

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, JULY 14, 1851.

EUROPEAN NEWS.

The Mail Steamer Canada arrived at Halifax on the morning of Monday last, in the short passage of eight and a half days. We copy some extracts, which will be found under the proper head, but the news furnished is not important. This is said to be the shortest passage on record.

THE EUROPEAN AND NORTH AMERICAN RAILWAY.—The New Brunswick has a rather lengthy article on Earl Grey's Despatch relative to the Bill incorporating the European and North American Railway, and the Facility Bill. We give below an extract, which will enable our readers to form an idea of what has been done towards carrying out the undertaking:—

"In the usual course, these Acts were referred to the Railway Commissioners, who stated several objections to the Act of Incorporation, some of which were considered very material. Earl Grey, however, was not disposed to prevent that Act going into operation on the first of June, as therein enacted, and notwithstanding its objectionable clauses, he advised Her Majesty to leave the act to its operation, and it has therefore become a Provincial law. A Company may now be organized under it, without a moment's delay; and all the mighty and somewhat irresponsible powers and privileges it confers, might be freely and fully exercised at this very instant, if the Company were organized.

"The reason of Earl Grey for leaving this act to its operation, although in some respects objectionable, was the desire to offer no obstacle to the immediate organization of the European and North American Railway Company, or to hinder that body from attaining the power to commence, and carry out, their great undertaking with the least possible delay. To the Facility Bill no objection is offered by Earl Grey; but he withholds from it the Royal assent only until the necessary alterations are made in the charter of the Company. If the Company deem those portions of the Charter to which objection has been made, of more importance than the Facility Bill, they can retain their Charter exactly as it is, without the alteration of a word or a syllable; but if they think it of greater consequence to obtain the Provincial subscription for stock under the Royal sanction, then they must amend their Charter accordingly.

"So stands the matter at present; and now we will inquire what has been done in the premises.

"It appears that certain gentlemen of this city, a small portion of the seventy three named in the charter, have acted for some time as a committee for the European and North American railway. They have met at the Mayor's office, and latterly, at the Commercial Bank parlour, every Friday afternoon. Recently, some of the committee proceeded to Portland, to meet parties there interested in the railway; but whether the meetings were at the Mayor's office, in the Bank parlour, or at Portland, we cannot learn that they have effected anything—they have talked much, but done nothing.

"Shortly before the first of June, when the charter became law, the Railway committee petitioned the Executive Council of this Province to cause a survey to be made of the lower route from this city to Calais, at the public expense. They were told in reply, that all authority and power in the matter had been delegated to the company by act of Assembly; that the Executive could not presume to spend the public money for the benefit of a private company, or for a purpose strictly within the scope and object of that company.

"But the Railway committee would not take this significant hint; they neither proceeded to organize the company, nor did they take any step towards procuring the Royal assent to the Facility Bill. They remained perfectly passive and inactive, until they received notice that the Facility bill would not be assented to at present—then they met in the Bank parlour, and appointed a committee of three to proceed to Fredericton and wait upon the Executive Government, to know what steps they intend to take in the matter! Was there ever such energy?

"When the St. Andrews and Quebec Railroad company obtained a Facility Bill in 1847, they despatched two gentlemen to England, on the very day it received the Lieutenant Governor's assent here, in order to meet any objections which might arise in matters of detail, and procure the Royal assent without delay. On the thirteenth day after those gentlemen landed at Liverpool, the royal assent was obtained to that Facility bill. The St. Andrew's company did not expect the Government to do every thing for them; they acted on the principle that every man should attend to his own business, therefore their business was done, and was done promptly.

"If the Committee of the European and North American Railway had despatched one or more members of their body to England on the 7th of April last, when the Facility bill was sent, it would very likely have received the royal assent long before this; but they did nothing! If, instead of petitioning

the Executive to survey the line to Calais for them, at the public expense, they had set vigorously to work on the first of June to organize the company, they might have had this and other preliminary surveys now in progress—but they did nothing! And now, when action is required to meet the not very serious difficulty about the Facility bill, instead of doing anything themselves, or taking those steps which men acquainted with the subject would instantly take to remove the difficulty, they despatch a committee to Fredericton to ask what the Executive Government means to do!!

