

CANADIAN LAND AND RAILWAY ASSOCIATION.

The following article is copied from Willmer & Smith's European Times of October 2:

On Wednesday, a meeting of the Committee of this Association was held at their offices, Aldermanbury, London, Mr Frederick Scarfe in the Chair.

The following communication, which had been received from the Hon. the Provincial Secretary of Nova Scotia, with a copy of minutes of proceeding of the Lieutenant Governor in Council, was read:

Provincial Secretary's Office,
Halifax, August 28, 1852.

To the Canadian Land and Railway Association,

Gentlemen.—Various circumstances have delayed the consideration of the proposals made to the Government through your Secretary, Mr Alexander Campbell, in his letter of the 9th July last.

I have now the honor to hand you, by command of the Lieutenant Governor, a copy of a minute of Council, by which you will perceive that, without abandoning the hope of aid from the imperial authorities to an inter colonial railroad, the Government of Nova Scotia has determined to push on her internal improvements on the strength of her own resources, and without further delay.

The first portion of road to be made will extend from Halifax in a northerly direction, forming a common trunk line for our Railroads east and west, and the first section of the road to Canada and the United States.

The Government is now in a condition to receive tenders for the construction of 30 miles, to be completed in all next year, and to be paid for in Cash or in the bonds of the Province, at the option of the Government.

The country which this line will traverse has been surveyed by Major Robinson and Captain Henderson, and by Wightman, Fairbanks and Faulkner. Should you be disposed to examine and tender for the work, all the information which the Government possesses will be open to the inspection of your agents and engineers, and your tender, with such others as may be furnished to the Government, will be submitted to the Legislature at the approaching Session.

I have the honor to be, Gentlemen, your obedient Servant,

JOSEPH HOWE.

[Here follows the article alluded to above, which was published in the Gleaner some time ago.]

Several members of the Committee having expressed their satisfaction with the decision of the Colonial Government, it was unanimously agreed to make a distinct offer for the survey, working plan and works, and also for the purchase of the Crown Lands through which the railway may pass, or other lands suitable to Colonization in other parts of the province.

MR JACKSON AND MR HOWE.—It has been currently reported here that those two gentlemen were not on cordial terms, and that Mr Jackson had brought some very serious charges against Mr Howe at a dinner given by the Mayor in Halifax.—We make extracts below, which will enable our readers to form a correct opinion on the subject.

The following is from a communication in the Novascotian.

The lies about the Election—Captain Sleight—the Treasury and other fertile topics of misrepresentation, having been worn threadbare, we have in Saturday's number of the Colonist, an attempt to play off Mr Jackson against Mr Howe, and to place these two gentlemen, (to the injury, it may be, of the best interests of Nova Scotia, but for the gratification of malignant party spirit) in antagonistic positions. To accomplish this patriotic purpose, the sanctity which should gracefully veil convivial hours is disregarded, and the badinage that enlivened Mr Mackinlay's dinner table is distorted, and dragged into the newspapers. If the whole scene had been painted, or the whole truth told, no friend of Mr Howe's need have complained, for whatever praise he may have won from partial friends, or extorted at times from his enemies, no higher compliments were ever paid to him than were paid at the Mayor's table, in the presence of twenty gentlemen, embracing all shades of politics, by Mr Jackson. 'If,' said that gentleman, after returning thanks for his own health, and acknowledging the courtesies extended to him since his arrival, 'the capitalists of England have had their attention turned to the extent and value of the North American Provinces—to their vast resources, and to the wide field they present for the employment of skill and capital in railway enterprises, the credit is justly due to a gentleman who sits at this table, to the Hon. Joseph Howe. Mr Howe's letters to Earl Grey were read in both Houses of Parliament—in the City, and in the country, by all ranks and classes, with instruction and admiration. But one feeling prevails as to their merits—but one sentiment as regarded the man, that he who had the head to conceive, and the hand to execute those letters, was not only an ornament to the country which gave him birth, but an honor to the Empire.'

Here is another matter in which Mr Howe was involved, as reported by the opposition Journals.

(Via. Telegraph from St. John, N. B., Sept 30.)
To the Halifax Press

My attention has been called to a paragraph in the Morning Chronicle 28th September, in which it is stated that Earl Grey took from me the first hint that the reference to the European and North American Line in Mr Hawes' Despatch of the 30th March, would bear a different interpretation from that adopted by Mr Howe. I beg leave to state, that no language was ever used by me which could lead any one to come to such a conclusion, or draw such an inference. Nor is there any ground for such a statement being placed before the Public.

