

be as guarded. Whilst noticing the Gleaner, we would recommend him to be more particular in the publication of certain articles written on this side for his paper. He ought to inquire who his correspondents are, before publishing the tissue of falsehoods, contained in one of his late numbers, under the signature of "a Freeholder."

"This no doubt has in part contributed to his loss of subscribers in this quarter—we do not say this with any ill feeling towards the Gleaner, on the contrary we entertain towards our cotemporary the very highest esteem, we only regret that his columns are filled sometimes with abuse of a gentleman, too well known in this quarter to suffer from such harmless missiles."

The above is one of the most barefaced apologies for a violation of the Sabbath we ever read; and we are astonished that any man living in a Christian country, and who has received a Christian education, should have the hardihood to publish to the world that he sees "nothing immoral" in holding political meetings on Sunday. We do not see why we should not know as much about the "customs and institutions" of Canada as the Editor of the Gazette; and if it is the "custom" there to hold meetings of a secular nature on the Lord's Day, then indeed, we think it a very bad one, and that it would be more honored in the breach than in the observance."

The Editor may consider it "puritanical" if he pleases, but we are certain the Catholics of New Brunswick would not so far forget themselves as to transgress the law of God and man in such an unbecoming manner; and if the truth were known, we are sure it would be found that the Catholics of New Richmond respect the Sabbath as much as their brethren in this Province.

We do not recollect of ever having published a communication from that part of the country, without having the author's name; and as for respectability and honesty, we believe, from all we can hear, our correspondents are immeasurably superior to certain parties whom the Editor of the Gazette loses no opportunity of bespattering with the most fulsome praise.

It is untrue that we have lost subscribers in that quarter; on the contrary, we are proud to say, that we have received a respectable addition to our subscription list from the Canada side of the Bay Chaleur within the last year or two; and we are constantly receiving letters from there, which, were we to publish half of them, would place the Editor and his quondam friend and patron, in no very enviable light.

As we did not publish the particulars of the meeting held in New Richmond, we have nothing to do with the incorrect account of it given in the Gazette; and it does not speak much for the Editor's consistency, that, while he cautions us to be careful as to our sources of information, the paper in which the above article appears contains two acknowledgments that he himself has been led astray by false reports; one, respecting Mr Meagher's withdrawal from the election contest now going on, and the other, the meeting alluded to above.

THE COLONIAL PRESS.

Under the "Politician" head in another page, will be found two articles respecting the Railway routes, the first copied from the Fredericton Reporter, and the other from the St. John New Brunswick.

Our readers, no doubt, will recollect a short article which we copied from the first-named journal about two months ago, wherein the Editor asserts that—

"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 interest of the Province forbid that such a ruinous sacrifice should be made on the one hand, or received on the other."

Notwithstanding this bold and confident avowal, on the part of our cotemporary, of determination of the Government of this Province to give the North Eastern route the go-by, about a fortnight since he threw out some hints respecting certain rumors afloat at Head Quarters, which led us to suppose that the destruction of the "stereotype" plate was under serious consideration, and that a revised and improved edition of the intentions of the Government on this all-impor-

tant measure was to be issued. It would appear from the remarks which our cotemporary now makes, that we were not wrong in our conjectures, and he, as in duty bound, fumes and bullics in consequence.

It is a long lane that has no turn in it—is an old saying. It has been "stereotyped on our minds" ever since we resided in Miramichi—upwards of twenty-five years—that the inhabitants of St. John, "and places adjacent," considered that district of country "the Province." We are glad to perceive by our cotemporary's own shewing, that this erroneous opinion of the wealth, resources and capabilities of our noble Province, has undergone a change, and that a more correct idea is now being entertained abroad. The people on the Gulf shore never entertained the silly notion attributed to them by the Reporter, but they always imagined they resided in the Province, and that their natural resources were as great, if not greater, than those possessed in the southern districts—but as for considering our district the Province, such a ridiculous idea never entered their heads.

