—Yes, sir, between the whole continent of North America and the said north shore ports; now it is quite clear from Mr. G's report that the St. John's river members pull one way and the north shore gentlemen the other; and any one who knows the relative strength of these two powers in the New Brunswick Assembly, will be at no loss to discover which will pull the other over,—the north shore gentlemen being in the proportion of about one sixth to the others. There can be no doubt that Mr. Gisborne's lectures have been civilly and kindly received in New Brunswick,—for the folks there are very kind and civil people, and quite ready to help a lame dog over a stile;—I know them well and greatly admire them; but from that knowledge as well as from what I learn from an influential member of their Assembly, who was present during the late session of that body, while Mr. Gisborne was there, I am persuaded that as to their moving a finger in the way of effectual assistance to a telegraph line (from Metis by the coast)—such an expectation is a perfect delusion; and before such effectual assistance is given, with legislative support, (as is the plain meaning of the terms 'association and of the act of Legislature') any man who pays his money to the Quebec association upon the cail now made, exhibits another example of the proverb, that 'certain persons and their money are soon parted,' and I trust some will be found to combine in resisting the call, by trying one case in court of law to settle the question."

The same paper of the 12th instant contains the following conclusive answer from Mr. Gisborne.

Sir,—Having perceived a critical survey of my report on the British North American Electric Telegraph in your paper of yesterday, and one which is intended to throw into disrepute a very important public undertaking, I shall endeavour to prove that facts, and simple facts only, have been stated, and that the Board of Directors have been satisfied with the result.

It is very evident, even to a casual observer, that the writer who condemns our proceedings, would himself be rejoiced to see the enterprise abandoned, rather than that his favorite route should be overlooked; but, so far as he deals in facts, his arguments are weak and easily proved incorrect.

In the first place, 'the mere along shore' route comprises—Metis, from whence, in the course of next month, we shall receive the first and latest news of the St. Lawrence shipping—Campbelltown, Dalhousie, Bathurst, Douglastown, Newcastle, Chatham and Richibucto, all dealing with Canada and Nova Scotia for supplies, and Shediac, a station which will furnish us with the news and trade of Prince Edward Island.

On the St. John's river there are but three towns—Woodstock, Fredericton and St. John, all trading with the States for their supplies.

Secondly—If there ever was any comparison between the respective merits of the two routes in the speculation of profits, it is for ever laid aside by the New Brunswickers, whom I also much admire for their shrewdness, having permitted an American Company to run a line through Saint John. A proceeding, bear in mind, which I never condemned, as I have from the first advocated the advantages arising to us from being tapped at the Bend of the Peticodiac. We still derive the benefit of communicating with them at less expense on that route, and we are relieved from the cost of erecting and keeping in repair 200 miles of wire through an unprofitable country. Lastly let me further impress upon you, and upon your erroneous correspondent, that the Directors do not calculate upon getting any assistance from the New Brunswick Legislature, and that they consider themselves well rid of the bonus with its former restrictions. Not wishing to enter into a war of words with an anonymous writer, upon a subject already decided upon by a majority of the most influential stockholders, I must request your correspondent, or any gentleman who considers his purse or his opinion aggrieved, to favor me with a personal meeting, as the Directors will not suffer the attention of their superintendent to be occupied in answering frivolous charges or communications.

Some time since we gave a synopsis of Mr. Gisborne's Lecture, which he delivered at the hall of our Mechanics' Institute, and at the same time deprecated the selfish conduct of the members of our Assembly, in withholding from the Quebec Company the right of way through this province by a direct route. Seeing that the inhabitants of this section of the province were deeply interested in this matter, we suggested the propriety of a public meeting being held for

the purpose, to enable all persons feeling an interest in the subject, to express their opinion, and if it were deemed necessary, a series of Resolutions could be passed embodying the wishes of the parties present. We have not heard of anything that has been done in the matter, and when we call to mind the lively feeling manifested on the evening the Lecture was delivered, we have been somewhat astonished at the lukewarmness since manifested in this highly important project. If our merchants desire an Electric Telegraph communication, they must use some exertion to obtain it.

PRINCE EDWARD'S ISLAND.—The Legislature of this Island was prorogued on the 4th inst. The following paragraph in His Excellency's speech relate to the distress prevailing in the colony from the deficiency of last year's crop.

I deeply regret the necessity which has arisen to prohibit the exportation of Agricultural Produce for a limited period.

The distress which unfortunately prevails in certain Districts, from a deficiency in the last year's crop, will be alleviated by the liberal grant you have made for the service of Roads and Bridges, with the view of enabling the destitute Settlers to purchase Seed, and to earn the means of subsistence until the Harvest, when, I sincerely trust, that a kind and beneficent Providence will bless their labours with an abundant increase.

CANADA. The Kingston Herald reports that not less than 100,000 bushels of wheat have been purchased in Canada for the United States.

The Montreal Gazette of the 8th inst. makes mention of a storm of thunder and lightning on the Friday previous. It thus speaks of the weather on the following day:—"Saturday was a very hot sunny day, the thermometer standing, a little after noon, at 90 in the shade, with a northern exposure. It was a strange spectacle to see huge piles of ice on the wharfs and on the rocks and islands in the distance, under a cloudless sky and almost tropical sun."

SCARCITY OF SEED.—We are sorry to hear that in all sections of this county, as well as in Kent, that complaints of a scarcity of seed potatoes, oats and wheat are very general; and owing to the great want of money, and the high price asked by parties who have fortuitously a surplus, it is extremely difficult for our farmers to procure even a limited supply.

This is a great evil, and we are gratified to find that a Special Session is to be held on Saturday next, to re-consider the propriety of petitioning the Government for the grant, which the Legislature so generously and considerably placed at its disposal to supply destitute parties with seed. We are therefore hopeful that our Magistrates who opposed this measure, at a former session, seeing the results that must of necessity follow if they persist in their former course of action, will consent to withhold their opposition, that the evils contemplated may not be entailed on our industrious but unfortunate settlers.

We would recommend our farmers who cannot procure potatoes, to sow carrots, parsnips, beets and beans. The latter can be procured at the store of Mr. William Fraser. They are all excellent substitutes for this esculent, both for feeding cattle and domestic uses, and are easily cultivated.

ST JOHN AND SHEDIAC RAILWAY.—We are indebted to a late number of the New Brunswicker, for the following gratifying piece of intelligence with regard to this undertaking.

During the past week a reconnaissance of this proposed line of railway, preparatory to the survey, has been made by Mr. Wilkinson, who expresses himself much pleased, with the whole line of country from St. John to Shediac, which presents but few obstacles, and by no means a serious nature.—Mr. Wilkinson was accompanied on the reconnaissance by M. H. Perley, Esq., who has received instructions to examine the country during the present season, and report on the settlements on either side of the proposed line, with the view of ascertaining their resources and capabilities, and the amount of traffic they may furnish to the Railway. The actual Survey was commenced on Wednesday last, at Hampton, and will be continued thence to Shediac; that part of the line between Hampton and this city, which presents few difficulties than was anticipated, will be surveyed at the close of the season.

We have a very high opinion of this undertaking, and wish it every success.

STEAM FERRY BOAT.—The trustees of this boat request us to say, that until the approaches for the boat are completed, which will be early in July, the public will not have the full benefit of the accommodation which she is expected to provide.