

Such a man will enjoy the confidence of the House; he cannot fail to command respect, and when he makes a reasonable request for the benefit of his constituents, it will be at all times respectfully listened to.

I am, Gentlemen, yours,
A FREEHOLDER.
Bonaventure, C. E., Sept. 13, 1851.

European News.

From the Bathurst (Australia) Free Press.

THE GOLD FEVER IN AUSTRALIA.

The discovery of the fact by Mr Hargraves that the country, from the Mountain Ranges to an indefinite extent in the interior, is one immense gold field, has produced a tremendous excitement in the town of Bathurst and the surrounding districts. For several days after our last publication the business of the town was utterly paralysed. A complete mental madness appears to have seized almost every member of the community, and, as a natural consequence, there has been a universal rush to the diggings. Any attempt to describe the numberless scenes of grave, gay and ludicrous—which have arisen out of this state of things, would require the graphic pen of a Dickens, and would exceed any limit which could be assigned to it in a newspaper. Groups of people were to be seen, early on Monday morning, at every corner of the street, assembled in solemn conclave, debating both possibilities and impossibilities, and eager to pounce upon any human being who was likely to give any information respecting the diggings. People of all trades, callings and pursuits were quickly transformed into miners, and many a hand which had been trained to kid gloves, or accustomed to wield nothing heavier than the grey goosequill, became nervous to clutch the pick and crowbar, or "rock the cradle" at our infant mines. The blacksmiths of the town could not turn off the picks fast enough, and the manufacture of cradles was the second brisk business of the place. A few left town on Monday, equipped for the diggings; but on Tuesday, Wednesday and Thursday the roads to Summer-hill creek became literally alive with new made miners from every quarter, some armed with picks, some shouldering crowbars and shovels, and not a few strung round with wash-hand basins, tin pots and cullenders, garden and agricultural implements of every variety either hung from the saddle bow or dangled about the persons of the pilgrims to Ophir. Now and then a respectable tradesman, who had just left his bench or counter, would have in sight with a hugh something in front of his horse which he called a cradle, and with which he was about to rock himself into fortune. Scores have rushed from their homes, provided with a blanket, a "damper," and a pick or grubbing hoe, full of hope that a day or two's labor would fill their pockets with the precious metal; and we have heard of a great number who have started without any provisions but a blanket and some rude implement to dig with. Such is the intensity of the excitement that people appear almost regardless of their present comfort, and think of nothing but gold. Of course all this must end in disappointment. The wet weather of the last two nights, with the damp ground for a bed, and the teeming clouds for a canopy, will do much towards damping the enthusiasm of numbers. We have the authority of an experienced man in stating that from the imperfect and unsuitable implements used by all who have left for the diggings, coupled with their miserable provision in other respects, success is impossible; that the labor necessary to success is extremely severe, and he ventures, as his opinion, that no more than three per cent. will become permanent miners.

One of the consequences has been a rapid rise in the price of provisions. Flour, which ranged from twenty six to twenty eight shillings per 100lbs., has been sold for forty-five shillings, and almost every other eatable commodity has advanced in equal proportion. A large amount of the wheat in the district is in the hands of a few speculators, who will maintain their hold in the hope of a golden harvest. But for the very extensive supplies now on their way from Sydney, flour would soon be at a famine price; and should a rush take place from below, as may be reasonably expected, it is to be hoped that there are capitalists enough to adventure in one of the safest speculations of the times—the purchase of flour for the supply of the district.

What assisted very materially to fan the excitement into a flame was the arrival of a son of Mr Neale, the brewer, with a piece of pure metal weighing eleven ounces, which was purchased by Mr Austin for thirty pounds, who started to Sydney by the following day's mail with the gold and the news. Since that an old man arrived in town with several pieces in mass, weighing in all from two to three pounds. He also started for Sydney with his prize. Mr Kennedy, the Manager of the Bathurst Branch of the Union Bank of Australia, visited the diggings on Saturday last, in company with Messrs. Hawkins and Green, and each of these gentlemen picked up a piece of the pure metal; and a few handfuls of loose earth from the bed of the creek, which were brought home by Mr Kennedy from motives of curiosity, have since been assayed by Mr Korf, from Sydney, and a piece of gold extracted therefrom of the size of a small pea. Besides these we have not heard of any particular instances of success.

