

Editor's Department.

MIRAMICHI:

CHATHAM, TUESDAY, DECEMBER 2, 1851.

EUROPEAN NEWS.

The Mail Steamer Asia arrived at Halifax on the morning of yesterday week, after a splendid passage of eight and three quarter days. Our papers contain but little that is interesting, and less that is important. Kosuth has been invited to visit the principal cities in England, where his reception has been marked with the greatest enthusiasm. The papers are nearly filled with his speeches, and they display a wonderful degree of talent and tact. His harrowing description of the tyranny of the European despots, and the cruelties inflicted on the advocates of civil and religious freedom, appear to have made a deep impression on the hearts and minds of his numerous audiences. His thanks to Great Britain and the United States, for the warm interest they have taken in the cause of oppressed and persecuted Hungary, were conveyed in original and striking language, and had a wonderful effect on his hearers. Next week we shall make a selection from his speeches. He is unquestionably a most remarkable man, and one well qualified to stir up his countrymen to deeds of valour, and to fill the hearts of despots with terror and dismay.

The papers confirm the disastrous reports of reverses at the Cape of Good Hope.

NOVA SCOTIA.

As every move connected with the important subject of Railways is interesting to the people generally of the colonies, we give below a summary of the proceedings of the Assembly of the sister Province, relative to this matter:—

"The house met at three o'clock on Friday. The hon. Provincial Secretary asked for leave to bring in a Bill for the purpose of enabling the Government, in the event of anything occurring to prevent the Railway scheme as now settled from going into immediate operation, to commence the construction of a Trunk Line through the Province which might subsequently be made available as a general Trunk line for the proposed road, provided the Revenues of the Province were not any time pledged for more than twenty thousand pounds annually. He also asked leave to introduce a Bill for the purpose of appropriating the £100,000 guaranteed to be paid in aid of the line by the City either to the General line or Branch lines East or West. Leave was granted and the Bills read a first time. He also presented petitions from a Colonization Association in England, and the Provincial Railway and Land Association in Canada. He asked leave to introduce two Bills one for incorporating the Association and the other for the management of the Crown Land department in this Province.

"In the afternoon the hon. Provincial Secretary explained the nature of the two Bills he had introduced for consolidating the Land Department, and giving the Executive power to incorporate Land Companies; which, after some discussion, were referred to a special committee of nine members, to examine and report thereon."—*Sun of Monday.*

"On Wednesday the Committee appointed on the previous evening, reported that the Counties through which the Railroad would pass should pay for the right of way.

"Dr. Brown moved that the central counties be assessed for one fifth of the interest, to be levied by direct taxation. This was negatived by a large majority.

"Yesterday the House were engaged in perfecting numerous minor details of the Bill.—*British American of Tuesday.*

MARKET IN CHATHAM.—We have repeatedly called the attention of the inhabitants of Chatham to the necessity there exists for the establishment of a market in the town, and the benefits which would result therefrom. We now suggest that a Public Meeting be called to take the matter into consideration, and that a Petition be prepared and handed round for signature, requesting the Sessions to establish said Market, and to draw up a code of regulations for its government. Who will interest themselves in this matter? We shall cheerfully lend our assistance to the good work. There is no time to be lost, as the Sessions will be held next month.

THE SEASON.—Our navigation may now be said to be closed. The last outward bound vessel left Chatham last Wednesday week, and went over the bar on the following Sunday. The river remained passable until Thursday last; since then the ice has rapidly accumulated, and had it not been for the high winds on Sunday and yesterday, it is more

than probable it would have been entirely frozen over. One or two calm days will accomplish this.

COUNTY OF KENT.—We are indebted to the kindness of the Hon. J. W. Weldon, for the following synopsis of the Census recently taken in this County. Will the Clerks of the Peace in this and the neighboring Counties of Gloucester and Restigouche oblige us with a similar report:—

Inhabited Houses,	1,607
Number of Families,	1,739
Houses building,	109
Uninhabited Houses,	108
Stores, Barns, Outhouses,	1,764
Births in the preceding year,	345
Deaths " " " "	97
Grammar School Scholars,	45
Parish " " " "	904
Cleared Land, acres,	35,495
Tons Hay cut,	8,066
Bushels Wheat raised,	25,256
" Barley " "	4,418
" Oats " "	101,120
" Buckwheat,	11,376
" Indian Corn,	3,224
" Beans and Peas,	1,165
" Turnips,	22,902
" Potatoes,	365,619
Other Root Crops,	1,050
Number of Neat Cattle,	5,402
" Cows,	2,529
" Horses,	1,507
" Sheep,	9,692
" Swine,	5,559
Pounds of Butter,	83,171
Places of Worship,	21
Number of Schools,	38
Yards Woollen Cloth,	46,104
Number of Inhabitants,	11,108

UNITED STATES.—The New York papers of the 20th of November furnish the following account of a most disastrous affair which occurred in that city on that day:—

