

## Editor's Department.

## MIRAMICHI:

CHATHAM, TUESDAY, JANUARY 13, 1852.

## COUNTY OF RESTIGOUCHE.

A Public Meeting of the inhabitants of the County of Restigouche was held at Dalhousie, pursuant to requisition to the High Sheriff, on Thursday the 8th instant, to express the opinion of the inhabitants to their Representatives, on the subject of the Halifax and Quebec Railway.

ADAM FERGUSON, Esq., being called to the Chair, and JAMES S. MORSE requested to act as Secretary, the following Resolutions were unanimously adopted:—

Moved by Charles Simonds, Esq., and seconded by Charles Murray, Esq.,

Resolved, That the construction of a Railroad between Halifax and Quebec, if taken through those lands best adapted for settlement, and at the same time affording the greatest facilities for the construction of the same, will prove of incalculable benefit to this Province, by increasing both its population and resources.

Moved by Wm. Hamilton, Esq., and seconded by John Gillies, Esq.,

Resolved, That while the inhabitants of this County confidently anticipate, and hope, from its superior advantages, so clearly and impartially shown in Major Robinson's Report, that the Eastern line will be the one adopted, they only desire that the route decided upon shall be that which, upon mature and disinterested consideration, will satisfactorily appear the best adapted to advance the interests and prosperity of the Province generally, to secure which the only prudent and safe course is to vest that decision in Imperial Commissioners, as suggested by Mr Hawes's letter to Mr Howe.

Moved by Chipman Botsford, Esq., and seconded by Hugh Montgomery, Esq.,

Resolved, That in accordance with the above Resolution, as the wishes of their constituents, our Representatives advocate the acceptance of the offer of the British Government, subject to such a modification as can be obtained, and that they most strenuously oppose the question of route being entertained by the House of Assembly; as the only means of obtaining a just conclusion is by referring the matter to the above decision.

Moved by Alexander Fraser, Esq., and seconded by James S. Morse, Esq.,

Resolved, That the leading lines of Railroad in the Province should be undertaken by Government for the general benefit, in preference to granting the public lands and revenues to Companies, thereby placing an undue and dangerous influence in the hands of a few individuals.

Moved by Dr. Taylor, and seconded by Wm. S. Smith, Esq., and carried by acclamation,

Resolved, That this meeting record its grateful sense of the valuable services of the Hon. Joseph Howe, and the able manner in which he discharged the duties of his important mission; with the fervent hope that his talents and abilities may be long spared to, and enjoyed by his country.

Moved and seconded, That copies of the foregoing Resolutions be sent to our Members, and for publication, to the Gleaner, St. John New Brunswick, and Fredericton Head Quarters.

ADAM FERGUSON, Chairman.

On motion of Dr. Taylor, the Chairman left the Chair, and Alex. Campbell, Esq., called thereto, when a vote of thanks was unanimously passed to the Chairman, for his able and impartial conduct in the Chair.

JAMES S. MORSE, Secretary.

RESTIGOUCHE, December 17, 1851.

Mr J. F. GORDON,

Sir,—Understanding that you are about visiting St. John to attend the Training School, for the purpose of qualifying as one of the higher class of Teachers, under the new Act, we deem it our duty to present you with this expression of our unqualified approbation of your able and indefatigable attention to the duties of your vocation, and the correctness, amenity, and courtesy of your social deportment. We hope, and confidently anticipate success in the object of your visit, and trust you will return to resume your late charge, as we are convinced your removal would be a serious loss to our community, and so competent a successor would not be easily secured.

We are, Sir, your obedient servants,

J. Steven, Minister, Allan McKendrick,  
Chipman Botsford, Wm. Caldwell,  
Dr. Taylor, George Moffat,  
James S. Morse, Robert Tait,  
J. McMillan, J. P., A. Fraser, J. P.  
Charles Murray.

RESTIGOUCHE, December 17, 1852.