The people in the north—as we are styled—for once have been unanimous on a great question in which they as well as all their fellow Colonists are deeply interested; and are determined not to be cheated or cajoled out of their just rights by interested men, swerved by local feelings. All they require in the matter of the Railway is—that the route be surveyed and laid out by competent and disinterested individuals. To this arrangement they will cheerfully agree, and to their decision readily submit, but to no other.

We do not think it necessary to enter into details respecting the merits of the two routes proposed, as the article copied from the New Brunswick, immediately following, most satisfactorily does so.

Since the above was penned we have obtained the very excellent communication of "Rusticus" on the subject, to which we would call the attention of the Editor of the Reporter.

YESTERDAY'S MAIL.

The mail which was due at nine o'clock yesterday morning, did not reach here until nine last evening. This leaves us but little time to make extracts. On perusing our papers we find they contain but little that is new or interesting. We have, however, gleaned some items.

NOVA SCOTIA LEGISLATURE.—Our readers will be gratified to learn that the principle of Mr Howe's Railway Bills has been sustained in the Assembly by a large majority. From the papers we annex a synopsis of the proceedings during the week:—

The debate on the Railway Bills is steadily but slowly advancing to a conclusion. Five gentlemen addressed the House yesterday—the hon. and learned Speaker, Messrs. Archibald, Zwickler, B. Smith, and Holmes—all in favor of the measures brought down by the hon. Provincial Secretary.—*Thursday's Chronicle.*

Several gentlemen addressed the House on Thursday; Wilkins, S. Campbell, Fraser and Annand in favor, and Marshall and Brown in opposition.

Yesterday the speakers were the Attorney General, Messrs. Wier, McLellan, and Thos. Coffin in favor, and Messrs. Wade, Killam and Marshall against the Railway Bills.

It is supposed that the first division will take place this evening.—*Saturday's Chronicle.*

On Saturday, Messrs. Locke, Zwickler, Henry, Freeman and Hall spoke in favor, and Messrs. Ryder and Jost against the Bills.

The hon. Provincial Secretary closed the debate, and committee divided at 7 o'clock upon the first clause of the Bill, making the Railway a Provincial undertaking, 37 for and 13 against.—*Monday's paper.*

The House proceeded on Monday to take up the railway Bills. On the reading of the second clause, Hon. Mr. Johnston addressed the committee at considerable length, and concluded with moving the following amendment:

Resolved, That a Railroad through Nova Scotia, connecting this Province by a line of Railroad through New Brunswick, with the frontier of the State of Maine, and thence with Portland whereby a grand Railway communication would be opened with the United States, and also with Montreal, Quebec and other parts of Canada, promises more remunerative returns and more general advantages to this Province, than can be expected from a railway route from the frontier of Nova Scotia through New Brunswick directly into Canada; and that the formation of both lines would lead to an expense greater than any benefit to be expected from the concurrent existence of the two. And therefore Resolved, that the plan for forming a Railroad through Nova Scotia, be kept distinct from and independent of the formation of a Railroad through New Brunswick directly into Canada.

The committee divided about 7 o'clock, 10 for Mr. Johnston's amendment, and 29 against Mr. Johnston then moved another amendment as follows:

Resolved, that an agreement for the formation of a railroad from Halifax to Quebec through New Brunswick at the equal expense of the three Provinces of Canada, New Brunswick and Nova Scotia, will in effect impose upon Nova Scotia the expense of constructing and operating upwards of 65 miles which Canada, and 22 miles which New Brunswick, would respectively have to bear were the several Provinces to construct and operate the portions within their own limits, and that a share in the ungranted lands on the line would be a very inadequate consideration for the unequal burden thus imposed on Nova Scotia, more especially as it is proposed by the Bill before the Committee that should the expenses of construction be extinguished, each Province shall retain that portion of the Railroad within its own limits; and, therefore, Resolved, that in any agreement among the three Provinces of Canada, Nova Scotia and New Brunswick, this Province ought not to be required to assume a greater responsibility than the construction and operation of that portion of the line within its own territory.

This Resolution like its predecessor, was negatived by a large majority—10 for, 30 against.

