

manner of it, said to be derived from those who have conversed with him since his arrival in New York.

In common with his associates in exile he enjoyed what is termed a *parol of honor*, or in other words he was permitted to move at will within a given circle by promising not to go beyond. For some time previous to February last, arrangements were in progress, by which if successful to exiles nine in number were to be taken from Van Dieman's Land and brought to our shores. In January last the arrangements were completed, when it was found that in consequence of their residing so far a part (some ten miles) it would be impracticable to get them all off at one time, and their friends, though reluctantly, were obliged to confine their operations to effecting the release of Mr Meagher, as his position gave the surest prospects of success. Every thing being in readiness early in February Mr Meagher sent his "parol of honor" to the magistrate with the promise that he would consider himself bound by it for two hours after its delivery and no longer. On receiving it the magistrate gave immediate orders to the Constable in Bothwell (where Mr Meagher resided) to arrest him without delay. This the Constable refused to do, stating that he was himself an Irishman and would do nothing to hinder Meagher's escape. This placed the Magistrate in a position somewhat unpleasant as there was not another officer within twenty-four miles. He however mounted horse and proceeded to the nearest point for the purpose of bringing back an officer to take charge of Mr Meagher, who waited for his return until the time promised had expired, after which he took horse and proceeded in an opposite direction, in which course he is said to have travelled as fast as his horse could carry him, for over one hundred miles, or to the point where his friends had another conveyance in waiting. After reaching Pernambuco, he is said to have been taken on board the brig Acorn on the 23rd of April and by her brought to this port.

A large number of his countrymen in New York, assembled for the purpose of welcoming him, and accompanied by two companies of Militia proceeded to his lodging in Brooklyn, with a band of music. Capt. Hichman of one of the companies made an address announcing the object of their visit, to which though feeble from fatigue he made a short reply.—*Boston Advertiser*.

Alarming News from California.—The St. Louis Republican of the 22nd inst, states on the authority of one of the California emigrants who had left St. Louis some time since and returned to that City on account of ill health, that a considerable panic prevailed among the emigrants on plains, on account of the appearance of the cholera among them. A great number were deserting their trains and turning their steps homeward.—The account adds:—

"Holiday's train, which left St. Joseph a few days before our informant did, had lost some seven or eight persons; and it was rumored that the detachment of United States troops under command of Major Stein, en route for New Mexico, had suffered some loss previously to reaching Grasshopper Creek. There were but few emigrants remaining at St. Joseph, preparatory to starting for the plains. Not many of them, it is thought, will be deterred from attempting to trip, by discouraging reports daily received from the advance trains.

"There was much less sickness at St. Joseph than during the past week; but now and then a case of cholera was heard of. Business was becoming quite dull again. It is to be hoped that these alarming reports from the plains are much exaggerated, as such reports almost invariably prove to be."

The cholera has also appeared in other places at the West.

The Cincinnati Atlas of the 26th instant says "Several cases of decided cholera have occurred at the Commercial Hospital, and in private practice, all of which are traceable to the river for their origin: and so far as I know there has been no case originating here. The number of cholera patients at the hospital, up to yesterday noon, had been six, two of whom had terminated fatally."

There have been several fatal cases on a plantation in Louisiana, it has also broken out at Cairo, on the Mississippi, where one steamer was obliged to leave twenty passengers sick with it, nine of whom had died at the last dates. Three or four citizens of the town had also fallen victims, among them being the Postmaster. The people were leaving the place. The same disease had at last accounts, increased so much at the frontier town of St. Joseph, Mo., that the citizens were under great apprehensions of an epidemic.

NEW BRUNSWICK.

Her Majesty's Sloop Cutter *Netley*, tender to Admiral Seymour's flag ship *Cumberland*, arrived here yesterday from Halifax. The *Netley* is to be stationed in the Bay of Fundy during the season, for the protection of the fisheries. She is commanded by Captain Kynaston, who was last year in command of Her Majesty's brig *Persian*, in the Bay, and who took such a deep interest in the successful prosecution of the Bay Fisheries, and wrote a report on the subject, which was published last autumn in the city papers.

