

To the Editor of the Gleaner.

Sir, I am spoken to by several gentlemen in this neighborhood who are not Freemasons, signifying their wish of a Masonic Lodge to be established in Miramichi. I beg to inform them through this proper channel, that there cannot be the slightest possibility of acquiring a Lodge except upon constitutional, and under legitimate forms of application. As Masonry is sanctioned and protected by the Laws of England, our proceedings must be lawfully carried out without molestation or censure.

As you will recollect that Masonry has no connection with Trinitarian Parties, nor identified with those detestable Orange, or Green Ribbon Societies; such is the discipline, the purity and doctrine of the Masonic Order all over the world and from pole to pole. It has been communicated to me that a number of persons calling themselves Free Masons assembled at a public house in Chatham, probably to discuss the utility of a Masonic Lodge. Those underhanded doings are not in harmony with the true spirit and intent of Masonry.

In order to obtain a Lodge in this Town for Masons to assemble and to perform their work, it must be necessary to procure a Charter from the Grand Lodge of England, Ireland, or Scotland, otherwise their assembling is not lawful.

Masonry sets forth proper forms of application. If seven or more regular registered Master Masons, holding Diplomas with other good proofs, appear before me to test their qualifications, their Petition shall be attended to and forwarded to the Hon. Alexander Keith, Provincial Grand Master, and I am convinced that that worthy Mason and Gentleman will promptly attend to the prayer of the Petitioners, by granting a dispensation for them to assemble in form for the present time, or as soon as the required furniture may be had from Halifax or elsewhere.

Fra DAVID P. HORNE, Z,  
and Protector.

Chatham, October 30, 1852.

## FRIDAY'S MAIL.

### EUROPE.

From English Papers to the 16th October.

The Queen has left her Highland home, and reached Windsor; the Premier, after rusticated in his Lancashire retreat, has departed for the scene of his official labours; the members of the Government are all flocking towards Downing-street; and the leaders of the opposition are bracing their nerves for the coming struggle on the floor of the new palace in Westminster. Yesterday a cabinet council was to be held, when the exact day for the meeting of Parliament would be fixed; but if we are to judge by the tone of the leading morning organ of the ministry, there is no reason to believe that the business of the nation will commence before the time which was originally named—about the second week in November.

In the mean time the remains of the great Duke lie unburied, waiting the tardy movements of Lord Derby and the solution of the financial problems of Mr Disraeli. A guard of honour is stationed over the ashes of the great spirit whose life was a model of punctuality and decision. The characteristic traits which made the Duke what he was—the most successful warrior of his age, and an honour to his country—receive, in the mode of treating all that is left of him, a deep and studied insult. Everybody's pleasure and convenience must be consulted before he receives the honours due to his great exploits. Better, far, to have buried him with all the privacy imaginable than to have insulted his memory by this tardy and disgraceful process.

It is rumoured that the primary feature in the new scheme of taxation at which the Chancellor of the Exchequer has been labouring during the last few months, is the extension of the property tax to incomes of £50, and that all persons who pay this tax are to be entitled to the franchise. If this is all that 'looms in the future,' the country will look with a little amazement, and possibly some indignation, at the 'chartered libertine, who sports in this summary way with the national finances. If all incomes from the highest to the lowest; from the rent roll of the greatest landowner down to the weekly wages of the labouring man, were taxed by a scale, commencing, say at ten shillings per £100; and rising, in the case of the very largest incomes, to eight or ten per cent; such a proposition, in the present state of public feeling, would be received with satisfaction. At present a strong partiality prevails in many influential parts in favour of direct, as opposed to indirect taxation, from a belief, that by freeing the great necessities of life from fiscal charges, the trade of the country would be still further expanded, and every one would then pay to the

state in proportion to his means. As to the details, marking the difference between precarious incomes and realized property, an equitable adjustment would not be difficult to arrive at. Hitherto, there has been no very urgent reason for such a course, because the tax in the first instance was only held to be temporary, and its renewal was solicited as a favour, rather than conceded as a principle. The Committee which sat last session on the subject has collected much valuable information, all of which is available, and might smooth the path of legislation.

We are now very much inclined to think that this day will be the epoch from which the formal establishment of the Empire in France will be dated. Whether this important coup d'etat will be accomplished by the general acclamation of the army, and the adherents of the Prince on his public entry into Paris, or whether the formal and useless sanction of a Plebiscite will be added at a future period, there seems very little doubt now that, to use M. Thiers' expressive words, *L'Empire est fait*. If any doubt can exist in sceptical minds, it must be removed when the speech of the Prince President at Bordeaux is considered. Louis Napoleon, although perhaps not in actual words, 'accepts the Empire,' as a foregone conclusion settled in the minds of the French people; but wishing to hush for the occasion the alarm which exists that the Empire means war, he says: 'certain persons seem to fear war, and certain persons say:—The Empire is war; but I say the Empire is peace, for France desires it, and when France is satisfied the world is tranquil.' Then follows a laudatory speech on the blessings of peace which would do honour to a member of a Peace Society. He says: 'We have immense and uncultivated lands to reclaim, roads to open, ports to dig, rivers to render navigable, canals to finish, our railroads to complete; we have all our great ports of the west to bring near the American continent by the rapidity of the communications which are still wanting to us; we have in fact ruins to build up everywhere, false deities to pull down, truth to render triumphant. It is in this manner I understand the word Empire—if the Empire be re-established! Of course the people are to be 'his soldiers' to carry out these conquests of peace, but in what way an army of more than half a million of men is to be kept 'at peace' when there is no peace in their discontented minds, Louis Napoleon does not inform us.

