

finished in their delicate loveliness, all proclaimed with one common voice, that New Brunswick is henceforward destined to take her place with the first countries in the world—perhaps the very best, with an equal population.

To us it is a double triumph—but we have neither time nor inclination for egotism. We always contended that our country was a good one, and that its natives were not inferior to their neighbours.

We leave it to those whose politics are so exceedingly flexible and transparent, to decide how it is that with such a wicked Government, and without a Railroad, the country has been so prosperous—but this is a digression.

Previous to the week immediately before the opening of the Exhibition, we had serious fears that it would prove a failure; but we have been happily undeceived. The people of New Brunswick are evidently more apt to do than to talk; and of this characteristic they have given a most striking example in the arrangements for, and course of, the present Exhibition. Noiselessly, yet steadily and rapidly, the various articles intended for exhibition continued to pour in by the steamers, and to find their way, according to their respective classes, to the various stations both in the new erection and in the Province building designed for their reception. The prospect began to brighten, and when the actual moment for display arrived, every one was astonished at the result. Our readers will not expect that at the present period we should descend to particulars; nor can we even do half justice to the subject through the medium of general description. We shall endeavour to be minute hereafter.

At 2, p. m. on Tuesday, His Excellency the Lieut. Governor arrived at the Province Hall under the usual salute from the troops and Royal Artillery; and accompanied by several gentlemen, the heads of the departments and officers of the Provincial Society, passed up the aisle of the Great Tent, and took his place on the entrance steps of the main building. The rush at this moment was beyond a parallel in Fredericton, every body was there—and in a short time the whole place became densely crowded, literally wedged up with the audience. Over the entrance or vestibule, the singers' gallery was filled to overflowing, being occupied by the choirs of the respective congregations in this City; and at the other extremity in a gallery on a similar elevation, was stationed the Band of the 72nd Royal Highlanders. The two great musical pieces—"God save the Queen" and the Hundredth Psalm,—designed for the occasion, were then sung and performed by the Band and Choir with beautiful effect; after which His Honor Judge Street, as President of the Provincial Society, proceeded to address His Excellency the Lieut. Governor, on the absorbing subject of the day—the rise and progress of the country, and its present high expectations. To this a most eloquent response was given by His Excellency, but such was the state of the atmosphere, owing to the dense crowd and the confinement in the place, that beyond a few feet scarcely a word was audible. These interesting addresses will be found in our columns to day. These preliminaries being over, the crowd partially separated; if that might be called a separation which shewed every room and crevice throughout the whole building both above and below yet filled to repletion. The stairways were especially incapable of admitting the counter streams of men, women and children which pushed, twisted and jostled in their respective courses and the scene for a while, to any person of delicate health or weak nerves, indicated any thing but pleasure. At length a large number of persons fully conscious that they could not under such circumstances well satisfy their curiosity; and they departed as best they could, with the view of embracing a more convenient season. The place thus thinned out gave room to those who still remained to look around on the vast and elegant—in some instances magnificent—profusion of art and industry around them; and it is no fiction for us to repeat, that surprise was written on every countenance.

But of all the specimens produced, and which we hope hereafter to particularize—none could be regarded with such deep interest as the agricultural. We cannot at present state whether every County in the Province sent its products in this particular; but judging from the extensive quantity in roots and grain, we should think so. At all events the good old County of York in this instance rose highly and proudly conspicuous among its neighbors.

We would gladly devote a paragraph to the subject of fruits and flowers from Saint John, Wood's cove, and the genuine growth of Fredericton; but our time and space at present forbid it. We would also wish to notice the glittering display of cutlery, the manufactures in wood and iron, and the elegant productions of the Loom, the Brush and the Needle, but we are restrained by necessity, and shall gladly, if spared, return to these and similar subjects in future numbers.

NOTICE.

The Subscribers have entered into Co. partnership, and will hereafter carry on their separate branches of business under the firm of PARK & ALEXANDER.

They respectfully request all persons indebted to them for past transactions, to call and settle their accounts as early as possible.

WILLIAM PARK,
JOHN ALEXANDER, JUN.
Daglastown, 16th of August, 1852.

Communications.

"They have among them many a purchased slave,
Which like their asses and their dogs and mules,
They use in abject and in slavish parts,
Because they bought them."
Merchant of Venice.

Mr Pierce,

Your Correspondent in the last Gleaner—"A Subscriber"—is one of those sycophantic slaves, who wanting the ability, energy, or parts to thrive by honest independence, seeks to flatter power that he may fatten on corruption.

"There's money a creditable stock
O' decent, facet, honest folk,
Are riven out baith root and branch
Some rascal's prideful greed to quench,
Who thinks to knit himself the faster
In favor w' his Lord and Master."

The article discloses the double purpose of flattery and malice. The former may defile, but the latter cannot wound. The style betrays the writer as plainly as the grinning smirk upon his countenance proclaims the sycophant.

"His praise defames as if the fool should mean
By spiting on his friend to make him clean."