Mr Nyles, another of the men scalded on board the steamer *Anna Augusta*, at the time of her collision with the *Transit*, died on Friday night; and Mr Michael Murray, butcher, who was also scalded at the same time, died on Sunday afternoon—making four victims

by that unfortunate occurrence.—*St. John Observer*.

Free Port.—The port of Harvey, in the County of Albert, has been opened by the Provincial Government as a free port for foreign trade, and Mr James Brewster has been appointed Deputy Treasurer and Controller of Customs and Navigation Laws there.—*Courier*.

At a meeting of the Presbytery, held in this city on Friday evening, the Rev. Robt. Irvine was freed from his present charge to be translated to Toronto, Canada West. We lament this circumstance, because as a man, a scholar, and a clergyman, Mr Irvine is highly and justly estimated. We sympathise with his congregation in the loss they must sustain by the departure of so respected a pastor.—*Times*.

CANADA.

Cooksville, a village near Toronto, Canada West, was nearly destroyed by fire on Saturday last. About 30 to 35 houses were destroyed.

The Queen's Birth Day.—Full seven hundred Americans came over from Watertown to witness the festivities of the Queen's Birth Day. As no intimation was given of their coming, there was no preparation made in the city to receive them. All the shops were closed—even the Saloons and Taverns—and, consequently, half of these seven hundred visitors were obliged to go home with hungry bellies. That was nobody's fault but their own.—*Kingston Whig*.

The Committee of the Privy Council for Trade have suggested to the Admiralty the expediency of sending a ship of war to Quebec, to remain here during the season, with instructions to give assistance in keeping order, and checking desertion in port.

We learn from the Chronicle, that last night, (about midnight) a house of ill-fame in D'Aiguillon street, St. John suburbs, was entered by a number of mischievously disposed persons, and regularly gutted. The floors were torn up, ceilings pulled down, and furniture broken.—*Quebec Gazette*.

SUNDAY'S MAIL.

RAILWAY DELEGATION.

We have had an opportunity of learning the precise nature of these arrangements, which, although varying in detail, are substantially the same for both Provinces, and as great public interest is felt on the subject, we lose no time in placing them before our readers. The Delegates have succeeded in obtaining offers from eminent British Contractors of a different character from any hitherto made, and which are not open to the grave objections entertained to former propositions. It has not been deemed expedient by the Delegates to connect the construction of the Railroad with any extensive scheme of placing large tracts of the public domain at the disposal of the contractors.—The road is to be built and fully equipped by the Contractors at a certain price, to be stated after proper surveys have been made.

The contractors, who are parties of the highest respectability, including in their number Mr Peto, M. P., Mr Brassey, Mr Betts, and Mr Jackson, M. P., pledge themselves to construct the work on the same terms as they have recently done similar works on the continent of Europe, where they have been exposed to active competition. They will of course be guided as to the description of the work by the wishes of the parties employing them. The works in Canada are to be constructed on account of companies which have been already incorporated, and which are entitled to the benefit of the Railway Guarantee Act, that is to bonds of the Companies guaranteed by the Government for one half the cost, and which bonds form a first charge on the revenue of the road.—These bonds the contractors are to receive in payment for one half the cost of construction. They are to receive the bonds of the company for three-tenths the amount, which will form the second charge on the revenue of the road. They are likewise to take one tenth in the stock of the companies. This leaves only one-tenth to be provided by subscriptions for stock, and in the event of any portion of this one-tenth being subscribed for by Municipal Corporations or by the Government, bonds are to be taken for the same at par.

Such, briefly, are the terms offered to Canada. The tenders of the contractors are to be submitted to two disinterested engineers, one appointed by the Government, the other by the contractors, who are to endeavor to reconcile any difference and reduce any overcharge, and in case any insurmountable difficulty should arise, then the contractors are to be paid what is deemed reasonable by such engineers for those plans and estimates, which are to become the property of the companies.