On Wednesday morning last Mr Hargraves, accompanied by Mr Stutchbury, the government geologist, went to the diggings, and with his own hands washed a part of the earth in his presence, from which twenty one grains of fine gold was produced. He afterwards washed several baskets of earth and produced gold therefrom. Mr Stutchbury hereupon expressed his satisfaction, and immediately furnished him with credentials, which have since been forwarded to Government.

The fact of the existence of gold is therefore clearly established; and whatever credit or emolument may arise therefrom, Mr Hargraves is certainly the individual to whom it properly belongs. Should Government deem it necessary, as it most probably will, to appoint an inspector, superintendent or commissioner, over the gold regions, in addition to the fact of Mr Hargraves being the discoverer, his practical acquaintance with mining points him out as the most suitable and worthy person for the appointment.

A Mr Rudder, an experienced California gold digger, is now at work in the diggings. There are also several magistrates plying their pickaxes and cradles most laboriously, but we have not heard with what success. In fact there appears every probability of a complete social revolution in the course of time. Those who have not already departed are making preparations. Servants of every description are leaving their various employments, and the employers are, *per necessitatem*, preparing to follow. But notwithstanding all this we feel that a reaction will speedily take place. The approach of winter and wet weather will do something towards cooling the ardour of the excited multitude.

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, SEPTEMBER 29, 1851.

THE RAILWAY.

It appears by the St. John papers, that the inhabitants of that city are much pleased at the scheme propounded by Mr Archibald, for building the European and North American Railway. A meeting of the subscribers to that undertaking was held in the Commercial Bank on Saturday the 20th instant, which Mr Archibald attended, and it appears his explanations were satisfactory, for a vote of thanks was passed to him, and several persons took stock. The particulars will be found in another page.

The Morning News concludes its report of the meeting as follows:—

"What does the New Brunswicker think now—will he persist in saying that *no private Company can do the work?* The friends of this Railway—the Press particularly—have reason to be proud of their consistency, and manly, straightforward conduct. The work will be commenced in earnest (we think) about NOVEMBER."

The Editor appears very sanguine that the work will now progress in a satisfactory manner. We think differently. The friends of this enterprise have, in our opinion, made a most fatal error in abandoning Mr Howe's scheme. With the guarantee of the British Government, the funds necessary for completing this great undertaking could speedily be procured in Britain; but our neighbours in St. John are aware that the Government at home would not give such guarantee unless this Province also embarked in the building of the Quebec and Halifax line. This, it appears, the St. John people are determined at all hazards not to do, which accounts for the eager manner in which Mr A.'s scheme has been embraced. We do not pretend to much skill in predicting future events, but we shall be disappointed if the Editor of the Morning News, and all true well-wishers of the European and North American line, do not repent of the step they have now taken, and be solicitous to fall back on that scheme which they have striven so hard to mar and render abortive.

To show the feeling which actuates some parties with respect to the Great Trunk Line, we copy the annexed paragraph from the Fredericton Reporter. This is not the first time the Editor of that paper has assumed an impertinent and dictatorial tone in reference to the proposed route for this great line. Fortunately for us in the North, when this important matter is to be decided, the people of Fredericton will not be the only parties who will have a voice in the matter:

"Amidst the great variety of conflicting opinions both here and in Nova Scotia, in application to Colonial politics and Colonial Railways, there is one which we can assure Mr Archibald, as well as the respective governments concerned, is firmly stereotyped in the minds of a large majority of our House of Assembly; and that is, that by no species

of political wheedling or stretch of corrupt power shall the Railway, if made, be driven round the north-eastern coast of this Province. The great interests of the Province forbid that such a ruinous sacrifice should be made on the one hand or received on the other. Halifax is the natural terminus of the voyage from Europe to America; but Saint John is as much so the first terminus of our Provincial connexion with Canada. The line must then proceed by a central route from St. John to Canada, uniting with the St. Andrews line, and embracing as much of the European and North American line as its upward course will allow."