In Russia, Austria, Prussia, Spain, and Portugal the most respectful military honours have been paid to the memory of the late Duke of Wellington.

The Berlin Conferences having now totally ceased, the German papers speak with increasing alarm of the probable break up of the Zollverein. Darmstadt has already spoken out, and by a resolution passed by very small majorities, 25 to 23, they declare the material welfare of their own State endangered, the existence of the Zollverein threatened, and they request the Government to use its influence to re-establish it as soon as possible, and only to conclude a customs treaty with Austria after the Zollverein shall have been re-constituted. The King of Hanover has proceeded to Stuttgart on a visit of mediation to the King of Württemberg, to prevent a total break up of the Zollverein and to reconcile the cabinets of the Coalition States and Berlin. We have no apprehension ourselves that the Zollverein will be allowed to expire; the inconvenience and mischief which would result to all the interior States of Germany, without in the smallest degree benefitting the collective body of the Zollverein as regards foreign powers, must be too palpable to all the interested powers to allow the arrangement to be overthrown without some other and more comprehensive system being substituted.

The Shah of Persia is recovering from the slight wounds which he received from the fire of the assassins who recently attempted his life. The assassins who were taken alive were executed with horrible tortures. Hajeer Sulaiman Khan, the instigator of the crime, was seized, his body carefully drilled with a knife, and lighted candles introduced into the holes, and thus tortured he was carried to the town gates and cut in twain.

The Arctic expedition in the Prince Albert, under the command of W. Kennedy, Esq., has returned to Aberdeen, but brings no accounts of Sir John Franklin. Prince Regent's Inlet has, however, been explored, and the water at Wellington Channel being clear of ice when the Prince Albert left its mouth, sanguine hopes are raised that Sir Edward Beecher's expedition will be successful in discovering some trace of our missing countrymen.

IRELAND.—Considerable shipments of potatoes have been made during the past

week, from Dublin to New York and New Orleans.

The Belfast Mercury states that improvement and increasing activity continue to mark the progress of manufacturers in Ulster.

According to the Cork Constitution emigration from all the Irish ports continues unabated, and in some instances it has been even increased.

### CANADA.

GRAND TRUNK TELEGRAPH LINE.—Mr Snow of the Grand Trunk Telegraph Line, has been in Quebec during the last week arranging for the continuance of the line to that city. The business men of Quebec enter into the project with much spirit. They readily came up to the amount allotted to them.

An arrangement has been made by Mr Snow with the New Brunswick and Nova Scotia lines that now end, at Quebec, to connect with the new line from that city to Hamilton, &c., on its completion.

Advertisements for tenders for poles from Quebec to Montreal, by way of Richmond, are now out. At Richmond a connection is agreed upon with a new line to Portland and Boston.

A direct communication is thus secured from Halifax to Detroit, by way of all Cities in Canada, some 1400 miles, and to all the branch lines in Canada that emerge from the grand trunk.—*Montreal Gazette*, Oct. 9.

Gold is certainly to be found at the Chaudiere in great quantities than is generally supposed. We yesterday saw a piece of gold—bearing quartz belonging to the Company, and the weight of which is 38½ lbs., literally studded with the pure metal. Every crack contained gold. Indeed £15 worth had been pulled out with the fingers. An American gentleman also showed us a small quantity which he had washed in a very short time. The quartz vein is, we understand, six feet wide.—*Quebec Moring Chronicle*.

### NEWFOUNDLAND.

The weather for the month previously had been very rainy and unsettled, detrimental to fishermen on the coast in curing the residue of their voyage, and in shipping the same to market. The weather proved more favorable, however, to the fishermen on the Labrador coast, many of whom saved their voyage, and arrived at Conception Bay and St. John's. The result of the summer fishery there may be regarded as a good average catch. The fall herring had set in, in great abundance.—*Halifax Sun*.

### NOVA SCOTIA.

ANOTHER GALE.—We have been recently visited with a gale of wind, which if not quite so violent as, was longer in duration than that of the 23d ultimo, and which has been attended with considerable damage in the shipping. The wind rose on Friday evening last about sunset, and blew with great force from S. S. W., from that time until after sunrise in the morning of the following day, when it moderated.—*Cape Breton News*.

### PRINCE EDWARD'S ISLAND.

We learn from a person just arrived from Nova Scotia, and who has been employed in procuring posts for the Telegraphic line, between Sackville and Cape Tormentine, a distance of 40 miles, that Mr Gisborne is hourly expected to arrive in Charlottetown.