With regard to New Brunswick the road is to be constructed by the company already incorporated, and owing to the forethought of the Government of that Province, the Facility Bills were passed last session, and will be immediately assented to, so that nothing need prevent the company from commencing operations immediately. The offer to New Brunswick is substantially as follows:—Assuming the cost of the road at a million sterling, the contractors will take £100,000 in stock, which, in addition to that subscribed by the Province (£250,000), and whatever has been or may be obtained from the public in New Brunswick, will constitute the total stock of the company. A loan of £250,000

on the same terms as the Canada loan, which will be a first charge on the revenue of the road, is to be given by the Province, and the remainder of the million is to be provided by bonds of the company, all of which securities are to be taken at par, and are to bear 6 per cent interest, and to be payable twenty years after date.

Such are the propositions which the delegates have brought out with them, and we believe that they will be received with favor generally throughout the three Provinces.

After the main road through New Brunswick has been completed, the contractors have agreed to construct a branch to Miramichi on precisely the same terms of payment in proportion to cost.

We understand that the delegates have also obtained an offer from the same parties for the construction of the Nova Scotia Section of the line, and that owing to their doubts as to the wishes of the Government of Nova Scotia, they deemed it expedient to give them the option in case they thought proper to co operate with the sister Provinces of having the road constructed either on the Provincial account, or by means of a company. In the former case the bonds of the Province will be taken for the whole amount at par. In the latter, payment will be arranged precisely in the same way as for Canada.

We have no doubt that the cordial co-operation of the government and people of Nova Scotia may be relied on as to the construction of our section of the line on some plan, but at present it would be premature in us to say more than that the scheme as a whole, seems a perfectly feasible one, and we congratulate the Delegates on the successful issue of their mission, believing that these arrangements will be even more satisfactory to the public at large than those which it was the immediate object of their mission to effect.

It is likewise gratifying to know that our enterprising neighbors in Maine and Massachusetts will hail the result of the late mission with the greatest satisfaction, and that they will be stimulated in their efforts to complete the Maine Section of the European Line which will give uninterrupted communication at all seasons of the year, between Halifax and the Detroit River as well as Boston and New York.

Charles D. Archibald, Esq., who has always manifested a lively interest in the Railway, also arrived by the steamer, and we understand proceeds immediately to the Acadia Iron Mines, in company with some gentlemen who came out with him, to examine these mines and some quarries in New Brunswick.—*Halifax B. A. American*.

NEW BRUNSWICK.

Melancholy Accident.—Six Lives Lost!—We learn with deep regret, by a telegraph despatch from Nova Scotia, that a boat containing the Rev. Edward D. Very, Pastor of the Baptist Church in the adjoining Parish of Portland, and Editor of the Christian Visitor, published in this City; Professor Chipman, of Acadia College, Horton, and four students belonging to the College, was upset on Thursday last, and that all on board were drowned. Their bodies had not been recovered. The boat had left Horton, but her destination is not stated, nor are the names of the students given.

The Rev. Mr. Very left this City a few days ago on a visit to Nova Scotia, and the sad intelligence of his sudden and unexpected death will be deeply felt by his afflicted family and friends, and by the congregation to which he was attached. He leaves a wife and three children to mourn their loss.

Professor Chipman was highly respected as a gentleman and a scholar, and his friends in Nova Scotia and this Province will deplore his sad fate.

Mackerel Fishery.—The Yarmouth Herald of the 5th inst. says:—We are rejoiced to learn that the mackerel fishermen at Tusket Islands and other parts of the coasts between Yarmouth and Cape Sable have taken good hauls within the last few days.—*New Brunswicker*, June 10.

CANADA.

Distressing Accident in Canada.—The Toronto Patriot says that on the morning of the 26th ult. the house of John E. Watson was consumed by fire, and four of the twelve inmates perished in the flames including two of Mr W.'s daughters. The others narrowly escaped with their lives, so rapid was the devouring element. The father of the family, in his attempts to save the children, narrowly escaped, his head and hands being burnt. The parents were nearly frantic, and the father had to be held from rushing into the flames even after all hope was over.

Immediately after the firing of the artillery at the garrison of Toronto on the 24th ult., in honour of Her Majesty's birth day, the officer in command stated that it was the last salute that would ever be fired from that Fort, as it was to be dismantled on the following day.