The following are the concluding paragraphs of a long article on the subject of "the Government and their Railway Policy," in the Nova Scotian:—

"While upon this topic we take occasion to acquaint our readers, that the whole public mind, so far as we can ascertain what public opinion is, are unanimous in their rejection of all schemes for building the Railroad, but that called the Government Policy, and already acted upon in Canada. Mr Archibald's letters, replied to by the Hon. the Provincial Secretary, and ably reviewed by a writer in the last No. of the Acadian Recorder, have been so neutralized that they are scarcely subject of conversation in any circle. It is with much pleasure therefore that we now announce the reasonable prospect of a good working Railway majority in the new Assembly.

"We understand that Lord Elgin and Mr Hincks are both in Boston, and Mr Howe, who meets them there, is expected to return immediately by way of Fredericton. So soon as he returns, it is probable that some intimation of the intended action of the Government will ere long transpire."

The same paper contains some severe strictures on Mr Archibald's letter, from which we clip the following paragraphs. We are glad to hear such satisfactory accounts from our sister Province:—

"We merely add that if the Executive Government of New Brunswick are at all diverted from their purpose by Mr Archibald and his "magnificent proposals," backed up by *nobody knows who*, we shall be both greatly surprised and mistaken.

"Our neighbors of that Province who are with us in a Government scheme, will be glad to learn that since the elections, confidence in the measure is prevailing continuously in this Province. We have good reason to believe that Nova Scotia is ripe for action, and we shall be surprised if the Government do not almost immediately summon the Legislature for the despatch of business."

COUNTY OF KENT.—*Melancholy Accidents.*—On Sunday the 21st instant, Mr LUKE TREBIDU was unfortunately drowned in the harbour of Cocaigne, by the upsetting of a canoe, in which he, with four others, were proceeding to attend Divine service. The other parties had a very narrow escape. The body had not been discovered when our informant wrote on Thursday last.

At Buctouche, on the 8th instant, JOHN SHERIDAN, JUN., came to his death in the following manner. He had risen early, and taken a young horse from the barn for the purpose of tying him in a field. It appears that he made the rope by which he led the horse, fast round his body, and that the animal took fright, as he was seen running, dragging the body of the unfortunate man after him. The deceased lived about two hours, but never spoke. He was highly esteemed by all his acquaintances as a good member of society; and has left a wife and two children to lament their loss.

NEW FLOATING BRIDGE.—The new Floating Bridge across Lake Champlain is completed. The following account of the work is copied from the Lake Champlain Beacon of the 6th instant:—

"On Monday, for the first time in the history of the world, Lake Champlain was crossed by a train of cars! The Floating Bridge emerged from its slips—the monster 'Sea Serpent' crept forth from his den, and stretched his huge proportions from pier to pier, connecting shore with shore, State with State, New England with the West.

"Without difficulty or accident, and with as little delay as could have been expected on the first trial of this novel and grand invention,—the youngest born of Campbell's scheming brain,—the whole Boston train, engine and all, passed safely over from the Vermont to the New York shore of Lake Champlain. The excitement, the enthusiasm, was indescribable. The Monster Depot—500 feet long by a hundred broad—the wharf, the pier, the hotel, were crowded to their utmost capacity. His Marine Majesty received such a royal greeting as probably Sea Serpent never received before."

ST. JOHN.—The Industrial Exhibition was closed on Friday week. A contemporary says that the total receipts were £663 19s. 11d., and the expenses it is expected would amount to £500.

