

## Communications.

Chatham, October 24, 1853.

To the Editor of the Gleaner,

Sir—Perceiving in a late Gleaner incidental assertions to the effect, that Mormons are Communists, and that communism is contrary to Christianity, I beg leave to make citations, proving the incorrectness of both statements.

In a concise and comprehensive work on the Mormons, written from twelve months personal observation, by Lieutenant Gunnison, are the following paragraphs.

"In practice their views unite them so as to procure all the benefits of social christianity without running into communism." Page 84.

"It cannot be long before the restless, ambitious, and talented persons who are denied the great privileges which untold treasures secure, will become dissatisfied at the sight of ease and luxury in the managers of what they may consider a religious speculation, and some may envy the harem of the shepherds of the flock, supported indirectly by the labours of the hirelings. The toiling labourer in the dusty field, may raise the question of unequal burdens, as the princely carriage rolls past, with the music band in the train, which even now makes melody in the visiting processions and pleasure rides in the mountains. The means of amusing the mind of the multitude, and distracting attention from its own increasing power, are daily lessening, while on the other hand the burdens grow more and more onerous, and are less voluntarily borne. The pressure for tithes from all parts, is again vehemently made, and reminds of the time of Joseph when engaged in the Nauvoo temple."

This is not much like "having all things common." Now for Communism being contrary to Christianity.

In Acts II. 44, 45, is the following: "And all that believed were together and had all things common, and sold their possessions and goods, and parted them to all men as every man had need." See context.

Christ also teaches us—"love thy neighbour as thyself." But the present social mechanism by creating antagonism of interests, renders obedience to that command almost impossible: hence the communism of the first Christians, and of three associations in the United States and one in Canada. The love principle—the essence of Christianity—has led, and must lead to communism, whenever and wherever fully and freely developed: that communism, however, must be by voluntary association of congenial persons, not by force—the latter would be robbery—or "annexation."

In the vicinity of Buffalo, New York, having a branch in C. W. is a society of German communists, who have adopted that mode of life, solely from a desire to act out Christ's teachings, which they could not do amid the atmosphere of selfishness in the world around them. Near Greenville, Darks County, Ohio, John Patterson and others, have recently organized a small community on similar principles. The Buffalo community has been in existence over 7 years; they have acquired considerable property. M. Cabet is the leader of about 400 French and German Communists, at Nauvoo, Illinois, where they bought out the Mormons. Those applying for admission, have to sign a declaration, that they believe in Christianity, can abstain from alcoholic liquor and tobacco, and intend to get married. I am not aware that for any body of individuals to agree among themselves to have all things common, constitutes a breach of either the 8th or 10th commandment: if so, the Apostles and their converts must have been great sinners: but if they were right, the common invectives against socialism, communism, &c. are so many attacks on Christianity: for myself, I am disposed to believe that a social system, wherein all could obtain all necessities and beneficial luxuries by a small amount of labour, would remove all temptation to theft, covetousness and cheating. Communists influence are therefore much needed in the United States. Most of the present generation, however, are utterly unprepared for Communism, which can only exist among Practical Christians.

Yours for humanity,  
VIATOR.

MY  
NEW

FALL and WINTER  
Dresses, Cloaks, &c.

Ready for Inspection.  
JOHN MACDOUGALL.  
Chatham, October 7, 1853.

## HOUSES TO LET

in the Town of Chatham.

Half the Dwelling House, formerly occupied by the Bank of British North America.  
The Double House, in the upper part of the town, occupied by Mr. Charles Richardson.  
A House on the Murphy property.

HENRY CUNARD.

Chatham, October 8, 1853.

## NOTICE.

All persons having any just claims against the Estate of SHUMPERT J. FROST, late of Chatham, deceased, are requested to render the same duly attested within three months, at the Office of Mr. Hugh Bain, Chatham, and all persons indebted to the said Estate, are requested to make immediate payment at said Office.

JOHN McRAE, Executor.

Chatham, September 6, 1854.

## Editor's Department.

## MIRAMICHI:

CHATHAM, WEDNESDAY, OCT. 26, 1853.