"One of the most frightful catastrophes it has ever been our lot to record, occurred in this city this afternoon. The following are the full particulars, as near as can be ascertained in the excitement. It appears that, about 3 o'clock, just before the pupils of Ward School No. 26, occupying the fine new building on Greenwich Avenue, near Sixth Avenue, were about to break up school, the Principal of the department in the third story of the building, was seized with a sudden illness, of a paralytic nature, which took such a curious effect upon her face that it caused the greatest alarm among the children, the majority of whom were girls, ranging from 6 to 8 years of age. The consternation gradually increased, and, in the midst of it, the cry of fire was raised. The children at once made for the stairs, which, in their eagerness, they completely blocked, and became wedged between the banisters and the walls, when, suddenly, the banisters gave way, and scores of the children were precipitated to the floor, a distance of about 30 feet. The scene that followed baffles all description. The parents of the children quickly assembled round the building, and as body after body was taken out, dead or injured, the screams of the mothers were heart-rending.

"The list of the dead numbers 43, which will probably be augmented. More than double that number are more or less injured. The school was one of the largest in the city, numbering 1833."

The United States steamship Mississippi, having on board a number of Hungarian Refugees, has arrived at New York from Gibraltar. They are forty two in number, and on the invitation of the city authorities, took up their residence at the Irving House, where they will await the arrival of Kosuth from England.

New York papers say:

"It seems there are two parties of Hungarians on board the Mississippi; one in favor of Kosuth, and the other against him, and in favor of Count Bathyni; and it is said that some curious revelations will be made in the course of a few days by the party opposed to Kosuth. Count Bathyni was not on speaking terms with Kosuth, and would not embark in the Mississippi with him. We have been informed that had Kosuth returned to Gibraltar, and come on here in the Mississippi, a row on board would, in all probability, have been the result.

"The story about Kosuth domineering and acting improperly at Marseilles is false from beginning to end. It is equally false that there was any difficulty between him and the captain, or other officers of the ship; and we are authorized by the captain, the doctor, and other officers, to give the statement the fullest contradiction. They speak in the highest terms of admiration of Kosuth, and say that they cannot find words to convey their ideas of this great man."

CANADA.—The Postmaster General has abolished the postage on Provincial newspapers passing between Canada and the Lower Provinces. There is something wrong with regard to the forwarding of papers from Canada to this Province; some of our exchanges are marked "free," while others bear the old postmark of a half-penny, and are charged accordingly. Will our cotemporaries have his matter set right?

The papers are filled with electioneering cards.

COUNTY OF RESTIGOUCHE.—A Correspondent has furnished us with the state of the Poll, as known at Dalhousie on Thursday last:—

	Barberie.	Carter.
Dalhousie,	80	24
Campbellton,	33	10
Colborne (Hervie's),	35	23
	148	57

JUDGE CHIPMAN.—The papers announce the death of the Hon. Ward Chipman, late Chief Justice of this Province. This event occurred at his residence in St. John, on the morning of Wednesday last.

THE RAILWAY ROUTE.

This question still engages the attention of several Editors in the Province, each one having a favorite scheme which he advocates with becoming zeal. The Morning News contains the following hints and suggestions on the subject:

"It will be seen under the telegraphic head, from Quebec, that the Canadian Governor in their Chief Minister, are opposed to building the Halifax and Quebec Railway according to Major Robinson's survey—and that they are in favor of the route which we spoke of a few days since—viz: according to Mr Keefer's plan—down the valley of the Saint John. Our Government now knowing the determination of the Canadians, will, we trust, have their Bill so prepared that provision shall be made for a branch line along the North Shore from Shediac to Miramichi. If Mr Keefer's plan is adopted we shall have the Halifax and Quebec, and European and American Lines running into one, thereby saving more than one half the expense of the longer route. There is, therefore every reason to suppose that the Government will extend a link to the North, seeing that the money to be borrowed will, comparatively, be a small amount. Let the people of Miramichi address the Attorney General upon the subject."

In another article on the same subject, after quoting largely from Mr Keefer's letter to the Hon. Mr Merritt, the Editor remarks:

"Here, then, we have it from a gentleman of great experience and information, that the line through this Province to be less burdensome, and more useful, should run through a thickly settled country—not only so but it is desirable to bring the interests of Saint Andrews, Fredericton and Woodstock into the one grand scheme. At present the Saint Andrews line has to go a begging. Let the great Trunk Line, if it must be built, form a portion of the European Line; let it proceed up the valley of the St. John according to Mr Street's survey; pass near Fredericton; tap Woodstock; and so form a conjunction with the Saint Andrews Line. By this means a great object may be accomplished, and railroads found serviceable in New Brunswick, even at the expense of millions. A settled country has everything to plead in their favor—while an unsettled country will render them useless and burdensome for a great number of years.