COUNTY OF GLOUCESTER.—A very active canvass is now going on in this County for Messrs. Read and End. The friends of both parties are equally sanguine of success, from which we infer that the contest will be a warm one.

COUNTY OF RESTIGOUCHE.—The recent appointment of Mr Barberie will cause a vacancy in the representation of this County. Early information respecting the movements of parties there, will oblige us. If the Liberals intend to offer any resistance, they should lose no time. A Candidate should be at once selected, and efforts made to secure his return. There is one thing evident, and must be apparent to every Freeholder who will consider the matter—that they cannot be fairly represented in the Assembly while they select public officers to legislate for them. *Duty* will pull one way and *interest* another, and it is not necessary for us to say on which side the *strongest* pull will be given. "Human nature will be human nature," in spite of all professions and promises to the contrary.

ANCIENT BOSTON.—The Montreal Herald contains a long and interesting article entitled "Gossip about Ancient Boston," from which we clip the following opening paragraph:—

"Time works wonders, and though one hundred and fifty years is but a short historical period they have brought forth more marvels on this continent than twice as many years in the ancient world. This day several hundreds of our citizens will be transported, between morn and dewy eve, along a tract, where a century and a half ago, the only road was a footpath, trodden by Indians in small parties of a few score men, when incited by the emissaries of the French monarch they set out on a three weeks' foray to spoil the subjects of the king of England. Between these two epochs the redoubted red men, whose terrors forced the English of Massachusetts Bay to mow their crops with loaded muskets by their sides, have declined to the numbers comprised in the miserable villages of Caughnawaga and St. Francis, while the vacancy caused by this depopulation, has been supplied by a thousand fold increase, of the stranger race; and Canada, which once sent out its wild bands to ravage Massachusetts now launches a more numerous horde of destroyers to devour a Massachusetts dinner."

UNITED STATES.—Our papers from this quarter are filled with accounts of the Railway Celebration which recently came off at Boston. A large body of Colonists were present. Also the President of the United States and the Governor General of Canada. The arrangements of the committee and the affair, generally, gave great satisfaction to all parties interested.

Miss Catherine Hays, or as she is styled "the Swan of Erin," arrived at New York on Sunday the 14th instant, in the Steamer Pacific. A large concourse of persons assembled in the evening about 10 o'clock at the hotel at which she was stopping, for the purpose of giving her a Serenade. When informed of their intention she returned them thanks for the intended compliment, but begged that they would, from respect to the Sabbath postpone the entertainment. This was complied with, and the serenade took place the following night.

CANADA AND NOVA SCOTIA.—A Nova Scotian in Toronto, writing to one of the Halifax papers, remarks as follows:—

"There is every where here a spirit of progression both in public and private endeavor; and from the satisfactory accounts of the public revenue, as well as from the general appearance of trade, the Canadas appear to be in a prosperous state. In Boston on the 23rd ult. merchants were paying 13 and 14 per cent for the use of money; but there is no such disorganization of affairs observed here. The importations this year have been somewhat larger than usual, and merchants in the different branches of business expect an increased support this fall. On the article of Dry Goods alone, the two Provinces paid into the Provincial fund in the month of May last, the sum of £60,000 currency. I think, however, the farmers in Nova Scotia is quite as well off, if not better than here. For all the necessities of life, he pays more money in Canada than at home, except in household furniture and a few other extravagancies that do not come under that appellation. I may add a few other remarks, which are worthy of notice. The farmer does not get so much here for his produce as with us. Wheat is now selling from 3s. 3d. to 3s. 6d. per bushel. The best butter from 5d. to 5½d. per pound, potatoes 1s. 6d. to 1s. 8d. per bushel, and beef 19s. to 22s. per cwt. The article of wheat can of course be produced here in greater abundance than with us—but all other productions of the farmer are no more plentiful in proportion to the labor expended than in our own Province, and are sold with us at far better prices. I can see nothing to induce a