

ject as it is presented with so much fairness and frankness by the delegates—taking it as a question of no communication with Canada or the United States unless we adopt the proposition on the table, as I am for a Railway at any rate, I do not feel in a position to reject it, not being prepared to substitute any other proposal.

## Editor's Department.

### MIRAMICHI:

CHATHAM, MONDAY, FEBRUARY 16, 1852.

#### PARISH OFFICERS FOR 1852.

##### PARISH OF CHATHAM.

At a General Session of the Peace of our Lady the Queen, held at the Court House, in Newcastle, in and for the County of Northumberland, on Tuesday, the Thirtieth day January, in the year of our Lord one thousand eight hundred and fifty two,

Ordered, That the following persons be appointed and confirmed Parish Officers for the Parish of Chatham, for the year one thousand eight hundred and fifty two, viz:

**Trustees of Schools.**—Rev. William Stewart, Henry Cunard George Kerr.

**Overseers of the Fisheries.**—James Murdoch, Alexander Loggie, jun., Dudley Perley, jun., Lawrence Kenna.

**Surveyors of Lumber.**—James Knight, Daniel Bulman, David Getchell, John Kelly, William McRae, Shepherd J. Frost, John McMahon, Robert Blake, William McMaster, jun., William E. Blanchard, Finlay McDonald, John McRae, Patrick Connors, Andrew McInnis, Patrick Desmond, Henry Getchell, Joseph Bulman.

**Inspectors of Fish.**—Peter Loggie, Henry Kelly, Alexander Murdoch, Philip Bremner, John England, John Gammon, Peter Grey, Matthew Mitchell, Alexander Loggie, Adam Kerr, James Legget, David P. Horan.

**Wharfingers.**—Joseph Samuel, Alexander Loudoun.

**Weighers of Hay.**—Henry F. Letson, John Hea.

**Collector of Dog Tax.**—Andrew Duncan.

**Measures of Firewood and Bark.**—Alexander Keith, Alexander Marshall.

**Overseers of Poor.**—John Bryson, Daniel McLaughlin, John Mackie.

**Commissioners of Roads.**—George Johnston, Thomas Vondy, Finlay McDermott.

**Town Clerk.**—Richard Hockin.

**Pound Keepers.**—John Percival, James Danford.

**Hog Reeves.**—George Percival, William Murdoch, Thomas Carrigan, John Harrington, James Dickson, John Leary, Donald McLaughlin, Robert L. Thomas, Joseph King, William Swanson, Alexander Fraser (third), Henry Kelly, James Thomson, Jas. Nicholson, Robert Murray, William Perley, William McNaught, Martin Burke, Alexander Fenton, jun., Robert Irving, William Loye, Robert Blake.

**Surveyor of Dams.**—Shepherd J. Frost.

**Sealers of Leather.**—George P. McKay, John Bannan, Daniel Keith.

**Assessors of Rates.**—Martin Cranney, John M. Johnson, James Kerr.

**Surveyors of Roads.**—Philip Murphy, Daniel Bulman, Murdoch McFarlane, Patrick Kelly, Michael Searle, James Dickson, jun., John Johnston, Isaac Copping, Anthony Jackson, Patrick Keenan, Thomas Lane, William McRae.

**Constables.**—Barney McCormick, Luke Pike, Andrew Duncan, Michael Shehan, Edward Loban, Thomas Carrigan, Patrick Lloyd, Peter Walsh, Edward Keary, Richard Burbridge, Philip Savoy, Alexander Loggie, (William's son), Alexander Fraser, George Percival, John Hea, James Gillicie, John Irving.

**Collector of Rates.**—Edward Lobban.

**Fence Viewers.**—Thomas McIlhenny, Peter Gray, John Henderson, Samuel McKnight, John Nicholson, Peter Loggie, sen., James Caie, Daniel Keith.

**Clerk of the Market.**—Richard Hockin.

**Boom Masters.**—John Develix, Henry Getchell, John Mackie.

**Inspector of Butter.**—David P. Horan.

**Surveyors of Grindstones.**—George H. Russell, John Bowie.

**Field Driver.**—Alexander Marshall.

By order of the Sessions,  
EDWD. WILLISTON,

Dy. Clerk of the Peace, Northumberland.

The above persons are hereby notified to qualify for their respective appointments, as by law required.