"What, then, is to become of the North? Our opinion is and has been since the European line was first discussed at our railway meetings in St. John, that a Branch Line should be extended from Shediac along the North Shore, (where there is a dead level and fine country,) so as to link into one chain all the important towns on the Richibucto and Miramichi, and thus secure a great portion of that trade which now finds its way to Halifax by vessels. Nay, rather than leave the North out we would sink the great scheme altogether—or, rather let the Government adhere to our former guarantee, viz: the land and twenty thousand pounds a year—and let whoever chooses to undertake the work, mark out the route for themselves, no matter how far north it may be. If money is so abundant that we have only got to say the word and take it, there can be no difficulty in obtaining enough for the Northern Branch Line, as well as for the Trunk—especially since there is a probability that the European and North American Railway will be built by private means. If Canada is about to take advantage of the great plethora of gold with which England wishes to flood British North America—with a view to extending her chain to the lakes, why should not New Brunswick stretch out her hand for a fair proportion of the dust? Even Nova Scotia is looking East and West at the same time, to fasten the Province with an iron grasp. It is already under discussion in her Legislature, as to the proper steps to be taken to bring the town of Windsor into a general railway scheme. Surely, New Brunswick ought to be on the alert; and if the European and North American Railway is to form no material part of the burden upon our revenues, we have a right to get as many railways as we can for the same amount of money, if we are resolved upon accepting Mr Hawes's conditions of repayment. To sum up, we would suggest that the Government and Legislature adopt the Halifax and Quebec Railroad upon the following conditions—viz:

- 1st. That Mr Keefer's suggestion as to route be complied with.
- 2nd. That as a necessary condition, money

shall be provided for the purpose of extending a branch line from Shediac along the North Shore to Miramichi."

It is certainly gratifying to perceive, that the press of St. John is at length aroused to the importance of connecting the Counties bordering on the Gulf Shore with that City. Why they have not long since seen the benefits which must of necessity grow out of this connection, and the loss they have sustained by forcing us to procure from Quebec and Halifax those supplies which would have been principally drawn from thence, has frequently excited our surprise. We thank the Editor for the suggestion he throws out respecting Mr Street, and for the zeal he manifests in advocating a branch line to Miramichi. With respect to Mr Street we reply—that gentleman knows the *unanimous feeling of his constituents on this great question*. He has again and again pledged himself to advocate their rights and advance their interests. They expect that pledge to be fulfilled, and will watch with extreme solicitude his conduct in the coming conflict. Although we are opposed to Mr Street in many essential principles of his Government, we have perfect confidence that in the approaching struggle, he will not desert his friends who have so long rallied round him. There are others, however, who entertain a different opinion. Time will determine who are correct in their conclusions.

We are glad to perceive by the Morning News received by yesterday's mail, that the Hon. Mr Partelow has expressed himself in favor of adopting Mr Howe's scheme as it stands, and to leave the route to be settled by Surveyors or Commissioners. If this is Mr P's decision, we think he has come to a very wise one. In no other way can the subject be legislated upon with any prospect of a satisfactory conclusion.

TO CORRESPONDENTS.—Week before last we received a letter from a subscriber at Grand Pabos, Gaspé, complaining that out of 15 months' Gleaners, he only received 32 copies. There is something wrong in the Post Offices in that quarter, as complaints are constantly being made of the non-receipt of our papers. They are regularly mailed at Chatham, and we are persuaded they are as punctually forwarded. We have sent his paper as directed.

We last week omitted to acknowledge the receipt of a letter from our Agent at Richibucto, with remittance.

Marriages.

At Campbellton, County of Restigouche, on the 10th ult., by the Rev. Mr Olscamp, Mr JAMES GRIFFIN, of Chatham, Miramichi, to Miss CAROLINE R., daughter of the late Perry N. Dumaresq, Esq., of Dalhousie, Restigouche.

Ship News.

PORT OF MIRAMICHI.

Arrived on Wednesday last, schr Waterloo, from Quebec.

The bark Rival, Hatfield, master, of Yarmouth, N. S., from Shediac for Glasgow, struck the S. W. reef of Governor's Island, during a heavy gale and snowstorm, on the night of the 15th instant, while endeavoring to make Charlottetown, and became a total wreck.

Pictou, Nov. 11.—Brig Triumph, Falconbridge, master, from Richibucto, for Dublin, with a cargo of deals, was cast away on Cape George, 5th instant, and became a total wreck. Crew saved.

Miramichi Mechanics' Institute, CHATHAM.

The Seasons' Lectures will commence on the 11th December next, at 8 o'clock, P. M., and be continued each Thursday during the winter. J. M. JOHNSON, Jun., Esq., will deliver the first two Lectures: Subject—the Cost, Paying Prospects, and General Benefits of the proposed Quebec and Halifax Railroad. For Tickets apply to

J. M. JOHNSON, Secretary.

28th November, 1851.

N. B. Entry Fee, new members, 5s.; annual subscription, 5s.; non-members, seasons, tickets 5s.; apprentices 2s. 6d.; single lecture, 7d.

A CARD.

DR. JOHNSTON, formerly of Point de Bute, informs the inhabitants of Chatham and the surrounding country, that he intends practising the various branches of his Profession in this place.

Residence—in the house adjoining Mr George Johnston's.
Chatham, November 3, 1851.