Monday was almost wholly occupied by the House of Assembly in debating whether the three central counties should be assessed in larger proportions than the other counties, for the support of the Railway, and the result was the reference of the subject to a special committee, to report to day when the House meets at 3 o'clock.

The Sun of Friday last reports that the house were engaged in perfecting minor details of the bill.

EUROPEAN NEWS.—The Mail Steamer Africa arrived at New York on Wednesday last. The dates she brings are to the 8th inst. Trade in the manufacturing districts are reported to be more healthy, with improving prices. Freights firm. Kossuth was still in England, receiving addresses from all quarters.

From the Cape of Good Hope the dates are to the 1st of October. The accounts are still discouraging. The Kaffirs had surrounded two companies of the 2nd Regiment, and had killed Capt. Oldham and several others.

CANADA.—The following telegraphic report was received at St. John. Quebec, S. P. M., Friday:—The storm here is terrific, it is feared much damage will be done, especially among the smaller craft in the harbor. Snow is falling fast.

ST. JOHN.—The Public Dinner to Messrs. Simonds, Richey, and Tilley, came off as announced, on Wednesday. The Chair was occupied by Robert Crookshank, Esq. who is styled the father of the city. The Courier reports that it was probably the largest, most respectable, and most enthusiastic public assemblage that has ever been held in the Province. We are glad to hear this, as it shews that the Liberal interest is not totally defunct or dead as many persons would lead us to believe.

The papers contain the the speeches of the guests, from which it is likely we shall make some extracts in a future number.

The papers speak of cold stormy weather in the early part of the week. Towards the close it became milder—and two steamers left Indian Town for Fredericton. The river was reported to be open as far as Oromocto.

Marriages.

At Chatham, on Wednesday evening last, by the Rev. Samuel Bacon, Rector, Mr RICHARD BLAKE, to Miss ANN HENDERSON, all of Chatham.

[We acknowledge the receipt of a slice of the bridal loaf.]

At Chatham, on the 20th instant, by the same, THEOPHILUS DESBRISSAY, Esq., Barrister at Law, to JEMIMA, second daughter of the late David Swayne, Esq., of Dysart, Scotland.

At St. Michael's Church, Chatham, on Thursday last, by the Rev. Richard Vereker, Mr RICHARD STABLETON, of the Parish of Chatham, to Miss CATHARINE McDONALD, of the Parish of Glenelg.

On Thursday, 23rd October, by the Rev. Wm. Henderson, A. M., Mr ROBERT JACKSON, of the Parish of Newcastle, to Miss ELIZABETH SHERWOOD, of the Parish of Nelson.

On Thursday, 13th November, by the same, Mr WALTER LOWRIE, to Miss SARAH MORRELL, both of the Parish of Newcastle.

At Campbellton, Restigouche, on the 7th instant, by the Rev. James Steven, Mr JOHN SMITH, to ISABELLA DEMPSTER, both of Campbellton.

At Richibucto, on the 18th instant, by the Rev. James Law, A. M., Mr JOHN LAWSON, of the Parish of Richibucto, to Miss ELIZABETH HUDSON, of the Parish of Weldford.

At the residence of the bride's father, on the 19th instant, by the same, Mr ARCHIBALD

TAYLOR, of the Parish of Boisford, County of Westmoreland, to Miss JANET MAIR, of the Parish of Richibucto.

Ship News.

PORT OF MIRAMICHI.

ENTERED, November 18, schr *Mariner*, Terrio, Quebec, W. Muirhead.

CLEARED, Nov. 15, schr *Stranger*, O'Brien, Halifax, deals, G. & J. Parker.

18th, schr *Mariner*, Terrio, Magdalen Islands.

19th, new bark *Hope*, Dawson, Liverpool, deals, Johnson & Mackie; bark *Hope*, Domcaster, Bristol, deals, W. J. Fraser.

PORT OF DALHOUSIE.

RESTIGOUCHE, N. P.

ENTERED, Nov. 8, schr *Breeze*, O'Brien, general cargo, W. S. Smith.

17, schr *Undaunted*, Ahier, Quebec, general cargo, W. Hamilton.