Gentlemen,—Your very flattering Address has just been placed in my hands, and, although it is far beyond my deserts, yet, I may acknowledge I am proud that my humble endeavors have won your approbation; and rest assured, Gentlemen, that in whatever station it may please Providence to place me, the remembrance of this mark of your esteem will nerve me to fresh efforts in the performance of my duty.

For your kind wishes for my success in the object I have in view, and the very indulgent opinion you are pleased to express of my services, accept the warmest thanks of a grateful heart, and believe me to be,

Gentlemen,

Your most obedient and obliged servant,

J. F. GORDON.

To the Trustees of Schools, and other Gentlemen, who signed the Address.

## OPENING OF THE LEGISLATURE.

The Fredericton mail, which arrived here at two o'clock on Saturday afternoon, put us in possession of the Speech of His Excellency the Lieutenant Governor on opening our Session of the Provincial Parliament, as well as some other Legislative news.

Our private letters inform us that Wm. CRANE, Esq., was appointed Speaker of the House. There were three candidates—Messrs. Hannington, Barberie, and the gentleman elected. The first named was proposed by Mr Ryan, and seconded by Mr Earle. This was lost by a vote of 17 to 19, after considerable discussion. The second was proposed by Mr Porter, seconded by Mr Macpherson, and lost by 14 to 22. This closed the first day's proceedings.

On the morning of Thursday, the second day, Mr Crane was proposed and carried by acclamation. At two o'clock the members proceeded to the Council Chamber, when His Excellency delivered the Speech which we publish below. Yesterday was the day set aside for taking up the Address.

On reading over the Speech, we must confess we were sadly disappointed in the manner in which His Excellency alludes to the all-important subject of the Railway. There is no intimation that the Government had given the matter their serious consideration, that they purpose bringing in a Bill, and were prepared to give it their united support. On the contrary, there appears to have been great caution used to avoid even the appearance that they had made up their minds on the matter, and were resolved to do their duty.

If we read this speech aright, and correctly interpret its meaning, we fear that there is but slight hopes of any satisfactory arrangements being arrived at the present session, for the adjustment of this great question, and consequently a stop will be put for an indefinite period, to this gigantic enterprise, on which the people of this Province so fondly and confidently rely as a great means of advancing the general interests of the country, and of raising it to that position which its great natural resources and geographical position entitles it to assume among the most favored Colonies of Britain.

We also look in vain through this document for any "enunciation" of the policy of the Government—their views on various matters which agitate the public mind—or what measures they intend to bring forward to advance the prosperity of the Province, or to meet the "well understood wishes of the people" on many matters grievously complained of. If this be a programme of the work which the Government have marked out for the present Legislative campaign, our readers may at once make up their minds that the session will pass over, like many that has preceded it, with but little being done for the public weal.

We, however, may be wrong in our conclusion. We hope so. The inhabitants of this section of the Province have taken a deep and lively interest in the great matter of the Railway, and they will await with much anxiety the action of the Government and the Legislature thereon.

## THE SPEECH.

Mr President, and Honorable Gentlemen of the Legislative Council,  
Mr Speaker, and Gentlemen of the House of Assembly,

I have called you together rather earlier than usual, and I have much pleasure in meeting you again on the present occasion. The legislation which has taken place in Canada and Nova Scotia, has made it expedient that an opportunity should be afforded you, with as little delay as possible, for considering the very important subject of Railways in British North America. At the same time I rejoice that circumstances have been such as to spare the expense to the Province, and the inconvenience to yourselves, which an extraordinary session would have occasioned, but which the importance of the subject would have warranted.

Before noticing any other topic, it is my duty to communicate to you the melancholy fact of the decease of His Majesty the King of Hanover, Uncle to our gracious Queen.

A considerable mass of papers relating to the proposed construction of a Halifax and

Quebec Railway, will immediately be placed in your hands, and from these papers you will learn the present condition of this great question. You know that Canada and Nova Scotia have evinced an earnest desire to accept in some form the aid offered by Her Majesty's Government for the promotion of this object. I sincerely trust that it may appear consistent with the interests of New Brunswick to co-operate cordially in this scheme. Of this, at any rate, I feel convinced—your interests are part and parcel of the interests of British North America.