It appears you offended him in not publishing some private despatch from the Attorney General's friend at St. John to his *quondam* foe in Chatham. Surely the public would be better served by reading Mr Perley's printed articles than by taking from his private despatch what was either too absurd or unimportant for publication in the New Brunswicker.

That the Attorney General used his influence to obtain a Branch Line to Miramichi may or may not be true. Such a proposal may have been made from a tardy conviction of our claims, or because the votes of the Northern members must be secured to sustain the Government who in this measure will be opposed by some of those who supported them against us last winter. The Attorney General may have changed his views; and the change may have been caused by conviction or interest, conscience or caution. He certainly had 1,155 strong reasons urged upon him.

The despatch and its contents, were well circulated in Chatham and Newcastle by those who have been, or hope to be, rewarded for such work, and the public were willing to suspend their judgment until they could decide justly. They sought railroads, not offices, and were therefore more anxious to understand the measure than idly laud the men. If, however, "A Subscriber" is determined to discuss the matter out of place, those who did not court will not shun the contest. Some persons may have cause to say—"Lord protect me from my friends."

As to influence being used to prevent you publishing the despatch. The accusation is worthy of the slave who has been bought and sold; and the spleen of the "one individual" against the Attorney General quite equals that gentleman's respect for your Correspondent. That individual and the Attorney General can depend upon each other's words in matters of business, while both prefer your correspondent's writing. They are personally and professionally on friendly terms, on the express understanding that in politics they differ. And if the "one individual" does not appreciate the Attorney General's valuable services and influence at the Council Board as highly as does your Correspondent, it is because he judges of those services in relation to public advancement, and not by the pecuniary favors he holds, or hopes for at his hand. He supported Mr Street ere his star of prosperity had risen, and when he could have no prospect of personal gain, but opposes him in power as a public duty. Your correspondent worships the rising sun—fawns and flatters the Attorney General though he vilified and abused Mr Street.

Nay, do not think I flatter,
For what advancement may I hope from thee,

That no revenue hast but thy good spirits
To feed and clothe thee? Why should
the poor be flattered?

No, let the candy'd tongue lick absurd
pomp,

And crook the pregnant hinges of the
ance

Where thrift may follow fawning."

ZENO.

Miramichi, October 13, 1852.

It is said that Dr. Cahil has sailed for Port Philip from Ireland.

A meeting is about being held in Castlebar to promote the introduction of a railway into Mayo.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, OCTOBER 16, 1852.

THE RAILWAY.

The Halifax Sun remarks—"The Miramichi Gleaner is intirely dissatisfied with the New Brunswick Railroad arrangement." The Editor of the Sun is in error; we are not dissatisfied with the arrangement, but we are fearful that the Government will not have nerve enough to persevere in the matter before the Legislature, and that private and local interests will be enlisted to break it up. We hope, however, our fears will prove groundless.

It will be seen by an article under our Politician head, that the Head Quarters comes out in favor of the scheme; but the Reporter is opposed to it.

We have much satisfaction in copying the annexed article from the Quebec Chronicle.

"River du Loup Railroad.—The mere mention of this road only a month back caused some of our go-a-head friends, *par excellence*, who live a little not to the north but to the west of us, to grin from ear to ear. They did not think it possible that any such undertaking could be carried out by Quebec intelligence with the help of British capital. But the first step in the construction of the Road, a preliminary meeting of gentlemen favorable to the project, has been held, the result being the appointment of a committee to draw up resolutions and requisition to his Worship the Mayor for a public meeting of the citizens, at which the expediency of Quebec as a city, and the Government as a Government taking an interest in the matter will be discussed, has been taken. As for the advantages of the road, that is like the virtue of Caesar's wife, above suspicion, and, as for the road's paying probabilities, it is enough to say that it passes through a district inhabited by seventy thousand people, and that it may be connected with several lines of Railway now in the course of construction or which have been contracted for. The only thing, indeed, further desired or needed is an expression of public opinion in its favor, and that we have no doubt, will be readily obtained. Mr Jackson is able, and will most willingly take up the greater part of the stock if the people of Quebec will only say that they feel an interest in his doing so; and can they well do otherwise? We should think not, seeing that the road must open up a vast tract of territory, capable of producing breadstuffs and raising stock much beyond local requirements. The road too will make the province quite independent of American caprice. Even should the Americans, in retaliation for our proposed differential duties, cut off our present and only import and export routes, another and better is at hand. The Parishes below take a warm interest in this undertaking. Public meetings have everywhere been held below Quebec, at which the greatest enthusiasm in favor of the scheme has been manifested, and it is surely not too much to expect that this city will be fully alive to her own temporal and future prosperity. The following gentlemen were appointed a committee to draft a series of resolutions to be submitted to the public meeting on Saturday next:—Captain Rhodes, U. Tessier, Esq., M. P. P., H. LeMesurier, Esq., Dr. Seawell, Dr. Morrin, F. X. Paradis, and F. R. Angers, Esqs.; and Mr C. Roger, their *pro tempore* secretary.

