

Mr Archibald's company will serve the turn for a few weeks or a few months longer.

For Mr Johnston's conduct there is this excuse. At the great meeting in Temperance Hall, when the enthusiasm of his friends and supporters would have borne him along to share the hazard and the honor of a proposition which they universally approved, he reserved to himself the right of obstruction—the power to do mischief. Had he acted with more magnanimity the lines of party distinction in Nova Scotia would have been thence forward, faint indeed—that condition of things which many profess to consider so desirable, would have already arrived. Mr Johnston himself would have been asked to form part of the delegation to England, or to name a friend in whom he had entire confidence. The course he took subsequently rendered this impossible; and although the reference to myself, made in my absence, were conceived in a better spirit, I have always regretted that an opportunity was flung away for sacrificing upon the altar of our common country the bitterness of by-gone years.

Of the gentlemen who made no such reservation—who pledged themselves to each other and to me at Temperance Hall, and who have since violated that pledge in every essential form, what shall I say? Before they gave it I told them that it would require us to build these railroads. They told me to go forward, and that I should have the support of all. The Mayor and Council of Halifax, two thirds of whom were Conservatives reiterated that assurance two days after, in their address to Sir John Harvey. In the strength of that assurance the Government adopted the measure. In entire reliance upon the pledged faith of gentlemen who I believed would die rather than break that pledge. I went to England—to New Brunswick—to Canada. The moment the negotiations were closed, the house was dissolved, without even a visit of explanation to any distant constituency. Having offered the seat which I abandoned in Halifax to the Conservatives, to balance the one I might win in Cumberland, I went to that county to vindicate the policy which we all professed to approve at Temperance Hall, and to secure its representation from adherence to the antagonistic principle. The Attorney General went to Cape Breton to sustain our railroad policy in that Island, from whence, on various grounds, opposition was to be apprehended. Had either of us, before leaving town, been told that any number of the persons who had pledged themselves to us both—upon whose honor we had relied at every stage of our progress, were lending themselves to an organized system of opposition, based upon the very policy which they had urged us to pursue with respect to the Railroads, we could not have believed it. It was not till I reached Cumberland that I became aware of the utter recklessness with which the Railroads were to be sacrificed to party purposes. I felt then as a man feels when betrayed into an ambush, and acted accordingly. Having cut my way through unscathed, with friends enough around me to render open assault not dangerous, I am now surveying the resources of the position without any feeling, but with the full conviction on my mind that *the Railroads will be built*—with the aid of honorable men among the Conservative, if they choose to aid us; if they do not, then after a fair, manly battle, in every county of Nova Scotia, in which treachery and surprise can supply no advantage, and in which the public will have this security, that men on all sides will have been committed, by their votes and speeches, to distinct propositions.

The Executive Council of New Brunswick meets on the 14th inst. They will then decide when the Legislature of that Province is to assemble. If New Brunswick accepts the terms offered her by Canada and Nova Scotia our House will probably be convened at once, to ratify those terms. If this is one, we may then go to work in earnest; if it is not, we are adrift upon the sea of negotiation and speculation again, and shall have leisure enough to communicate our thoughts to each other. In the meantime,

I have the honor to remain, very sincerely yours,

JOSEPH HOWE.

Halifax, Sept. 8, 1851.

## European News.

### Arrival of the Steamer Europa.

From Willmer and Smith's European Times, September 6.

Few events have startled Europe more unmistakably than the intelligence which has come to hand this week, that our Australian possessions at the Antipodes teem with gold.

Civilization follows commerce as effect follows cause, and one of the most conclusive proofs of the fact is to be found in the enormous saving of time in the matter of travelling which the present generation enjoys as compared with those who have gone before us. The improvement begins, like all good and great changes, at home; it gradually expands its influence to our neighbors in the next county or the next kingdom, and at length by capital and ingenuity, the improvement is carried to the most remote parts of the globe. Scarcely three generations have passed away since the stage coach between the metropolis and the North of England occupied several weeks in performing a journey, and before encountering the perils of the