A Quebec paper states that the Hon. John Young, and the Hon. H. H. Killaly two of the Commissioners of the Board of Public Works, have left Quebec for Lake Superior to settle certain preliminary points with reference to the proposed canal at Saul's Ste. Marie.

Yesterday morning, says the Montreal Herald of the 1st instant, about five o'clock, the Chamby Paper Mills were discovered to be on fire. Every exertion was made to save them but without success.

The governor having signed the new anti-liquor law, the attempt to enforce it will be made in sixty days.—*Boston Post*.

COW STRAYED.

About three weeks ago a large dark red Cow, with white spots on her forehead. She was last seen in the swamp in rear of Chatham. Whoever will bring her to the Gleaner Office, or give such information as will lead to her recovery will be rewarded for their trouble.

Chatham, June 14, 1852.



MAIL STAGE.

Summer Arrangement for 1852, On the Route between Petitediac and Miramichi.

The Subscriber will run a Tri-weekly Two-horse STAGE, During the present season, between the above places, as follows:

To start from the Bend of Petitediac on the evenings of TUESDAYS, THURSDAYS, AND SATURDAYS,

at the hour of 4 o'clock, P. M., and arrive at Miramichi on the following morning; and will leave Miramichi at the hour of 4 o'clock, P. M., on

MONDAYS, WEDNESDAYS, AND FRIDAYS, in each week.

W. M. KELLY, Miramichi, May 29, 1852.

Crown Land Office,

MAY 17, 1852.

LOT No. 22, Pokemouche Indian Reserve, containing 100 acres, will be offered for sale by the Indian Commissioners, at Bathurst, by Auction, at noon of the 7th day of July next, at the upset price of 5s. an acre, agreeably to the Indian Regulations.

R. D. WILMOT, Sur. Gen.

REMOVAL.

James Maher, Tailor,

Returns his sincere thanks for the very liberal support he has received while he has been in business, and would respectfully inform the public that he has removed to the house formerly occupied by Mr C. Vanstone Boot and Shoe Maker, and nearly opposite the residence of Martin Cranney, Esq., where he hopes by strict attention to business, and moderate charges, to merit a continuance of the very liberal patronage which has heretofore been extended to him.

Chatham, May 10, 1852.

Steam Ferry Boat Notice.

The Subscriber being appointed Ferryman for the Chatham Ferry, begs to inform the Public that the Steam Boat having undergone thorough repairs and in first rate order, will be ready to

Ply between the two Sides of the River, opposite Chatham,

As soon as the River is clear of ice.

Having a new Scow and Small Boat, he will be ready to accommodate the public the first open water, at all hours, at the usual rate of Ferryage, until proper Slips are built for the Steam Boat, when an uniform rate of Four Pence will be charged for Man, Horse, Ox, Carriage, Cart, Truck or Waggon; Sheep, Calves, Pigs, &c., One Penny each.

As no Season Tickets will be given, a reduction of Twenty Five per cent. will be made to parties taking twenty or more tickets. Twenty Single Tickets for Five Shillings.

On Sunday Forenoons he will take (as long as the Steamer goes) Ministers and People going to, and returning from, Church Free.

GEORGE B. BEY

Chatham, April 26, 1852.

Rates of Ferryage, as by Law will be continued until further established, given

For each Foot Passenger,	0s 4d
Man and Horse,	0 10
Each Horse, Ox, or other beast cattle,	0 6
Each Horse and Waggon, Cart or other Carriage, with Luggage,	1 3
Each Calf, Sheep, Goat, Pig or Barrel,	0 1

Notice.

All persons having just claims against the Estate of WILLIAM WISHART, late of Alnwick, in the County of Northumberland, farmer, deceased, will render the same within three months from the date hereof; and all persons indebted to the said Estate, are requested to make immediate payment to

G. J. PARKER, Administrator, Chatham, 9th April, 1852.

Wm. J. Fraser

Is now opening at Chatham and Well Selected Stock of BRITISH AND AMERICAN GOODS, at low for Cash or approved Credit. Chatham, May 21, 1852.