On Friday night, the 15th instant, a little before midnight the people of Charlottetown were much alarmed by the breaking out of a storm of unusual violence.—The wind, which was Southerly, blew with great fury; and, in such quarters of the town as were more immediately exposed to the blast than others, the trembling, rocking, and creaking of the houses were, as we have been told, so alarming to the inmates that, in many instances, they arose from their beds to provide for their own personal safety.—The tide, which was full about twelve o'clock, was one of the highest that have ever been experienced in our harbour. It covered the wharfs, over which it was driven with awful fury by the wind; being sent rolling and dashing even up Queen Street to a considerable distance. Many of the vessels which were lying in the harbour were driven and dashed against the wharfs and one another, with so much violence that they, and even the wharfs have been seriously damaged by the collisions. A small vessel, a schooner of about forty tons burthen, lying a little below Pownal street wharf, owned by Mr Sneeston, of this town, and in which he and his family were about to sail for Australia, was forced from her moorings, and driven with so much force against that wharf, that she broke completely through it. A breach having been thus made in the wharf, it was quickly extended by the raging of the wind and waves, and two blocks were completely swept from their sites. The other blocks were not displaced, but all that remains of the wharf is nothing but a wreck; and

judging from appearances, it will, we think, take little less to repair it than was originally expended upon its construction.—We very much regret to have to state, also, that the private wharf of W. Douse, Esquire, was so completely broken up, that scarcely a vestige of it remains; and further that the breastwork erected by that gentleman below his house is also very much injured. What further damage and loss, if any, the storm occasioned in and about Charlottetown, or in other parts of the Island, we have not yet heard; neither have we, as yet, learned any thing of its effects at sea; but we very much fear that it will be found to have been fearfully destructive as respects those vessels which were exposed to its fury in the gulf.

### NEW BRUNSWICK.

Fredericton, Monday Evening.

The Bill to amend the Act of Incorporation of the European and North American Railway Company has passed without any important divisions.

The Attorney General made an exposition, after which there was a discussion on several sections.

There was much argument, and several private conferences among the Northern Members since Saturday, which resulted in an arrangement that the Lines to Miramichi should be commenced simultaneously with the main line, or as soon after as possible—this, the Attorney General said, will form an amendment to the other Bill.

The third clause of the Bill to amend the Charter was altered; the passage providing that the stock paid in by shareholders should not be equal to the amount taken by the Province, then the number of Directors elected by the Company, be diminished, &c., was expunged.

Mr Harding moved an amendment, that no members of the Legislature, unless members of the Executive should be appointed Directors—this was carried after much discussion. An amendment, that a Director be neither Contractor nor Solicitor, was proposed on suggestion of Capt. Robinson and passed. Several amendments respecting the appointment and jurisdiction of Magistrates and Constables, were lost after much discussion.

A list of shareholders was moved for by Mr Barbic. More discussion is expected on the Facility Bill.

500 copies of the daily Journals have been ordered.

Tuesday, Oct. 26.

The Debate on the Facility Bill has occupied nearly the whole of the day.

Many members spoke, but only Hatheway and English decidedly opposed the Bill.

Alterations were made in the second section, to the effect that the line to Miramichi be built simultaneously with, or immediately after, the completion of the line to the Bend, and that the Fredericton branch be built with, or soon after the portion of the line to the Main boundary.

McPherson and Taylor supported this Pickard opposed it.

Mr Robinson proposed an amendment that so soon as any Company existing, or to be formed, proved to the Government that they were prepared to build any line not less than fifty miles, they be entitled to the same assistance as this Company, and under the same provisions. This which was avowedly to receive aid for the construction of their line from Woodstock to the Grand Falls, was seconded by Bardsley, and supported only by Hatheway, Pickard and Rice; there was much conversation on this amendment.

The Government decidedly opposed it and refused any compromise.

The second Section is not yet passed.

Some members will speak to-morrow, when the debate will certainly close, and the Bill pass perhaps without a division; but certainly by an immense majority.

The Stock books of the Company were produced and the names read over. The character of the shareholders vindicated by Johnston, Botsford, and Needham.

The House appeared fully satisfied that it was a bona fide Company, composed of men of the highest respectability, and the assertions and insinuations of the previous day were proved to be totally unfounded, although not quite silenced.

The Bill to amend the Charter will be committed in the Council to-morrow.

### FREDERICTON MAIL.

By this mail we obtained the following Communication from our attentive Correspondent, which will furnish our readers with a summary of the proceedings of our Legislature during its brief, but important session. We have not time to make any comments.

FREDERICTON, 25th October, 1852.

Dear Pierce, The Railway Bills have just passed the Upper House, the opponents numbered three or four; in the lower house the minority consisted of seven. Had no provision been made for the Miramichi extension or the Fredericton branch the Government majority would have been very small. The Bill as originally introduced and printed, contained no provision for either—but simply authorised the Company, as under the old act, to build branches there or elsewhere with the concurrence of the Government. The Northern members of both Houses had a meeting, and unanimously determined that unless the Miramichi line were secured simultaneously with or immediately after the line from St. John to