road, a prudent man almost invariably made his will and settled his account, with the world. When the mail coach brought London and Liverpool within eighteen hours' distance of each other, the circumstance was deemed wonderful; but now that we are only removed six hours from our metropolitan neighbors, the frequency of the trip, and the thousands per day that perform it, denude it of all novelty and interest. Before Lieut. Waghorn brought the overland route into play, the voyage to India round the Cape of Good Hope usually occupied three months, and the distant Pacific is still closed against ships except by the tedious and tempestuous passage round Cape Horn. But the future is full of hope, and the triumph of skill over all physical obstacles have been too successful recently to be impeded by any obstruction. One of the most signal of these peaceful triumphs is the recent achievement of the American company, for connecting the Atlantic and the Pacific oceans by the Nicaragua route. With the exception of twelve miles by land, which was performed by the California passengers by the last mail in little more than an hour, the rest of the journey was by steam, and the success of the experiment shows that the danger with which the attempt was said to be surrounded, existed only in the fears of the timid or the misrepresentations of the interested.

There are now three routes across the Isthmus—at Panama, at Chagres, and the Nicaragua route, the practicability of which has so recently been made apparent. Enough has been shown to demonstrate the necessity of immediately taking steps to form the ship canal, which has been so long in agitation at one of these points; and the time is not remote when vessels of large tonnage will by means of steam, be propelled through this canal, an event which cannot fail to be productive of the highest possible advantages to the commerce of the world. Certainly the success of the American company by the Nicaragua route has caused them to be regarded as the pioneers in this great undertaking.

The efforts which are making in other parts of the American continent to economize time and cheapen transit, are not less gratifying. We directed attention some time ago to the magnificent project of Mr. Whitney, an American gentleman, to connect the Atlantic and Pacific oceans by means of a railway either through the territory of the United States, or through the British possessions in North America. The plan which he proposes is at once simple and economical. A certain portion of the land on either side of the intended line is all he claims, and that the work of intercommunication goes bravely on, may be inferred from the fact that the last steamer brings intelligence of the Government having offered to guarantee a loan of seven millions sterling to run a line of railway from Halifax in Nova Scotia, through the whole of the British possession of North America.

But the most original and daring of all these gigantic undertakings is the one put forth a few days back by the leading morning journal, for connecting the Thames with the Euphrates, by means of a line of railway and of steamers, by which and without stoppages, the distance between London and Calcutta will be reduced to seven days! This is certainly a bold, but it must be admitted a very hazardous scheme. The Times has the ear of the capitalists in the British metropolis and if they can be induced to embark their money in the speculation—why, the affair is their own. But we must not disguise from them or from ourselves the fact, that such a line would run through countries, over the government and inhabitants of which we could necessarily have no control,—with whom we may be any day at war—and who would thus hold in their hands the key of our Indian possession. A contemporary starts a fatal objection to this project, the force and the truth of which cannot, unhappily, be questioned.

From Ostend to Orsova, on the Danube, there might be no difficulty either in forming or upholding the line, though we doubt whether a railway from Vienna to Orsova would pay a dividend of a farthing in the pound; but beyond that, the difficulties both of forming and upholding would be insuperable. For upwards of 1700 miles the line would pass through the Turkish Empire, through provinces in which rebellions occur every second or third year, and populations of wandering Turcomans and Arabs, who have been plunderers from the days of Ishmael and Magog to the present hour. Not all the force of the Turkish Empire could protect passengers travelling by such a route, or could keep open the line against rebellious Pachas and discontented Rayahs. Beyond the Turkish provinces in the south of Persia and in Belochistan, the inhabitants are mere savages, thirsting for blood and plunder, and not responsible even in name, to any regular government. A railway through such a country would require a fort and garrison every five miles to keep it open.

Far more practicable is the project which Mr. Robert Stephenson has in hand to form a railway across Egypt from Alexandria to Suez, and about the completion of which no doubt we believe exists. But in all these projects we see inherent proof of that indomitable zeal which will be content with nothing short of the utter annihilation of every obstacle to the expansion of trade and the triumph of civilization.

At Paris 65 persons—Léon Rollin's party—were arrested on the 31st ult., charged with being implicated in a plot against the state. Amongst them is an advocate named Maillet, formerly secretary to M. Léon Rollin

M. Baroche has been severely indisposed, but is somewhat better.

The State of Naples, and indeed the whole of Italy, is becoming daily more and more uneasy. The French Mediterranean squadron will show itself on the coast before it returns to France. A destructive earthquake has taken place near Naples. Several houses have been destroyed, and at Bari no fewer than seven hundred persons have been buried in the ruins, and two hundred otherwise injured.