R. HOCKIN, Town Clerk.  
Chatham, February 13, 1852.

##### PARISH OF NEWCASTLE.

The following is a List of Parish Officers of the Parish of Newcastle, for the year 1852, of which all persons interested will please take notice and govern themselves accordingly; and all persons hereafter named are hereby notified to get qualified as the law directs.

**Trustees of Schools.**—Rev. William Henderson, Richard Hutchison, Alexander Goodfellow.

**Overseers of the Fisheries.**—John Innis, John Gordon, Martin Lyons, James Russell, jun., Hugh M. Murray, William Matheson, Thomas Vanstone, James Barry, Thomas Sheehan.

**Surveyors of Lumber.**—Alexander McKillop, Robert Rennie, John Sinclair, Donald Morrison, Robert Falconer, Walter Johnston, Ro-

bart McCosh, Alexander Campbell, Jeremiah McAdie, Christopher Craig, Timothy Connolly, James O'Donnell, Basil Hayden, Patrick Sullivan, Mark McLaughlin, Thomas B. Maltby, Thomas Maltby, Ranald Davidson, David Goodfellow, Mark Downie, James Reid.

**Inspectors of Fish.**—Alexander Russell, John McKenzie, John Hay, Andrew Hay, Alexander Stewart.

**Wharfingers.**—Patrick Watt, Christopher Wishart.

**Weighers of Hay.**—Daniel Witherell, Moses M. Sargeant.

**Ferryman.**—Thomas Drinan, John Wyse, George B. Bell.

**Collectors of Dog Tax.**—Edward Farrell, John Ferguson, William Gordon.

**Measures of Firewood and Bark.**—Thomas B. Maltby, Patrick Lawler.

**Keeper of the Fair.**—Edward Farrell.

**Overseers of the Poor.**—Alexander Jessamine, Moses M. Sargeant, James Russell, sen.

**Commissioners of Highways.**—Francis Elliot, Daniel Witherell, William Russell.

**Parish or Town Clerk.**—John Begral.

**Pound Keepers.**—William Falconer, Thomas Bale, James Hay, John Alexander, jun.

**Hog Reeves.**—William Mathewson, Patrick Farrell, Alexander McCullam, George Watt, Robert Gremley, James Nevin, Peter Donahoe, John Bale, Hugh Osborne, Michael Graham, William Girvan, William Stewart, Jas. Stothart, William Creighton, Robert McCosh, John Robinson, James Ramsay, John Green, George Stevens, John Grant, Michael Lynch, Alexander McDermott.

**Surveyors of Dams.**—William A. Black, William Falconer.

**Sealers of Leather.**—Francis Carter, Thomas A. McGregor, Patrick Hays.

**Assessors.**—Peter Mitchell, Richard Hutchison, Donald McDonald.

**Surveyors of Roads.**—John Miller, John Hickey, Thomas Vanstone, George Ingram, Andrew Ryan, John Flynn, William Stothart, Alexander McKillop, Matthew Lamont, Richard Coullard, James Russell, jun., Donald McDonald, Robert Stewart, Michael Quigley, Miles Carroll.

**Constables.**—Patrick Wheeler, Edward Farrell, James Dalton, William J. Miller, Walter Lowrie, James Ledden, jun., Richard Gremley, George Porter, Thomas Hays, Michael O'Donnell, William Park, James Hay, jun., James Farrell.

**Collectors of Rates.**—Edward Farrell, John Ferguson, William Gordon.

**Fence Viewers.**—George Ingram, Richard Quigley, Thomas B. Maltby, James Fish, John Dunn, Charles Crammond, Charles Marshall, John Urquhart, John Milne.

**Clerk of the Market.**—Daniel McGregor.

**Inspectors of Butter.**—William Lock, Alex. Morrison.

**Boom Masters.**—Upton McBride, John Sinclair.

**Surveyors of Grindstones.**—Colven Nevin, Alexander Lamont.

**Field Drivers.**—James Murray, William L. Scott.

JOHN BEGNAL, Town Clerk.

Newcastle, 7th February, 1852.

#### RAILWAY MEETING IN HALIFAX.

The great Railway Meeting came off at the Temperance Hall, in the above named city. The Delegates from Canada attended, and each of them spoke at some length. The Delegate from this Province, Mr Chandler, did not attend. Mr Hincks assigned the following reason for his non-appearance. It is very characteristic:—He was fearful that he might be induced to speak out, and explain the views of his colleagues,—this would a grievous fault on the part of any member of our Government. Mr Hincks said:—

"Mr Mayor and Gentlemen—I had a conversation with the Hon. Mr Chandler before I came here. He said that as the difference now seemed to lay only between New Brunswick and Nova Scotia, as if he attended the meeting he might be led into a controversy, or be drawn into explanations, which without the possibility of consulting his Government, might place him in an embarrassing position, he thought it would be best for him to stop away from the meeting; and I agreed with him."