In the Despatches laid before you, you will find the reasons why Her Most Gracious Majesty has not been advised as yet, to assent to the Act passed last Session in aid of the European and North American Railway: a Bill containing the proposed amendments will be submitted for your consideration.

In my opinion, a Railroad uniting Canada, New Brunswick, and Nova Scotia, especially in connection with a Line to the United States, would produce an abundant return to this Province; I believe that your revenue would increase very largely, without imposing additional burthens on any one—that millions of acres now untrodden, would supply food for man, and that millions of tons of timber, now standing worthless in your forests, would find a profitable market.

It will however be obvious that the introduction of capital from other quarters, is almost indispensable to the construction in this Province of works of such a character on a large scale. If you have made up your minds to have Railways, the question is—

"How can such capital be got?" The surplus capital of our own Province would go but a little way; the distances are great, and our means are limited. You know as well as I do, that to withdraw a large amount of private capital suddenly from its present employments, would derange and dislocate all the ordinary industry of the country. The Farmer, the Fisherman, the Lumberer, the Merchant, and the Agriculturist, would have to forego at once the use of sums on which they severally rely for the prosecution of their business. Although it is no doubt true, that such an outlay would ultimately repay itself with ample interest, yet, in the interval, without an advance of capital from some other source, great distress would be suffered.

Having said this much on the subject of Railways I leave the matter in your hands.

Papers will be laid before you relating to the adjustment of our long disputed Boundary with Canada. I think I may congratulate you on a fair and equitable settlement of this question by an Act of Imperial Parliament, and I rejoice in having contributed to effect this arrangement.

A powerful movement has been made in England for the reform of the Law, especially that portion of it which relates to the admission of certain kinds of evidence. You will have to deliberate whether the changes made in the Mother Country should be adopted here at once, or whether it would be more advantageous to watch their practical operation until another session. I have no hesitation in avowing myself favorable to the principle of these changes.

A general revision of the Laws is of essential importance, especially with a view to their simplification.—I therefore recommend this subject to your attention.

A Bill for the regulation of Parish Schools has been prepared—when it is submitted to you, I am sure that it will receive at your hands all the consideration which the importance of the subject so peculiarly requires.

The Post Office has been taken into the hands of the Provincial Government. The falling off in the amount of receipts consequent on a reduction of postage is considerable; but we must look for increased facilities for correspondence as an ultimate source of improvement in this respect. The moral and commercial advantages of cheap and easy intercourse by letter cannot be over estimated.

I rejoice for similar reasons in the extension of our lines of Electric Telegraph, which I hail as one of the most useful results of private enterprise.

The improvement of the River St. John has been in some degree retarded during this year, by the unusual height of the water during the summer months. I shall cause to be laid before you a report from two Civil Engineers on the scheme for cutting through Grimross Neck, which has indeed already been sanctioned by the Legislature, but in which nothing has been done.

I am inclined to believe that the formation of Fishery Societies, and the steps taken by the Executive in pursuance of the act of last Session to protect the spawning grounds and river fisheries, will all prove beneficial to this branch of industry.

The returns of the census are in active preparation, but the mass of matter is such that I fear it will not be ready to lay before you in a very satisfactory shape very early in the Session. I have directed all possible care to be taken in digesting the information obtained. Of the results of the returns I cannot yet speak with confidence.

Mr Speaker, and Gentlemen of the House of Assembly,

The improvement of the Revenue during the past year is a again a subject for rejoicing. You will bear in mind that the comparison between 1851 and 1850, owing to a change of the time to which the accounts are made up, is even more favorable than it might, at first sight, appear.

I congratulate you on the flourishing state of the Provincial Finances. The demands upon the Treasury have been promptly met. The eighth annual instalment of Five Thousand Pounds sterling upon the Loan negotia-

ted in 1844, has, as usual, been paid when it became due.