Your obedt. servant,

WM. JACKSON.

The Nova Scotian gives the following explanation, which entirely exonerates Mr Howe:

Mr Jackson and Earl Grey.—On Saturday we published Mr Jackson's Telegraphic message denying the accuracy of the 'rumour' relative to his alleged interference with the North American and European Railway.—With that *amende* we would have dismissed the subject, if the Editors of the Colonist had not most unwarrantably connected the name of another gentleman with the affair. Referring to Mr Jackson's Despatch in their paper of the 2nd inst., these Editors say that 'Mr Howe's charge against Mr Jackson is a petty piece of spite and malice, worthy of its author.' Now there is not a word of truth in this. Mr Howe neither wrote nor suggested the paragraph in question, nor was he either directly or indirectly a party to its publication. The entire responsibility rests with Mr Annand, and with him alone.

Having set this matter right, let us see how far we ourselves are to blame. No 'charge' was preferred by us against Mr Jackson and we are incapable of entertaining either 'spite' or 'malice' toward any gentleman much less against one with whom we never had cause of quarrel. Now for the 'rumour' itself—not 'charge,' which appeared in our paper of the 28th ult. We are not the author of that 'rumour.' Who was?

On Friday the 24th Sept., or Saturday the 25th, we were launching at Waterfield's with several others, when Mr John H. McNab came in and said publicly that Charley Dickson (meaning, we presume, Mr Charles W. Dickson) told him, that Jackson, in presence of several gentlemen at the 'Waverley,' intimated that Earl Grey took the first hint from him, that the Despatch with reference to the European and North American Railway, would bear a different interpretation from that adopted by Mr Howe, or words to that effect. The statement thus publically made and widely circulated in the community, was announced as a 'rumour' in our paper of the 28th ult., accompanied by a hope that the report might be 'contradicted.' The contradiction has been given by Mr Jackson, to which we promptly gave the same publicity as the original 'rumour.'

We may state further that we saw Mr John McNab on Saturday, who repeated to ourselves what he stated at Waterfield's on the 24th or 25th ult., and with this explanation, which is like due to Mr Howe and ourselves, we leave the matter between Mr Jackson and his friends.

COUNTY OF GLOUCESTER.—Launched at Bathurst, on the 14th instant, by Messrs. G. & A. Smith, a fine brig of 183 tons, new measurement, called the Kate. She is a handsome, well-built vessel, and is creditable to the master builder.

COUNTY OF KENT.—An inquest was held at Cocaigne on the 2d day of October, before James Long, Esq., one of the Coroners of Kent, on view of the body of a male infant, found dead and concealed in a number of cloths in the bed of its mother, Dorothy Thompson, a native of P. E. Island. Verdict—died for want of assistance at its birth.

** On Sunday, the 17th instant, at 11 o'clock, the Lord Bishop of Fredericton intends to give confirmation in St. Andrew's Church, at Newcastle. After the sermon a collection will be made towards providing the necessary means for warming and lighting the Church. The Missionary hopes that his old friends and former parishioners will "Come over and Help" him on this occasion.

This number concludes the 11th volume of the second Series of the Gleaner, making in all 24 volumes. We have forwarded our accounts to the different agents, and as we are desirous of making some improvement in the appearance of our paper, we would feel obliged to all such as are in arrears, to pay over the same at an early day. There is along list of names from whom we have not heard for years. Should the parties be put to trouble and expense, the fault will be their own. We cannot afford to pay for paper, type, &c., and devote our time to their instruction and amusement gratuitously.

LIVERPOOL TIMBER MARKET.—The following is an extract from Duncan, Ewing & Co's Circular, issued on the 30th September.

Since the 1st February the supplies to this

port of North American Colonial Wood have been brought in 216 vessels, viz.: 51 from Quebec, 70 from St. John, N. B., and 95 from other ports, which have occupied a tonnage of 137,002; during same time last year there arrived 234 vessels, the tonnage being 154,394. The average amount for the like time in the four years previous to this has been 116,738 tons. From the north of Europe 50 vessels, 15,209 tons, wood laden, have arrived, whilst for the like time last year 55 vessels, 16,192 tons arrived; the average of four years being 12,432 tons.