19th, brig *Martha Sophia*, Boudroit, Quebec, general cargo, A. Ritchie & Co.

20th, schr *Margaret*, Carey, Quebec, general cargo, A. Ritchie & Co.

CLEARED, Nov. 12, bark *William*, Irvin, Leith, timber and deals.

15th, schr *Breeze*, O'Brien, Halifax, shingles, W. Hamilton.

16th, ship *Credenda*, O'Donnell, Fleetwood, timber, A. Ritchie & Co.

18th, barks *Margaret*, Barras, Hartlepool, timber, A. Ritchie & Co.; *Civility*, Moulton, Bideford, timber, W. Hamilton; *Worthy*, Wilkinson, do., do.

HALIFAX.—The schrs. *Villager*, Watt, and *Stranger*, O'Brien, the latter in three days have arrived. The weather has been cold and stormy.

Fall and Winter Goods.

GLASGOW HOUSE,

Commercial Building, Chatham, Miramichi.

The Proprietor of this Cheap Store, returns his most grateful thanks to the inhabitants of Chatham, and the surrounding country, for the very liberal patronage he has received since he has been in business, and begs to inform them that he has received a large and well-selected stock of

FALL AND WINTER GOODS,

per brig *Marsden*, from Liverpool, which he is determined to sell at unusually low prices.

The Stock consists of—black, brown, blue, and other shades of heavy Beaver and Pilot CLOTHS; superfine Broad Cloths; plain, checked and striped double milled Cassimeres and Doeskins; heavy twilled Flannels; red, blue, green, yellow, and printed Salisbury Flannel; Blankets, and heavy flannel Quilts, wadded and quilted; mens' and boys' glazed, cloth, Tweed, fur, Geneth, plush, Venetian, sable, and seamens' comical leather CAPS; India-rubber and glazed Sou'-westers; plain and figured Orleans, Coburgs, Alpaccas, and Lanna Cloths, all shades and colors; black flowered Aprons; 5-4, 6-4, 7-4, and 8-4 quarter wool handkerchiefs and shawls; 7-4, 8-4 long shawls; black Indiana handkerchiefs and shawls; printed calicoes, all prices and patterns; blue and white tiro blues, and blue and orange stout calicoes; heavy Scotch Gingham; apron check; striped and fancy regatta shirting; bed tick, grey and white cottons, long cloths, Scotch holland long lawn, cambric and muslin handkerchiefs, laces, edgings, blonds, sprig and plain nets, check, medium, mull, book, Swiss, tarleton, striped and flowered window blind Muslins; brown and white stays, umbrellas, carpet bags, cashmere and cloth gloves, lambs wool and worsted socks and stockings, childrens' Paisley socks and mitts, warm shaded cravats and mufflers, cotton, silk and cotton, and all silk pocket and neck handkerchiefs, satin scarfs, ladies' black straw, colored and grey Manilla Bonnets, cap and bonnet frames, bonnet and cap ribbons, cuffs and victorines, gala and worsted plaids, ladies' made cloaks and cloak materials and trimmings, twilled and plain colored linings, Sileseas, Casbans, black and brown hollands, bleached Irish Linens, plain and check'd drills and mosekins, tailors' trimmings, buttons, threads, silk twist, bindings, black, drab and colored silk and cotton Velvets, black, white and colored cotton spools, pins, needles, hooks and eyes, knitting, cotton and worsted tapes, &c.

Ready-made Clothing,

Consisting of plain, striped and check doekskin shooting jackets, camel's hair, mixed, whitney, brown, beaver, and blue over coats, flushing, pilot and beaver reefers, dark valentia, black satin, tweed, and other warm sleeve vests; ladies' and gents' boots, shoes, and slippers; gentlemen's long wollen plaids, &c.

Business will be carried on as usual under the fair system of no second price.

M. RYAN, Proprietor.

Chatham, October 6, 1851.

N. B.—Having arranged with a first-rate Tailor, to make for the establishment, persons wishing to select the cloth for themselves can get Coats, Vests, and Trowsers made to measure; cheap, and a good fit warranted.

M. R.