Hon. Mr Howe closed his speech as follows:

"It is true that by the new proposition the port of Halifax will enjoy less advantages than under the former plan, but we shall have less pecuniary risk. That being the case, and our direct expenditure being reduced by nearly a quarter of a million, I have made up my mind to vote for the proposition. I have not come prepared, sir, with any resolutions, but there is one which I think we ought to pass; and I now move the thanks of this meeting be and are hereby tendered to the Honorable Francis Hincks, the Honorable John Young, and the Honorable Edward P. Tache, the Representatives of Canada, for their explanations at this meeting, and I will also add to the Honorable E. B. Chandler of New Brunswick, who is absent—the delegates from the two sister provinces, with whom, in the project of a rapid communication and extended intercourse, this Colony takes so deep an interest."

The meeting closed by the Hon. Provincial Secretary moving—that three cheers be given to the noble Province of Canada, and afterwards he would propose three more for New Brunswick.

A Voice—Three cheers for the Three Colonies United.

Hon. Provincial Secretary—Well, any way you like.

The whole audience then rose and gave an outburst of prolonged cheering, which testified the enthusiasm they felt in the noble enterprise which had been under discussion.

After three cheers more for the Delegates, three for the Queen, and three for the Railway, the thanks of the meeting were voted to the Mayor and Secretary, and the meeting adjourned with unbounded good feeling.

#### NORTHUMBERLAND AGRICULTURAL SOCIETY IN ACCOUNT WITH THE TREASURER.

1851. Dr.

Jan. 1. To paid Prizes at Annual Exhibition of Grains, Dairy Produce, and Domestic Manufactures, for 1851, £3 12 10

Expenses of fitting up Pens, &c., for Cattle Show, 1 18 0

Feb. 3. Paid expenses of sundry articles sent to Exhibition at London, 5 8 9

Paid balance of expenses of importing Threshing Machine, Fanners, &c., from Boston, 17 18 9

Aug. 5. Paid bounty to J. Flett, for Carding, Dressing, Dyeing and Fulling establishment at Nelson, 50 0 0

Sept. Paid prizes for best Farms, £12 0 0

Do. best Cattle, 16 2 6

Ploughing Match 9 0 0

Grains, Dairy Produce, and Domestic Manufactures, 24 18 6-62 1 0

Paid for printing 500 copies Canadian Manual of Farming, 200 do. Report of Society for '51, advertising Prizes, and Rules of competition, 13 15 6

Paid for Morton's Prize Essay for distribution, 1 11 3

Postage and other Contingencies, 19 19 11

Balance in Treasurer's hands, 79 19 10½

£256 5 10½

1851. Cr.

Jan. 16. By Balance, £48 6 4

Feb. 8. Insurance recovered on Threshing Machine, 52 4 1

Bounty from Provincial Treasury, 78 3 0

Blissfield and Ludlow Society on account of Cleveland, 37 0 0

Use of Horse Cleveland, 3 0 0

Seeds Sold, 3 6 7

Subscriptions & Donations, 34 5 10½

£256 5 10½

1852. Jan. 7. By Balance, £79 19 10½

#### THE RAILWAY.

We have devoted considerable space today to Railway matters. By perusing the extracts we publish, our readers will be enabled to form a pretty correct idea how matters stand at present. Our Government have at length expressed an opinion on the subject, and that opinion is in opposition to the interests of the people on this side of the Province. Will our Freeholders quietly submit to this, or will they exercise a constitutional right, and call on those of their representatives who belong to the Government, to resign, or render an explicit account of their stewardship.

Notwithstanding the Canadian and New Brunswick Governments have apparently decided on the route, and entered into arrangements for the construction of the Great Trunk Railway, and the Legislature of Nova Scotia seems disposed to agree to the proposals, we are inclined to think that the matter is as far from being satisfactorily arranged as it ever was.

We do not believe that the Legislature of this Province will consent to the building of five-twelfths of the line, as it will involve an expenditure far beyond our means. As the arrangement now stands, the respective Provinces will be called upon to contribute as follows:

Canada, £1,666,640,  
Nova Scotia, 1,349,980,  
New Brunswick, 2,083,330,

Our Province, it must be remembered, is also under heavy liabilities for the European and St. Andrews lines.

