

COUNTY OF GLOUCESTER.

BATHURST, July 9, 1850.

To the Editor of the Gleaner,

SIR,—I beg you will give publicity to this note, being the last with which I shall trouble you on the subject of the late Gloucester election. When I endeavored, through the Gleaner, to explain to my constituents my reasons for hesitating at present to add to the power of the Executive Council, I had no idea that it was to produce a newspaper controversy; and did not dream that my statement, substantially correct as it was, could possibly provoke so much wrath as is now manifested by Messrs Read and Ferguson. I have just seen your last number, containing the articles from these gentlemen. Mr Ferguson politely imputes to me 'a disregard for truth.' This, or any other imputation may be cast on me by that individual with perfect safety, and he well knows why! Mr Ferguson also takes occasion to express a hope that my political career is terminated in Gloucester. The people of the county will not be at all surprised at this. They well know that while I have been at all times ready to do justice to Mr Ferguson, still I never could consider my duty to the country at large to be subservient to his saw-mill, his store, or his private interest, and they also well know that the great exertions made by Mr Ferguson at the last election were entirely aimed at me. Whether my career be terminated or not must depend on the decision of the House of Assembly; but, if such is my fate, I trust those gentlemen who are chosen to serve the county, will resist all tyrannical and monopolising influences as firmly as I have, and that when they close their career, they may be entitled, as I appear to be, to that strong evidence of having served the people independently, the political ill-will of Francis Ferguson and every other monopolist.

In regard to the letter about the 'fat office,' no one could have understood me to allege that this identical expression is contained in that letter. No diplomatic or political tempter would use so unequivocal an expression to his intended victim; the question is whether the letter fairly bears the construction which I then and still put upon it. The proper course would have been for Messrs Read and Ferguson to have published the letter referred to, side by side with the extract from my letter, and submitted it to the public, whether my construction was erroneous, before declaring my assertion 'groundless,' or my remarks 'disingenuous.' Mr Read seems uneasy lest a breach of confidence may be imputed to him. I beg to explain. The letter was 'town talk' for a day or two before Mr Read opened his lips to me on the subject. The information he gave me was not confidential; and he certainly never told me that the letter contained the expression, 'fat office,' or 'lean office.' The purport of what he said was, that his political influence in this county was requested, and that the favor was to be remembered or rewarded whenever there was an opportunity. Mr Read then appeared much annoyed at receiving the letter—subsequent events appear to have removed the annoyance. But, Mr Editor, as to the substantial meaning of the letter:—When a man in power asks from another man a political favor, and tells him he will remember it when there is an opportunity.—What does it mean? It means (for I cannot think that a pecuniary gift was intended) that official power was to be used as a means of rewarding the service requested. This I consider to be an abuse of official power. It was in this light I understood the matter, and it is in this light it will be understood by every dispassionate man who takes the trouble to read the correspondence.

I am, Sir,

Your most obedt. servant,
W. END.

THE FAMILY COMPACT;

OR,

A VOYAGE ON POLITICS.

Few writers e're begin to write a volume, Without a preface or an introduction, Which generally occupies a page or column, About the subject, style, and the construction. Of all the book it is generally the most solemn— A sort of explanatory induction; Besides, we're often foiled in our intention, When our theme is all depending on invention.

I'm not a friend to hurry or precipitancy, Therefore, I'll take a look before I leap; 'Twill smoothe my path, besides, avoid discrepancy, In huddling things together in a heap— Besides, I've got of late (some call it flippancy)

A propensity for talk, and words are cheap; And then the winding maze of Legislation Requires a little mature consideration.

And here, perhaps, it is just as well to mention My view in writing this concatenation Of fiction, satire, politics and invention, Is not for praise or public approbation; To breed discord I have got no intention— My theme is but a mere confabulation, On public men and public abuses; No none may wear the cap but him who chooses.

But to begin.—When I said I'd spread the sail, And launch my bark on the tide of agitation, I scarcely thought how strong might be the gale, Or how rough the stormy seas of Legislation; But like a lone bark, shattered, weak and frail, Without compass or chart to guide to any destination, I find myself in the stormy seas, where soon, I may founder in the first tornado or monsoon.

'Tis now, however, too late to blanch or shrink; I've launched my bark upon the tide, though frail— On the troubled sea, and now I'd better think What course I'll steer, and in what seas I'll sail, How I may pause when on the vortex' brink, Shun shoals and rocks when land-locked by the gale— Ride o'er the angry waves of Ocean's main, And steer my bark back to her port again.

And now, kind reader, I think this explanation Will do at present, at least for a beginning; For, of all our faults, in my humble estimation, Digression is the very worst of sinning, And still we often feel a strong temptation, To wander from our theme when we are spinning Yarns, (for yarns grow wearisome by times) In search of wreathes to decorate our rhymes.

This is the golden age of speculation— The modern era of science and invention— The auspicious eve of Colonial emancipation, (A theme of late discussed in our convention) Republican 'stripes and stars' and annexation, Of late, it seems, engrosses much attention. Many who have cried, 'God save the Queen and Crown,' Last year, now toil to tear her standard down.