"The Railway committee have apparently proceeded hitherto in the full expectation that the government would do all, and that they were to do nothing—that the government would obtain the passage of a Facility bill, and procure for it the royal assent—that the government would survey the line at the public expense—that the government would subscribe for a large amount of stock, and find the means for commencing the work—but that the members of the Railway committee should exercise and enjoy all the powers—the privileges—the honor—the patronage—and the profit—connected with the undertaking!

"It is quite clear, that if the people of this city, and of the Province generally, wish the European and North American Railway to be undertaken, under the act of Incorporation now in force, they must take the matter into their own hands. There is nothing whatever to prevent public meetings being called, and arrangements made for organizing a company under the charter; and when a company is organized, the mode of overcoming the difficulty about the Facility bill will be pointed out, and that objection need not delay the work for an instant. The Railway committee, either unwilling or incapable, have done nothing; and now if the public wish to go forward, they must act. Idle discussions, and mere talk, will no longer avail; the time for action has arrived, and those who wish to do so, should go ahead!"

Last week we copied from the New Brunswick some intelligence received from Fredericton, of a very satisfactory nature, relative to the construction of both lines of Railway. The Editor of the Morning News doubts the truth of these reports. In answer the Editor of the New Brunswick remarks:

"Our contemporary of the Morning News being unable to contradict our statements as to Railway movements at Fredericton, endeavors to throw a doubt upon them. Let him take the trouble to inquire at Fredericton, in the proper quarter, and he will find we are strictly correct.

"The News is wrong in asserting that Earl Grey has withheld the Royal assent to the Act of Incorporation—when better informed, he will learn that this Act, as we have stated elsewhere, is left to its operation, and is now in full force."

SACKVILLE ACADEMY.—The papers state that the Annual Examination of the Students of this Institution took place on the 23rd ult., and that it was creditable to all parties.

HALIFAX.—The Lascar, condemned to death for the murder of Mr Sinclair, has been respited, but it has been determined by the proper authorities that he shall be imprisoned, and put to hard labor the remainder of his life in the Provincial Penitentiary.

POST OFFICE.—His Excellency in Council has appointed John Howe, Esq., Postmaster General of this Province, under the provisions of the Post Office Act of 1850.

Edward Williston, Esq., has been appointed Postmaster at Newcastle; and R. Hutchison, Esq., at Douglastown.

The Royal Gazette contains the Orders and Regulations, in pursuance of the provisions of the Post Office Act of 1850 and 1851, which we shall copy in our next week's paper.

CANADA AND NEW BRUNSWICK.—The Fredericton Reporter states that it is rumored that the Boundary line between Canada and this Province has been adjusted in such a manner as to secure the just rights of New Brunswick.

The Toronto correspondent of the Quebec Gazette, under date of the 30th June, says:

"On Saturday about a couple of hundred persons sat down to dinner with the Hon. Joseph Howe, in the Lawrence Hall. The Mayor presided and the Governor was present, and made a speech, as also did Mr How at great length. The principal members of both Branches of the Legislature were present."

On the evening of the 30th June, the Hon. Attorney General Baldwin rose in his place in the Legislature and stated "that in consequence of the vote on Thursday night, he had felt it his duty to tender his resignation, which had since been accepted. He explained—