TERMS.—New subscribers Fifteen Shillings per annum, in all cases in advance. Old subscribers 15s. in advance, or 20s. at the end of the year. We prefer the advance price, and as it effects a saving of 25 per cent., we hope soon to see all our subscribers avail themselves of it.

## IMPORTANT DOCUMENTS.

We are indebted to the Halifax Royal Gazette, for the annexed important documents. The Letter of Mr. Jackson to the Lieutenant Governor of Nova Scotia, will be read with interest. The further we advance in the matter of our Railroads, the more difficult and intricate the subject becomes. Maine, it appears is unable to perform her part of the bargain and Mr. Jackson has now—to use the language of the Halifax Colonist—"no alternative but to seek by the Northern route a way of connection between the Canadian portion of the Grand Trunk Line, and the line through New Brunswick now in course of construction, extending from St. John to the Gulf of St. Lawrence at Shediac, and intended to connect with the Trunk line through Nova Scotia."

It is a great pity that this line was ever departed from. It would have saved much contention, hostility, and local jealousies, which have retarded the work, and if persisted in, will in all likelihood prevent its completion, or retard its accomplishment until an indefinite period.

Dowling Street, 30th Sept. 1853.

Sir—I have to acknowledge your Despatch, No. 58, of the 27th ult., drawing my attention to the Bills for the construction of Railways in Nova Scotia, now under the consideration of Her Majesty's Government.

2. The delay which has taken place as to the confirmation of these Acts has not been occasioned by any hesitation on the part of Her Majesty's Government, as to the propriety of advising Her Majesty to confirm them, but has arisen from the communications which have passed during the last Spring and Summer, between this Department and various Gentlemen engaged or otherwise concerned in the scheme of Railways to connect the North American Possessions of the Crown of which the Nova Scotia lines form a part.

3. But it appears to me, on full consideration of the present state of the question, and of your present Despatch, that no sufficient cause exists for prolonging that delay. The Acts will consequently be submitted to Her Majesty for the assent required to bring them into operation.

I have the honor to be, Sir,

Your obedient Servant,

NEWCASTLE.

Lt. Governor Sir Gaspard LeMarchant.

Montreal, 30th September, 1853.

To SIR GASPARD LEMARCHANT.

Lieutenant-Governor of Nova Scotia, Your Excellency—

It was my intention to have paid my respects to Your Excellency in person, on my way to Europe, but the position of matters there (politically) compel me to return per next Steamer, to look after the interests we have embarked in on various parts of the Continent.

The non-arrival of Her Majesty's consent to the Bills passed last Session, as well as the unfinished state of the Surveys, would have precluded us from entering closely into any arrangement for the Nova Scotia Railway; for, until we can go closely into details, as regards cost, as prudent men we should not enter into positive engagements.

We are sorry to hear from Mr. Beatty that the works will be heavy and expensive; sufficiently so to deter any Company, or body of men from undertaking the works; for, unconnected with a through route, there is no traffic to support even a very cheap line; and neither we, nor the Government of Nova Scotia, would venture to expend a large sum, unless we and they saw an equivalent return for the outlay. I am afraid the cost will deter both us and your Government from undertaking them; but this we cannot decide on until the Surveys are complete.

While in New Brunswick I had a confidential communication with Sir Edmund Head; and conveyed to him the result of several communications I had had with the Ministers of Canada.

Since my return I have addressed a Letter to the Honorable Francis Hincks; a copy of which I beg to enclose for your Excellency's consideration.

A Despatch enclosing my letter has gone to Lord Elgin, and I am sure his Excellency will at once join in the matter; and I trust when I reach London, to arrange for a direct application to be made to the Governments of Nova Scotia and New Brunswick from the Colonial Office, to ascertain their sentiments.

I have taken this course advisedly; and hope to work out a great result; unless the Grand Trunk of Canada take up the whole system, Nova Scotia will for years be debared from making Halifax the mart of the east; for Maine is unable to make her lines, she can give no state aid, and her Cities and Citizens are too poor; and British Capital can not be got to aid her.

I have the honor to be  
Your Excellency's  
most obt. servt.,  
W. JACKSON.

Quebec, 23d September, 1853.