[To be continued.]

THE STRANGER.

Buctouche, June 29, 1850.

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, JULY 15, 1850.

EUROPEAN NEWS.

The mail by the Steamer Hibernia, was received at our post office about nine o'clock on Friday night. The papers are to the 29th June, but they do not furnish any thing of special importance. We have made some extracts.

SONS OF TEMPERANCE PIC-NIC.

Thursday last being the second anniversary of the formation of the Northumberland Division of the Sons of Temperance, that body determined to celebrate it by having a Pic Nic at Black Brook, in the vicinity of Chatham, in which they were joined by the Caledonian and Newcastle Divisions. The party was considerably augmented by a number of guests.

The Steam Boat early in the morning proceeded to Newcastle for the Division and guests there, and on her way down called at Douglastown for the Caledonian Division and guests, which they landed at Chatham.

About half past ten the whole of the Sons proceeded in procession from their room, to the steam boat landing, headed by a Brass Band, composed of parties belonging to Chatham and Newcastle, and embarked on board the boat. In the procession were a number of banners and flags, and the Sons and Cadets being dressed in their Regalia, had a very imposing appearance. The boat also was tastefully decorated.

The boat proceeded on her voyage—and as the weather was extremely auspicious, the party spent a pleasant and agreeable day. After remaining some time on the ground, the boat returned to Chatham, but few ladies or gentlemen landed, and after a short delay she proceeded with her large freight of over 400 persons, to Newcastle and Douglastown, and, after landing the parties at those places, returned to Chatham at about nine in the evening.

We understand everything went off well

and harmoniously, and all present seemed pleased with the day's excursion. A number of young ladies and gentlemen closed the entertainment in the Division room with dancing.

COLONIAL RAILROADS.—It is gratifying to perceive that there are parties in the Colonies who are sensible of the importance of establishing Railroads in the Colonies, to enable us to keep pace with the improvement in the modes of transit, by land and water, which are constantly springing up around us. The following articles copied from a Saint John and a Halifax paper, furnish us with accounts of what has recently been done in those cities, towards accomplishing so desirable an object. The St. John New Brunswick says:—

"A Railway meeting was held at the Marine Assurance office on Saturday last, for the purpose of adopting measures to establish a line of Railway from the frontier of the United States to Halifax, through this Province. The following resolutions were passed:—

"Resolved, That this meeting feel the most lively interest in the establishment of a Line of Railway from the Frontier of the United States to Halifax through this Province by Calais, St. John and Shediac; and further resolved, that as the only portion of the proposed line from the United States, eastwardly, now unsurveyed, is between Calais and this City, a Petition be presented to the Executive to cause a preliminary survey of this line to be made during the present season, upon the understanding that the State of Maine will survey the line, westwardly, from Calais to Bangor.

"Resolved, That a committee be appointed to prepare the said petition, and take such other steps as may be expedient for carrying out the subject matter of the same, and that the following Gentlemen be the Committee—R. Jardine, W. J. Ritchie, Wm. Jack, R. D. Wilmot, W. R. M. Burtis, D. J. McLaughlin, M. H. Perley, Otis Small, Robert Reed, Wm. Parks, and A. McL. Seely.

"Resolved, That the committee be authorized to obtain subscriptions for shares in the St. John and Shediac Railway Company, and take other measures for the immediate organization of that company, as also for the commencement of that most useful undertaking, it being in the opinion of this meeting the most paying portion of the proposed line, as a section, and the most certain means of ensuring the speedy completion of the whole.

"Resolved, That the committee be authorized to appoint delegates to attend the convention in Portland on the 31st inst, for the purpose of conveying to the citizens of the United States, engaged in the undertaking, the determination of this meeting to use its utmost endeavours to complete a Line of Railway thro' the Province of New Brunswick, to connect Halifax with the United States.

"Resolved, That His Worship the Mayor, John Kerr, Adam Jack, and John Duncan, be a committee to raise subscriptions to defray preliminary expenses."

"While we are talking about Railways east and west, and doing nothing, our American neighbours, less noisy but more practical, are busy concocting measures for a Railway Union of the United States and the British Provinces. A Telegraphic Despatch, we understand, was received during the past week by a member of the Government, from Mr Morton, of Portland, inviting Delegates from hence to meet Delegates from New York, Boston, Maine and St. John, with the view of furthering some practical scheme of Railway connection. 'The matter, we hear,' says the Sun, 'will be brought before the Windsor Railroad Committee.'