Let there be a Railroad built from Quebec to the River du Loup, and a Branch from the Bend to Miramichi, and we predict that few years will roll over when those two points will be joined by a road through Gloucester and Restigouche. We cannot believe that the Company of which Mr Jackson is the representative in these Provinces, will stop thus midway in the enterprise. We believe they will persevere until those lines are connected. If a contract be entered into in *good faith*, to build a line from the Bend to Miramichi, the Province of Nova Scotia will soon make arrangements for building from Halifax to the Province Line; and should our Government succeed in completing their engagements with Mr Jackson with reference to the European and North American Line, the grand scheme of international communication will be carried out in such a way as will give satisfaction to every unprejudiced mind.

There have been so many railroad schemes projected which have failed from various conflicting interests, that we have lost all confidence in the matter.

The Legislature meets on Thursday next, and the question will soon be decided.

That the issue may prove satisfactory is necessary to the future prosperity of the Province, and is much desired by all classes of the inhabitants.

Since the above was put in type, we obtained the Quebec Chronicle of the 9th

instant, from which we take the following interesting article:

River Du Loup Railroad Meeting.—Most of our readers must feel convinced that to connect even the most easterly parts of this province with the neighbouring States of the American union, to bring yet more closely together the British North American provinces, and to open up a densely peopled and fertile tract of territory below Quebec, it is expedient to construct a trunk line of railroad from the terminus of the Quebec and Richmond Railway at Point Levi to the village of River du Loup there to be, in course of time, united with the several lines of railroad now being or about to be constructed in Nova Scotia and New Brunswick so that there will be ultimately a grand-trunk line of railway extending from some seaport to the Lower Provinces to the most distant western parts of Canada, which will unite together British North America and the mother country by a common interest, and, while bringing the British North American provinces into closer communication with the neighbouring United States yet afford the provinces the great advantage of being independent of United States railroads and canals for the conveyance of imported goods or exported produce to or from the Atlantic seaboard during that period of the year when our rivers are ice bound and communication with the seaboard by water is consequently cut off; and that a railroad to do all this good and to bring 70,000 souls, in point of time, close to Quebec can be constructed for £780,000 which money, with only the countenance of the Corporation and the Government, can be readily obtained. Then let them attend the Railroad meeting this afternoon at which the following resolutions are to be submitted for adoption:—

1.—Resolved, That it has been incontrovertibly established that a Grand Trunk line of Railway must, at no distant period, be carried through the whole extent of the British possessions in North America from the western extremity of the same, to Atlantic Ocean.

2.—Resolved, That whilst several sections of this country are already engaged in the construction of considerable portions of this line, it is incumbent upon the citizens of Quebec that they should, without delay, engage the execution of their part of this great undertaking.

3.—Resolved, That it has therefore become necessary that a company should be formed for the building of a railway from Point Levi to River du Loup and from thence to the frontier line of New Brunswick to form a portion of the main trunk line, and to effect a junction with any railway which may be there constructed, and for that purpose to obtain an act of incorporation, and the guarantee of the Province for one half of the cost of such road, with such other assistance as may be deemed necessary.

4.—Resolved, That for the purpose of more effectually ensuring the success of this undertaking, it becomes necessary that an appeal should be made to the corporation of the city of Quebec, with a request that that body should lend its assistance to the work in contemplation by engaging the credit of the city to the extent of one hundred thousand pounds, in order to give confidence to capitalists.

5.—Resolved, That for the purpose of carrying out the preceding resolutions, and to accelerate operations with respect to this undertaking, a provisional committee of be appointed, and that Messrs. do compose the said committee.

6.—Resolved, That a subscription be opened to raise the funds necessary to carry out the undertaking in question.

EUROPEAN NEWS.

The Royal Mail Steamer arrived at Halifax at noon on Tuesday last. Our mail was received here on Friday, which furnished papers to the 2nd instant. We have made some extracts, but the news obtained is not important.

CANADA.—The Quebec papers report that the number of passengers this season, up to the 30th September, as follows:—Cabin, 386, steerage, 27,253, being an increase over last year of 860.

The following is an extract from Borrowman's Circular, bearing date Quebec, October 8, 1852.

"The arrivals to date this season are 1006 ships, 431,940 tons, against 1140 ships, 489,332 tons at the same date last year, showing a deficiency in tonnage of about 60,000 tons: only a few ships now due, the bulk of the fall fleet having arrived 28th and 29th September.

The Upper Canada papers report that snow to the depth of several inches fell on the Toronto and New Owen Sound Road on the 30th September.

SONS OF TEMPERANCE.

Dalhousie Division Sons of Temperance, No. 64.—The following are the officers for the ensuing quarter:

A Wallace, sen, W. P., John Philips, W. A., David Currie, R. S., J. S. Waterhouse, A. R. S., John Michaud, F. S., A. C. Desbrisay, T., Thos Akenhead, C., A. N. Wallace, Jun., A. C., John McLean, I. S., James Ryan, O. S.