"He had been induced to do this by the following circumstances. Long before he was in office he had formed the opinion that the

chancery court should be remodelled. Meetings of the Bar were held & petitions presented from 1846 to the day when he accepted office, all pointing to the necessity of remodelling the Courts. These petitions indicated almost precisely the changes which were in fact carried out. His hon. friend, Mr Blake, had been the author of the Bill for making these changes; but the charges which had been ungenerously brought against that great man applied equally to himself. He was responsible for everything. Now, after the two years, during which it was admitted on all hands that the late changes had produced a saving of expense in money and time, a motion was brought in for abolishing that Court.—Among those who voted for the motion were several of those usually considered friends of the administration, and several of the profession, who with one exception had voted for the Bills of 1849. Under these circumstances, and in so important a matter as this, affecting as it did so many private interests. He thought it was his duty to his sovereign, his country, the house, and himself, to tender his resignation. He concluded by expressing his thankfulness for the kindness and courtesies that he had received, and hoped that the asperities that might have taken place during the debate might be softened. The closing remarks of the hon. gentleman's speech were very affecting, and the eyes of many of the members were filled with tears. He did not speak from his usual place in the house."

THE CANADA, NEW BRUNSWICK, AND NOVA SCOTIA RAILWAY COMPANY.—A few weeks ago we copied a letter by a Mr Arthur Sleigh, who signed himself Deputy Chairman of this Company. The Nova Scotian, of Wednesday last, has an article on this subject, in which the Editor remarks:

"We understand that letters were received by the English mail of yesterday, enclosing copies of letters addressed to Earl Grey and the Hon. Joseph Howe, dated on the 23d and 26th ult., by Arthur Sleigh, the gentleman above named, in which he denounces Mr Josiah Timmis as an impostor and the Company a bubble. He apologizes for the part he has taken in the Railway schemes of Josiah, and for the manner in which he was induced to speak and write of Mr Howe and his mission. He also states that it has been only lately that Mr Timmis has been unmasked.

"It appears that Mr Sleigh, who writes from the army and navy Club House, Pall Mall is not the only victim in this matter—several gentlemen of respectability having advanced money, and allowed their names to be made use of as Provisional Directors, &c. We shall conclude this notice in Mr Sleigh's own language.

"In conclusion, I beg to add that myself and other gentlemen named as Directors, have withdrawn from all connection with Mr Timmis, and that we pronounce him to be a dangerous and gross deceiver, whose unauthorized operations we should be happy to see taken legal cognizance of with a view to their suppression."

W. END, ESQ.—The Fredericton papers contain an Address from this gentleman to the Electors of Wellington Ward, in resigning his situation as Alderman. From this document we take an extract. It contains matter for serious reflection. The evils spoken of, it must be admitted by every man who has sufficient independence to avow his sentiments, have fallen upon us, and will continue as long as the people tamely submit to bear the yoke.

"Your new Charter establishes Vote by Ballot, greatly extends the elective franchise, and, above all, gives you the right to elect your Magistrates, all these provisions I believe to be indispensably necessary for public protection against the effects of that system of Colonial Government which in New Brunswick has assumed the name of 'Responsible.'

"Men in power, whose tenure of lucrative office depends on their success in being sustained by a majority rather perhaps, than on the faithful discharge of their official duty, will ever be under strong temptation to create and maintain a slavish and obsequious majority. Thus appointments to office are in danger of being made to subserve private interest, or to gratify private resentment, and the public good, or the competency of the person appointed, may be deemed a matter of secondary importance. Counties may be afflicted with Benches filled with political partisans, to whom the interest and aggrandizement of the patron and his friends will be the "one thing needful," and the people will look in vain for an independent and impartial Magistracy. So far as you are locally concerned, your Charter is an antidote to those evils, and if its great principles are applied to Fredericton, and brought into action by men honestly disposed to do justice to those principles, their adoption must soon become co-extensive with the Province—their progress will be irresistible—their effects will be manifest. Vote by Ballot will supersede vote by Ledger and Magistrates as well as all other Public Officers will be chosen by the people—the qualification being fitness for the people's service; and electioneering skill, political partizanship, personal hatred or national prejudice, will be utterly disregarded."