"The Windsor Railway Committee should doubtless be consulted, and it is clearly their duty to do everything in their power to direct the stream of travel between Europe and America, as well as the local traffic, over the contemplated Western line. The Windsor Railroad Committee was appointed for a specific object—to watch over and promote the peculiar interests with which they were charged. Their powers were necessarily restricted to one line of communication, and such being the case, they are not in a position to send any Delegate to Portland who will be free to deal with the question of Railway Union in the new aspect in which it is now presented to the consideration of the public. The assembled Delegates must take a broad and comprehensive view of the subject. One of the first questions they will have to determine is, not whether we shall have a Railway to Windsor or a Railway to Amherst, but which would be the safest—the most profitable—the very best line, to promote Railway connection between the British Provinces and the United States. While we admit, then, the propriety of the 'matter' being brought before the Windsor Railway Committee, we trust that no attempt will be made to give a local direction to a question of so much importance and involving such great interests. They are not in a position to deal with the whole subject. What, then, should be done? Let a public meeting be called by the Sheriff, and let the County name a person in whom they have confidence, to represent their views at the Convention at Portland—one who will feel himself free to advocate the best possible line, without reference to local prejudices, or

local interests. This is the course we would recommend to the Metropolitan County—a course which could hardly fail to recommend itself to the good sense of the constituencies east and west. Another mode is open, and that is, for the government, representing the whole Province, to take the initiative, and send a Delegate to Portland. We would prefer this course, but if not adopted, it is clearly the duty of Halifax to speak out, and not leave a matter of such grave importance to be dealt with by any body of men, however respectable, whose functions are necessarily restricted to a particular, rather than a general object."—Halifax Nova Scotian.

DISASTERS AT SEA.—A late British Journal furnishes the following article, detailing the loss at sea, on the North American coast, during the past season, from ice and icebergs:—

"The arrivals during the last few days from the Atlantic have brought sad intelligence respecting losses of a number of vessels amidst the floating fields of icebergs in the western latitudes; and among the number, we regret to add, was one from one of the Irish ports, with between eighty to one hundred persons on board, every soul of whom is supposed to have gone down in the unfortunate vessel and perished. The ill-fated vessel in which so many are believed to have perished, was from Londonderry, bound to Quebec. Ten days prior to her being discovered entangled in the ice—the 27th of April—she was spoken with by the Oriental, from Liverpool. She was scarce of water, having had boisterous weather, and on account of the number of passengers seen on deck, it was supplied her. On the 27th the Oriental was beset in the ice, together with two other vessels, and perceived her some ten miles to the westward. She was in a most perilous position, evidently stove in by the ice, and sinking. For two days she was seen in the same forlorn condition, when she suddenly disappeared. Subsequently a great many bodies were seen intermingled with the ice, together with some portion of the cargo; the latter led to the discovery of the port to which the vessel belonged, and her intended destination. Another similar catastrophe was witnessed on the 29th of March, about 20 miles to the westward of St. Paul's, by the ship Signette, Mowatt, from Alloa for Quebec. The vessel was apparently an English brig heavily laden, with painted port holes. She had got fixed in the ice, and had been cut down by it to the water's edge, admitting a rush of water into the hold. Letters have been received communicating the total loss of the Ostensible, also in the ice. She was from Liverpool, bound to Quebec, with several passengers. Up to the 5th of May she experienced heavy weather, when they fell in with an enormous field of ice, and got fixed in it for five days and nights, in the course of which her hull was pierced. Pumps were kept going till the arrival of the brig Duke, Captain Welsh, also for Quebec, which, after considerable working, succeeded in making through the ice to the sinking vessel, and rescued the whole of them. The Ostensible went down within twenty minutes after. Two other vessels from Liverpool, the Conservator and the Acorn, were both lost near the same time. The former was on a passage to Montreal. She got pinched by the ice within three days after losing sight of land, and filling, immediately went down; the crew were lucky enough to save the ship's boats, in which they were picked up. The Acorn met with her destruction within 30 miles of St. John's, Newfoundland; the crew were saved by the Blessing schooner, of Sunderland. Among the other losses in the ice are enumerated the Hibernia, from Glasgow for Quebec; the British schr. Collector, from St. John's, Newfoundland, for London; the brig Astrea, of Weymouth; the Wilhelmina, of Aberdeen; the Gosnell, of Newcastle; the Sylph, of Leith, and three others, names of which are unknown. With the exception of the latter, the crews were saved. Most of the unfortunate vessels were heavily laden, and their losses in total cannot be far short of £100,000."

COUNTY VICTORIA.—Our readers, generally, will be sorry to learn that Mr Partelow has been returned for this county. The Head Quarters exults in his triumph, but if we are to believe the Editor of the Carleton Sentinel, the influence which was brought to bear to accomplish this object, was neither creditable to Mr P. or to the freeholders of the County.

The Head Quarters gives the following as the state of the poll at its close:—

Partelow,	572
Rice,	409
Beveridge,	287
Crock,	43

TELEGRAPH BETWEEN FREDERICTON, AND ST. JOHN.—The last number of the Reporter says:—

Douglas B. Stevens, Esq., Manager of the New Brunswick Telegraph, is here at present, with the view of erecting a branch line to Fredericton. A public meeting is also held to day, in order to discuss the subject, with the view of arranging the preliminaries.