The import of Pine Timber up to the present time from Quebec still continues on a reduced scale, as compared with last year, though it falls little short of an average of the four previous. To make the supply equal to last year, from the corresponding period to the close of the season, something like 40 cargoes are required, which, from the decreased amount of tonnage in the St. Lawrence, and the active demand for vessels for exports can scarcely be looked for. The supply of timber from St. John's does not appear to have varied much, either on comparing the present with the past, or an average of years, but it is stated by parties who are supposed to be well informed on the subject that the quantity to come forward this fall will be inconsiderable. Spruce Deals continue still to arrive greatly in excess; it is believed, however, that they have reached the lowest point in price, the cost being so disproportionate with that of Timber in the log. It is satisfactory to observe that the corn harvest throughout the United Kingdom, which has now been realised, will, it is expected, prove on the aggregate to amount to a good average quantity, and that in the manufacturing districts are well employed, and new buildings to a considerable extent are being erected to meet the additional requirements for occupation. In commercial transactions too there is some improvement, so on the whole we may look forward with confidence to a support of the present quotations for the various descriptions of Wood.

LAUNCH.—A very beautiful clipper-built ship was launched last evening from the building yard of Messrs. Johnson & Mackie, in Chatham. She was named the Indian Queen, and is about 1,100 tons register.

FREDERICTON MAIL.

The papers by this mail furnish but little in addition to a report of the Provincial Exhibition. We shall make extracts next week. Below we copy the names of parties who obtained prizes in this quarter:

Northumberland.—Wooden Manufactures, R. McKenzie. Hearth Rug—Miss Letson. Farm Waggon, A. Jessamine. Cheese Press, R. McKenzie. Chevalier Barley, John Wyse. Turnip Seed, Michael Searle.

Kent.—Chevalier Barley, W. Brett. Restigouche.—Preserved Fish, Joseph Winslow. Mineral Manure, A. Barberie.

SHIP NEWS.

PORT OF MIRAMICHI.

ENTERED, Sept. 27—brigs Richard & Ann, Irwin, Fleetwood, Gilmour, Rankin & Co.; William Wilberforce, Nicholls, Barnstable, do.; Norwegian brig Carl John, Olson, Belfast, do.; bark Don, Brodie, Newry, Duncan & Loch.

Oct. 1—schr Perseverance, James, Montreal, flour, Gilmour, Rankin & Co.

4—schr St. Andre, Lachare, Montreal, general cargo, Gilmour, Rankin & Co.; Phenomen, Lemieux, Quebec, do.; brig Elizabeth, Hunter, Liverpool, general cargo, Johnson & Mackie.

5—bark Endymion, Clarke, New York, Gilmour, Rankin & Co.; schr Mary & Martha, Moriarity, Quebec, general cargo, Duncan & Loch.

7—schr Blossom, Robischeau, Pictou, coals W. J. Fraser.

8—brig Charles McLaughlan, Flint, Boston, Gilmour, Rankin & Co.

9—schr Caroline, McLeod, P. E. Island, oats, master; Jassen, Pillman, do. general cargo; American ship, Tallygrand, Young, New York, Robert Johnston, jr.; schr Stranger, Siteman, Halifax, general cargo, John Bernal.

10—brig Lawrence, Forestal, Burke, Newfoundland, Gilmour, Rankin & Co.

11—schr Vigilante, Talbot, Quebec, general cargo, Burke & Noonan, and others.

13—bark Helen, Davis, Liverpool, W. E. Samuel, 28 days.

14—schr Mary Jane, Duggan, P. E. Island, produce, master; French brig Sophy, Joure, Newfoundland, W. J. Fraser.

CLEARED, Sept. 25—schr Betsy, Bears, Pictou, shingles; Coral, Purdy, Boston, fish, W. J. Fraser; Blossom, Robischeau, P. E. Island, salt, do.; Prussian bark Johannes Andrews, Gloster, deals, do.

30—schr Mary Ann, Belany, P. E. Island, fish master.

Oct. 2—brig Jessie, Thompson, Fleetwood, timber and deals, Johnson & Mackie; schr John Wallace Jewers, Pictou.

6—French brig Lawre, Davenel, Grenville, France, W. J. Fraser; schr Perseverance, James, P. E. Island.

9—schr Mary & Martha, Moriarity, Gaspe; brig William Wilberforce, Nicholls, Infracombe, timber and deals, Gilmour Rankin, & Co.

8—bark Chieftain, McFarlane, Belfast, timber and deals, Gilmour, Rankin & Co.; schr Ariel, LeBlanc, Quebec, oil, do.; schr Saint Andre, La Charre, Quebec.