The London journals count upon the release of Kossuth and his fellow prisoners on the 1st inst. This is a mistake; they will not be liberated till the 15th of our style. It is no doubt with Lord Palmerston's best wishes, if it is not actually by his contrivance, that an United States' vessel is ready to carry them away to any country they may choose to make their home.

Very great excitement has been created throughout the whole of Europe this week by the promulgation of two decrees by the Emperor of Austria, declaring that his ministers are henceforth responsible to no other political authority than the throne. The very forms of constitutional government are abolished, and future decrees are to be countersigned by his ministers, "by most high command," with the formula, "After having heard my Cabinet," &c. The Reichsrath, or Council of the Empire, is to be the Emperor's Council and the Council of the Throne, and the Emperor reserves to himself the right of commanding the attendance of any minister.

The consequence of these violent changes naturally is, that the Emperor has addressed a letter to Prince Schwartzburg, commanding that the question of the maintenance and of the possibility of carrying out the Constitution of the 4th of March, 1849, should be taken into ripe and serious consideration, desiring him, and the President of the Council to consider, as principle and object as the irrefragable foundation of all their operations, the maintenance of all the conditions of monarchical government, and the unity of the States of the Empire. In one word, a naked despotism is once more established in Austria. The Viennese have manifested some perturbation at this act, but no outbreak has occurred; it remains to be seen effect will be produced in the provinces. It is indeed a deplorable termination of the struggles in Germany, and we cannot help thinking that the Emperor will, at no distant period bitterly repent this daring proceeding.

### THIS DAY'S MAIL.

The Executive Council met at Fredericton on Thursday last. It was rumored at Fredericton that John C. Allan, Esq., had been appointed Clerk of the Executive Council, and Andrew Barberie, Esq., Clerk of the Crown.—*St. John Courier.*

## SECOND EDITION.

TUESDAY MORNING, SEPTEMBER 23.

A VISITOR.—On Friday evening last, the American fishing schooner C. & N. Rogers, belonging to the port of New London, Connecticut, arrived at Chatham, for the purpose of procuring a supply of salt and barrels. She sailed again on Saturday afternoon. This vessel carries a crew of nineteen men, has been absent from home about six weeks, and has now on board 420 barrels of Mackerel, and had she not been compelled to put into port, would now be on her way home with a full fare, which, we are told, would yield about \$150 to each man. The Captain informed us that there were upwards of 900 sail of American fishing vessels in the Gulf, many of them on their second, and several on their third voyage. Thus, while our neighbors are reaping a handsome return from the products of our Fisheries, we find it a difficult matter to get a fresh fish of any description, although they are swarming on our shores.

LAUNCHES.—From the Building Yard of L. P. W. DesBrisay, Esq., at Richibucto, on Wednesday, the 10th instant, a splendid copper-fastened, hackmatack Ship, of 948 tons, O.M., and 1049 tons, N.M., called the *Chance*, which for beauty of model, excellence of material and workmanship, is not surpassed by any of the many fine vessels built in this Province, and reflects great credit on the enterprising builder. The *Chance* glided beautifully and majestically into her destined element, amidst the deafening cheers of a large concourse of spectators.

We understand that Messrs. Harley & Burchell launched a very fine Bark from their Building Yard, at Beaubair's Island, on Saturday, the 13th inst., but we have not been enabled to ascertain her tonnage. She was named the *Fleetwood*.

NEW BRUNSWICK.—Destructive Fire in Portland.—About Forty Houscs Consumed.—One of the most calamitous fires which has visited the parish of Portland for a number of years past, broke out about 7 o'clock last evening, and before its progress could be stayed, involved the destruction of nearly 40 buildings. We learn that the fire broke out in a barn in the rear of the house belonging to Mr. Henry Welsh on the north side of the street, at the head of the Long wharf, and had gained such headway before the arrival of the City Engines, that all attempts to check it proved unavailing. The Engine Companies were on the spot with their usual alacrity, but the distance which they had to force

the water for the suppression of the fire, the tide falling at the time, and the great extent of combustible materials within reach of the flames, rendered it utterly impossible to suppress them. From the place where the fire originated, it rapidly spread to the rear and in front.