Neither can we imagine that the British Government will consent to the present arrangement, as it will render abortive the grand scheme of Colonization, which was one of the principal incentives which induced them to promise to advance the funds; and it will also place the road in such a position as it may at any time become an enemy's frontier.

We therefore consider the matter at an end, unless some new arrangement be entered into. The difficulty has been brought

about by the want of decision on the part of our Government. They have made a poor business of it, and no doubt will reap their reward.

#### NEWFOUNDLAND.

The Legislature of this Island met on the 29th ult. By the speech of His Excellency Sir G. LeMarchant, it appears that the Home Government has assented to the introduction of Responsible Government into the Colony. His Excellency congratulates the Legislature on the increased facilities resulting from the local government having taken charge of the Post Office. He also announces a large increase in the Revenue. Her Majesty, he says, has been advised to give her assent to the Bill passed at the last session of the Legislature, for issuing Treasury notes.

THE LATE DEPREDAATION.—Last week we announced that the Bonded Warehouse in Chatham had been broken open. Since then an investigation has been entered into by the authorities, and a sailor, a stranger in the place, has been committed to gaol. There is a warrant out for another person, a resident in the town, but he has absconded.

TO CORRESPONDENTS.—The letter of A Liberal, containing an account of the proceedings of the meeting held at Newcastle, to take into consideration the propriety of introducing Municipal Corporations into the County, came to hand on Friday evening, but its length precludes the possibility of our publishing it to-day. It will be attended to next week.

#### NOVA SCOTIA LEGISLATURE.

Several Railway documents were laid before the Assembly on the 3rd instant—they embrace—

1st. Copy of a letter from Mr Hincks to Mr Chandler, urging him to obtain the assent of the New Brunswick Government to the last proposition of the Canadian Delegates, to the Executive of Nova Scotia.

2. Letter from Mr Chandler to Mr Hincks, stating that he had just been informed that by next mail a proposition is expected from eminent capitalists in England, (who have been largely engaged in Railway contracts), the basis of which will in substance be—that the Quebec and Halifax, and European and North American lines, will be constructed by a private Company, under an Imperial Charter, the Provinces being required to make an annual grant in favor of the Company of from £90,000 to £100,000 to be divided amongst them, and to be continued for twenty years; and the further contribution of from 3 to 5,000,000 acres of land. Mr Chandler, before considering any new proposition, requests the opinion of the Delegates from Canada as to the practicability of this proposition.

3. Mr Hincks's reply to the above, in which he states that he was made aware of the above offer prior to the receipt of Mr Chandler's letter, and having discussed it with his colleagues and with Mr HOWE, he was enabled to assure Mr C. THAT IT WOULD NOT BE ENTERAINED FOR A MOMENT!

4. Is a Memorandum signed by Mr Chandler regretting the decision of the Nova Scotia Council in respect to the proposition of the Canadian Delegates. He declares that Mr Howe was aware that the scheme advocated by him was not favorably received in New Brunswick, and but for the inducement of obtaining Imperial aid for the Portland line, her co-operation would never have been secured; and that even with that advantage it was with great hesitation that the Government assumed the portion of the risk proposed at Toronto. He concludes.

"These proportions, the undersigned feels bound to urge, press heavily on New Brunswick, but feeling that the responsibility is cast upon New Brunswick of accepting or refusing what must be considered as a final proposition, for the construction of a great national and inter-colonial work, and that the suggestions made by the Canadian Delegates may be considered in the light of the award of arbitrators between Nova Scotia and New Brunswick, he is prepared to state, that having communicated with the Government he represents—they will be ready to submit to her Legislature now in session, a measure in accordance with the proposition of the Canadian Delegates."

A Letter from the Canadian Delegates, enclosing the above Memorandum, and strongly urging the Government of Nova Scotia to submit a similar measure to our Legislature, closes the correspondence.

The Sun of the 6th instant says:

After the presentation of a couple of petitions yesterday, Hon. Provincial Secretary introduced a bill for regulating the Common School Education, on the principle assessment.

The House then went into committee on the Railway Debate, and it was kept up with a good deal of spirit by Messrs. Wier, Killam, Wade, Doyle, Johnston and Howe, until 7 at night. The Canadian proposition is evidently gaining in favor, and will probably pass by a fair majority.

The Colonist give the following summary of the debate which took place on the Railway on Saturday last:—

The Railway debate was continued yester-