11—Norwegian bark Niord, Peterson, Southampton, timber and deals, Duncan & Loch; brig Richard and Ann, Irvine, Deal, deals, Gilmour, Rankin & Co.

12—schr Blossom, Robischeau, P. E. Island, lumber, W. J. Fraser; Caroline, McLeod, do.

15—ship Eliza Keith, Scott, Liverpool, timber and deals, Gilmour, Rankin & Co.

PORT OF RICHIBUCTO.

ENTERED, Oct. 9—French schr Melanie, Gautier, Buctouche.

11—schr Sally Siteman, Halifax, assorted cargo, McLeod and others; Promise, Graham, New York, W. S. Caie; Brunswick, McLean, Miramichi, merchandise, D. Wark; Norwegian bark Paladin, Bugdahl, New York, J. W. Holderness; brig Baltus, Thomas, P. E. Island, hay, L. P. DesBrisay.

14—schr Ruby, Gallant, P. E. Island, fish, master; C. W. Weldon, McLean, Pictou, coals, do.

CLEARED, October 11—schr Jolly Tar, Bouchet, P. E. Island, deals, L. P. DesBrisay.

11—schr Melanie, Gautier, Maquelon, lumber, master.

13—bark Celeste, Lightbody, Belfast, deals, L. P. DesBrisay.

October 11.—The brig William, of P. E. Island, Captain McFarlane, from Liverpool for Richibucto, laden with goods for DesBrisay, Caie, and others, and 250 tons of salt, when coming into the harbor on Saturday afternoon struck on the reef outside the bar, and bilged. The goods are but little damaged, but the salt is a total loss.

By Telegraph.—October 16—Arrived, ship H. M. Marmad, Boston, W. S. Caie. The brig William is still on the bar, full of water. The goods have been all saved. No survey has yet been called upon her.

PORT OF DALHOUSIE.

ENTERED, Oct. 4—schr Martha Sophia, Boudroit, Quebec, flour, Messrs. Ritchie; Industry, Allard, Quebec, flour, W. Hamilton.

CLEARED, Oct. 5—brig Collingwood, Stevenson, timber, Tison, W. Hamilton; brig Robert, Hewitt, Maryport, timber, Messrs. Ritchie.

PORT OF HALIFAX, cleared, Oct. 11—schr Villager Watt, Miramichi.

QUEBEC, cleared Oct. 7—schr Vittoria Miramichi.

A TEA PARTY

FOR THE BENEFIT OF THE WESLEYAN TRUST,

Will be held in the Hall of the Sons of Temperance, in Chatham, on the Evening of TUESDAY, the 26th October. Tickets may be had at the Gleaner Office, and of Mr James Henderson, Chatham. Price—2s.; Children under 12 years, 1s. Chatham, October 16, 1852.

Buoys and Beacons.

TENDERS for lifting the BUOYS of the Harbor, and placing them where the Commissioners may appoint, will be received at the residence of M. Cranney, until MONDAY, the 15th November next, at noon.

Payments to be made in Cash, when the Commissioners are in funds.

M. CRANNEY,
G. J. PARKER.

Commissioners of Buoys and Beacons. Miramichi, 15th October, 1852.

CROWN LAND NOTICES.

CROWN LAND OFFICE,
October 12, 1852.

The right of Licence to cut and carry away Timber and Lumber from berths applied for by the following persons, in the under-mentioned situations, will be offered for sale by Public Auction at this Office, at eleven o'clock in the forenoon of Wednesday the 27th day of October instant.

(Surveyed Lots of Land heretofore applied for, and improved to the value of ten pounds, are excepted.)

In the event of competition, the purchaser will be required to make payment within half an hour after all the berths advertised have been offered; and in case of default, the berths not paid for will be offered for sale immediately.

Name	Sq. Miles.	Situation.
John Brown	2½	Cocagne River
J. W. Holderness	3	Ructouche
do	6	Richibucto River
Richard Hutchison	6	Cain's River
do	9	Bett's Brook
do	2	Semiwagan
W. J. Fraser	2	N.W. Miramichi river
David Goshen	2	Cain's River
John McCormick	3	do
John Harley	4½	Renous River
Robert Swan	3	Doak's Brook Miramichi
Rowland Crocker	3	Renous River
William Muirhead	3½	do
do	3	Salmon Brook
do	4½	Little S. W. Miramichi River
John Leslie	3	do

R. D. WILMOT, Sur. Gen.