The amount of the Loan yet remaining unpaid is only Thirty Thousand Pounds sterling, which is amply provided for by the one per cent. duty imposed by the Act passed when it was negotiated.

I recommend you to consider the expediency of consolidating and partially amending the laws for the collection and protection of the Revenue—A Bill will be laid before you for effecting these objects.

Mr President, and Honorable Gentlemen of the Legislative Council,  
Mr Speaker, and Gentlemen of the House of Assembly.

We have strong reason to be thankful to a gracious Providence, for the condition of affairs during the last year. Let it be our task in this Session, to do all that can properly be done by Legislation at the present time, in aid of the efforts of our people. We may remember too with pride, that while we enjoy true freedom under the British Crown, we form part of an empire, which has stood upright amid the storms of Europe, and has this year especially exhibited to the world a grand and imposing spectacle of peaceful industry and good fellowship with all mankind. In dealing with the affairs of this Province, I know that you all have local interests, but I am also convinced that you will approach your Legislative duties with the true constitutional feeling of an obligation resting on each of you to deliberate and act for the whole Province.

THE RAILWAY.—The last number of the Nova Scotian alluding to this subject says:

"The duty of the New Brunswick Legislature is clear. The Canadian and Nova Scotia Bills left the route of the proposed Railway an open question—to be arranged by the Commissioners, acting on behalf of the three Provinces, with the British Government. The Legislation of the sister Province should be in the same generous and confiding spirit—and we believe it will. Nova Scotia, in consideration of the additional burthen that will be thrown on the revenues of New Brunswick by the construction of two lines of Railway, has liberally proffered to make 88 miles beyond her own territory. The offer was made assuming that the route by the North Shore would be selected. A change of route may involve an entire change of policy as far as Nova Scotia is concerned, and it will then become a question whether we will limit our Railway operations to the Lines within our own Province, or connect with those beyond our own frontier.

"All our prejudices are in favor of the great scheme propounded at Toronto, and while we are willing to leave the question of route to the commissioners, we fear that any attempt to fix the line by the New Brunswick Legislature will prove fatal to the whole project, and compel the Government and people of Nova Scotia to turn their attention to local Lines, east and west, irrespective of those beyond our own border."

NOVA SCOTIA.—The Nova Scotian says:

"There will probably be two lines of steamers plying between this port and Boston during the present year. The first said to be in the field will be a beautiful vessel built at Toronto for Captain Gaskin, who is at present in England, but who had, it is asserted, before leaving entered into some agreement with parties in Boston to place her on the route. The other steamer—the keel of which it is reported has been laid at East Boston—will be owned by an enterprising House in this City. Success to enterprise."

TELEGRAPH COMPANY.—At the Annual Meeting of the Stockholders of the Miramichi and Richibucto Electric Telegraph Company, held at Richibucto on the 6th instant, Wm. A. BLACK, Esq., was elected President for the ensuing year, and Wm. J. Fraser, Alexander Loudoun, Geo. H. Russel, L. P. W. DesBrisay, Wm. S. Caie, Esquires, and Hon. David Wark, Directors.

R. T. CLINCH, Secretary.

## EUROPEAN NEWS.

The Mail Steamer Cambria arrived at Halifax on Tuesday last, after a fine run of ten days across the Atlantic. The mail was received here on Sunday, and puts us in possession of papers to December 27.

The most important item of intelligence is the resignation of Lord Palmerston, and the appointment of Lord Granville in his place, as Secretary of State for Foreign Affairs. This, together with the extraordinary proceedings of Louis Napoleon in France, has caused considerable anxiety in Britain. Trade, however, continues good.

We refer our readers to the selections we have made under the proper head, for a detailed report of the news.

THE REVENUE.—The Fredericton Reporter says:

"The Provincial Revenue for eleven months of the present year is, we learn, £4,000 more than the whole for the last. A deficiency of about £3000 occurs in the flour trade, but it is one which we believe most men will rejoice at."