TO THE HONORABLE FRANCIS HINCKS.

My dear Sir—The success which has thus far attended our united efforts in promoting the construction of a great line of Railway from Lake Huron to the Gulf of the St. Lawrence, induces me not to abandon the hope that we may yet succeed in uniting the Lower Provinces with Canada, by a continuation of the Main Trunk Road from Riviere du Loup, through New Brunswick and Nova Scotia, to the Atlantic.

Our acquaintance, as you know, began with the Quebec and Halifax project, and my partners feels with me a degree of national pride in endeavouring to carry out that important work, so as to give to Canada and the other Colonies an Atlantic Port of their own. I feel assured, that with your able assistance, it may yet be accomplished.

Largely as we are interested in Canadian Railways, you know that, for any mere purpose of our own, Portland has a splendid seaport, open at all seasons; but we have a strong desire to see the North American Colonies connected together by a Railway through their own territories, terminating at Halifax.

Having just returned from New Brunswick, where I had an opportunity of ascertaining the feeling in that Province, and having there met several of the leading men from Nova Scotia, I have now to suggest a course by which I hope to see a proposed Railway constructed.

Nova-Scotia and New Brunswick may, I think, be looked to for a subsidy of £20,000 Sterling per annum, say 40,000 from both together, for as long a period as would purchase 3½ terminable annuities.

If Canada will vote £30,000 Sterling per annum, the Imperial Government would, I have no doubt, contribute a like amount annually, and at the same time guarantee the annuities to be created on the strength of the annual amounts so voted.

The Grand Trunk ought to assume whatever surplus might be required to complete the line; if necessary, make any such surplus a preference stock.

In the event of my suggestions meeting the approval of yourself and colleagues, immediate steps should be taken to communicate with His Excellency the Governor-General and enlist his Lordship's co-operation, which I am sure he will gladly afford, in bringing the matter again under the consideration of the Imperial authorities.

Believe me, my dear Sir,

Yours faithfully

WILLIAM JACKSON.

## EXTENSION OF THE MONEY ORDER SYSTEM TO THE COLONIES. STATEMENT OF PLAN.

1. So far as relates to the receipt and payment of Money in the United Kingdom, the Colonial Money Order system will be carried on in connexion with the existing system in this Country; but as regards the receipt and payment of money in the Colonies and its transmission across the sea, the duties will be performed through the agency of banks, and at their sole risk, except where the Post Office not being under the control of Her Majesty's Postmaster General, the Colonial authorities may prefer to take the business into their own hands, and will undertake to appoint a responsible Agent in London to perform the same duties with regard to the British Post Office as in other cases will be performed by a contracting Bank.

2. Advices, Accounts, instructions to Agents, &c., will be transmitted, free of postage, (as is done in the case of Inland money Orders), and in the Colony, Money will also be so transmitted to and from such Colonial Postmasters as may be employed by a contracting Bank, but at the Bank's risk; and all transmission will be under such arrangements as may be deemed necessary to prevent an abuse of the privilege. At whatever place a Money Order Office may be established in a Colony, the Postmaster will be required, should the Bank desire it, to issue and pay Money Orders at a given rate of remuneration; the whole responsibility, however, still resting with the bank or Colonial Agent.

3. Her Majesty's Post Master General, or the Colonial authority, as the case may be, we have a right to require that a money Order Office shall be opened at any place where at the time there is a Post Office; but in order to protect a contracting Bank from being called on to open an excessive number of Money Order Offices, the Bank will be at liberty, in every case, to demand that a certain annual amount of commission shall be guaranteed by the Colony; the amount to be fixed by the Post Master General.

4. In cases where the rate of exchange is not liable to any important variation, the exchange will be allowed for, whether by addition or by deduction, in the commission to be charged to the Remitter of a Money Order; but in other cases, either the Remitter will be required to pay for the exchange, or will be allowed credit for it when the Order is drawn, or the amount of the Order will be adjusted to the rate of exchange before payment; as may be found most convenient.

5. Her Majesty's Post Master General will have power to decide in any cases of alleged wrong payment of Orders; and generally to require the contracting Bank Colonial Agent or Colonial authority, to redress such alleged grievances as he may deem well founded; and he will be at liberty to give similar power to the Chief authority in any Colony.