TELEGRAPH BETWEEN ST. JOHN AND FREDERICTON.—The Halifax Sun gives the following account of the very unsatisfactory working of the Telegraph between the above-named cities. There is great fault somewhere, and we think the Companies would study their own interests by having it rectified:

"Of late, the line connecting Halifax with St. John and the Atlantic cities of the Republic adjoining, has worked so badly, that confidence is well nigh shaken in its utility. Scarcely a Despatch of English news has reached the New York Associated Press, in the ordinary period, for months; whilst many, wholly, or in part, were anticipated by the steamer's arrival at Boston. We know the fault does not lie with the Nova Scotia line, the business of which has been interrupted but once during the time alluded to, by breakage. Formerly, six months since, these despatches could be written to Portland or Calais direct; now they cannot be written to St. John, as was the case on Monday, when the Canada arrived. Let the lines beyond New Brunswick be in ever so good order, they cannot be reached, if the current of electricity has not fair play over those intervening. Nearly two thirds of the despatch, containing the Canada's news—3000 words—had to be sent to Sackville—St. John office could not take it; and Heaven knows if it has yet reached its destination, and in what condition. Now, we have the very best authority for stating that the New Brunswick line, or, at least, that part of it which connects Sackville with St. John, is in the most deplorable condition; that the fixtures, insulators, &c., are loose, broken, and so out of order in many places, as to make it matter of astonishment that any communication whatever can be sustained between that city and Halifax. There appears to be, on the part of those who have charge of the New Brunswick line, a culpable neglect of duty, and unless the Company take steps to correct the evil, the question of another connection may be raised, and a prompt interference by the Executive of the Province demanded."

SONS OF TEMPERANCE DEMONSTRATION.

A Correspondent has furnished us with the annexed account of the celebration of the third Anniversary of the establishment of the Order of the Sons of Temperance in Miramichi:

In the signs of the times we are favored with innumerable indications of a brighter day having begun to throw its hallowing and cheering influences upon the human family. It must afford every well-wisher of mankind a more than ordinary degree of pleasure to watch the progressive improvement which is taking place in the civil, intellectual, and moral institutions of the leading nations of the world; all of which directly tend to ameliorate the physical sufferings of man, and to exalt his character.

We were favored with a pleasing demonstration of this on Friday last, in the Temperance Procession which was held on that day, composed of members belonging to the three Divisions of the Sons of Temperance established on the banks of our noble river.

Of late years it has become the practice of public journalists to notice the organizations and public fetes connected with all the great movements of the present age, and more especially those observed by the Sons of Temperance. We read of their congregating in thousands, and displaying the success and triumphs of their cause in amazing multitudes, which should convince the most prejudiced of the general benefits which have resulted from their formation and extension in every place where Divisions have been formed; and we may view the celebration of the anniversary of Northumberland Division as a practical illustration of these remarks.

The day was unusually fine, and appeared to diffuse a feeling of pleasure in the minds of all interested in the cause of Temperance—a conclusion to which all must come who observed the general interest which was expressed in the features and conduct of the observers. And who, Sir, that contemplates such a scene, but must feel pleased when he reflects upon the philanthropic design intended by these interesting organizations—the prevention and annihilation of an evil from which has resulted calamities and sufferings to mankind beyond the power of language to describe and represent.

I am well aware that these organizations have many enemies, who are always on the alert to point out the inconsistencies of some; but these objections do not affect the noble principles upon which they are founded, nor the great aim and object they have in view; and every impartial observer must admit that they have accomplished a great amount of good in Miramichi, and the Divisions have reason to be proud of the success which has so far attended their efforts. But if, in all cases, we have not succeeded to the full extent of our wishes, let none impeach the principles on which these Societies are based, and by which they are governed; but attribute those instances of deviation from our rules to the weaknesses and infirmities of humanity; for do they not furnish us with an argument which proves the danger to which all are exposed who habitually use intoxicating liquors, and shows that there is a possibility of all who live in the indulgence of alcoholic drinks, acquiring an appetite which in some cases usurps an absolute control over the un-