It is impossible at this early hour to obtain a correct list of the buildings destroyed, but they cannot fall far short of forty, which were principally occupied by the laboring classes. On the main street, the houses belonging to Messrs. Welsh, Charles Shiel, John Doherty, Wm. Paiks, Esq., (occupied by Mr. A. Hegan) and James Gallagher, Esq., were all destroyed, besides two smaller ones, which were pulled down to stop the flames.

In the rear, on Port Howe hill, the fire swept everything before it, until the whole of the buildings on that eminence were consumed. These houses were owned by a number of persons, and from what we can learn there was little insurance upon them—Mr. Welsh losing three, and Mr. Quigg three more, whose loss is about £1000. The inmates had barely time to save their effects, and the loss of their habitations at this season of the year will be severely felt.

All the houses destroyed were built of wood and a number of them were of little value.

Fires in the Woods.—For the past few days the air has been so strongly impregnated with smoke that it has been impossible to see any distance, and the houses have been filled with it. All along the coast of Maine fires have been raging in the woods for the past fortnight, destroying timber in every direction. Latterly the fire has spread in the woods in New Brunswick, to the southward of St. John, and the wind prevailing from the southwest has blown the smoke in this direction. The steamers report the smoke to be very thick all along the coast. We fear that we shall have to record the destruction of much valuable property.

The Woodstock Sentinel says that a new steamboat intended to run between Woodstock and Fredericton, is now being built at the former place, by Mr. Dow, of Sunbury, for George Connell, Esq. This is the first attempt at steam boat building at Woodstock.—*St. John New Brunswicker, Sept. 20.*

Alfred Reade, Esq., is appointed President of the Virgin Islands, and senior member of Council, in the room of Sir John M'Gregor, deceased.—[Mr. Reade is son-in-law and was Private Secretary to Sir William Colebrook, while Governor of New Brunswick.]—*St. John Courier.*

UNITED STATES.—The Jubilee, says the Boston Atlas, has fairly commenced, our visitors have begun to arrive, people from all parts of the country are flocking in, the hotels are rapidly filling up, and our whole city is the scene of an unusual bustle and excitement. By a telegraphic despatch to the Mayor, yesterday morning, it was ascertained that a large number of Canadians, including the city authorities of Montreal, Canada, Coburg, and other places, were on their way within a hundred miles of Boston. Arrangements were immediately set on foot by the City Authorities to give them a proper reception. Ten or twelve elegant barouches were provided for the conveyance of our visitors, and a corps of fifty policemen, under officer Osborne, directed to do guard duty. At half past two the body proceeded to the Lowell depot; here they took the guests under escort, and marched to the Revere House, where a part having previously engaged rooms, will remain. The others will repair to the Winthrop House, where arrangements have been made for their stay.

Nearly all the leading men of Canada are gazetted as having arrived, and the Governor General, it was said, would arrive on Wednesday evening.

James Fenimore Cooper, the American Novelist, died at his residence near New York on the 14th instant.

A serious riot at Key West is reported, growing out of the arrival there of a Spanish vessel. A mob collected, and endeavored to take possession of and burn her, but she escaped. Subsequently the mob made an attack on the Spanish shops in the place, and destroyed much property.

CANADA.—A despatch from Quebec states that the Cholera had broken out at Quebec, carrying off several persons, but at the last accounts it had almost wholly disappeared.

Captain Rankin, of the ship Sir Colin Campbell, which sailed from Quebec on the 16th instant, died of Cholera on the following day.—*St. John New Brunswicker.*

The Cunard Company have contracted at the Clyde for four powerful iron screw steamers, but for what service is not known.

I am sitting on the style, Mary, as the fellow said when he sat down on a bobnet of the latest fashion.

### FISHERY.

#### FOR SALE.

A SCHOONER of about 25 tons, will carry 120 barrels, built of Hackmatack, copper-fastened, and in good trim for sea. Apply to

ANDREW McCULLAM.

Nelson, September 20, 1851.

#### A CARD.

The Subscribers having brought their business to a close, beg to return their grateful thanks for the patronage they received during their residence in Miramichi.

E. DALEY & SON.  
Chatham, September 22, 1851.