6. Not contracting Bank Colonial Agent or Colonial authority will derive any benefit from unclaimed Orders.

7. Each Contracting Bank and Colonial Agent will be required to give to Her Majesty's Postmaster General such security as the latter may deem adequate.

8. The Banks will be recommended to send out to each Colony a person practically acquainted with the Money Order business, as now conducted in this country; and with this view, an opportunity of obtaining such practical knowledge will be afforded to any respectable person whom a Contracting Bank may nominate; or the Bank will be at liberty to engage any clerk now in the employment of the Post Office, upon such terms as may be agreed upon between the Bank and the clerk selected.

9. Each Tender for the performance of the duties enumerated must specify the Colony or Colonies, to which it applies, and the remuneration demanded, the latter to be in the form of a fixed charge for every Order not exceeding £2, with the understanding that double such charge will be allowed for every Order above £2, and that no Order is to exceed £5.

10. Her Majesty's Post Master General will decide on such Tenders from Banks; will determine in each case how differences in the rates of exchange shall be provided for; and, with the concurrence of the Lords of the Treasury will determine from time to time, the rate of Commission for Colonial Money Orders, the allowance to such Post Masters as receive a separate payment for Money Order duty, (except in the case of Post Masters of a Colony in relation to which no contracting Bank is employed,) and the remuneration to be offered to the different Colonies as well when they do, as when they do not, perform the duties which would otherwise be discharged by a Banker.

11. The Contracts will be terminable by either party on a notice of one year, unless a different period should be mutually agreed upon.

## FAST PRINTING PRESS.

It is truly wonderful the improvements that are constantly being made in the Printing Press, with a view to save time. Some time since the New York Tribune boasted that their "fast press," from the Hoe's establishment, threw of 20,000 copies per hour, but it will be seen by the following paragraph copied from a late paper, that this "extraordinary speed" has been surpassed:

"The last 'fast press' of Colonel Hoe prints 20,000 copies per hour, but requires eight feeders. It is stated by the New York Tribune that a press, combining the principles of the Napier and Hoe presses, have been invented in New York, which will print THIRTY THOUSAND SHEETS PER HOUR, on both sides. The press is the invention of Mr. Victor Beaumont, a French citizen of New York, who it is stated has sold the patent to Mr. Hoe, who will manufacture presses on the new plan."

## EUROPEAN NEWS.

Among our extracts will be found some important and interesting articles on European affairs, copied from papers received at New York by the Atlantic. Below we give a Telegraph despatch received at the St. John News Room, furnishing some later news.

The Steamship Asia, arrived at New York on Wednesday evening, with dates to the 8th inst. The Paris correspondent of the London Times of Friday evening, says the confirmation of the declaration of War by Turkey has reached Paris.

The Paris correspondent of the London Post, of same evening says, the Post has fixed 2 weeks as the furthest time in which the evacuation of the Principalities must take place.

The English and French governments have notified Russia that it is too late to make any modifications, and that England and France will support the integrity of Turkey.

Commodore Englefield has returned from the Arctic seas, but brings no intelligence of Sir John Franklin.

Liverpool, Oct. 8.—Market dull. Cotton was closing quiet at 1-8d lower; Flour 6d lower; Wheat, 1d to 2d lower; Corn, 6d to 10d lower; ashes active. Manchester trade dull. Consols fluctuating, closed on Friday at 92a92 1-4.

London, Saturday morn.—The Cabinet had a long session yesterday. Corn is falling in France.

## NEW PUBLICATIONS.

By the mail on Sunday, through the attention of the publishers, we received the October number of the Anglo American Magazine. It is very neatly got up and contains 29 articles, besides the Editor's Shanty, and After Supper Sederunt—13 of these are original, a piece of Music, with Engravings of the Toronto Esplanade, Brock's Monument, and a map of the City and Bay of Toronto. It is published at Toronto by Mr. Thomas Maclear, at Three Dollars per annum, free of postage. Mr. Alfred Cridge, of St. John, New Brunswick, is the Agent for this work in the Eastern Provinces.

This gentleman is now in Miramichi, soliciting subscribers, and will remain in Chatham three or four days. Those persons who are desirous of procuring the Magazine had better give him an early call.

Mr. C. has handed us a copy of each of the following works published by Mr. Maclear, which are now on sale at Mr. Howe's Book Store:—"The Coming Struggle among the Nations of the Earth." "Der-

irina, consisting of a History of the Siege of Londonderry and Defence of Enniskillen, in 1688 and 1689." The Mystery Solved, or Ireland's Miseries, the Grand Cause and Cure." "The Mormons, or Latter-Day Saints, by Lieutenant J. W. Gunnison."

## THE FAIRY QUEEN.

The Eastern Chronicle furnishes the following additional news respecting the examination of the crew and passengers on board this vessel, the decision of the Justices, and other matters relating to this sad disaster.

On Thursday evening, after having learned the statements of the prisoners in defence, the Court adjourned until 10 o'clock Saturday morning. On Friday, the hon. W. Lord and Mr. A. Mitchell, of Charlottetown, who had been appointed by the Govt. of P. E. Island, to investigate and report upon the circumstances attending this painful occurrence, proceeded to the scene of the disaster, for the purpose of seeing the remains of the wreck, and ascertaining, if possible, the causes that led to the destruction of the boat. We of course are not aware of the nature of the report they have to make, but we are informed that they found the hull perfectly sound, being strong and firmly built and fastened, and that they have expressed their belief that the principal defect of the boat was her extreme length and narrowness, which rendered her liable to be injured by a side wind and sea.

On Saturday morning, the Court again met, the Justices in the mean time had the matter under their most careful consideration, and all the necessary legal preliminaries having been complied with the decision of the Court was announced, which was to the effect, that, William Raymond Belyea, J. D. Turner, Patrick Treanor, John Christie, James Webster, William Mills, William McKenna, and John Donnelly, be committed to prison (in the mean time without bail) to wait their trial for not having used all the means within their power for saving the ship, and for having feloniously taken away the boats belonging to the vessel, thereby impeding the escape of those who were on the wreck, and causing their death.

We believe that the offence with which these men are charged comes within the jurisdiction of the Court of Vice Admiralty, but by an Imperial Statute the Criminal business of that Court is transferred to the Supreme Court for the County, next adjoining to the place where any offence may be committed. It is certain however, that they cannot be tried at the term of the Supreme Court, which commences its sitting here to-day, for the want of a legally impanelled Jury. It is well that it is so; for in the present excited state of feeling in this community, and throughout the country, the prisoners could not have a fair trial, and the promptings alike of justice and mercy might be disregarded.

Mrs. McKay, one of the women who were lost, was the wife of Mr. Andrew McKay of Rogers Hill, who is at present in Australia. The name of the other female is Jane Young; she is supposed to have been a servant of the Misses Dewolf. The real name the person mentioned as Thomas Hammil, was Thomas McGuigan; he formerly belonged to Pictou, but has for some years past resided in Charlottetown, and at the time of his death was on his way here to visit some of his friends.

Several articles of property belonging to the parties deceased, have been washed ashore on different parts of the coast, but nothing that we have yet heard of, belonging to any of the passengers saved, have been found. The trunks of Dr. McKenzie and the Misses Dewolf have been found; an inventory of their contents has been taken, and the articles placed in safe keeping until they can be claimed by or forwarded to the friends of the deceased.

## NEWFOUNDLAND.

The Steamer Ellen Gisborne, has been sold at Saint John's, at Public Auction, and purchased by the Bank of British North America for £1,525.

We are requested to mention that the Postmaster at Chatham is Agent for the Saint John Free Press, a Newspaper to be published by James Porter, Esq. late Superintendent of Schools, and "devoted to moral, political, and general intelligence and progress." The Postmaster will gladly receive and forward the names of persons disposed to become subscribers.

The Southern Mail arrived at half past eight this morning.

## SUPREME COURT.

Michaelmas Term, 17 Victoria.

James Watson Chandler, Esquire, and the Honorable John Hamilton Gray, having been appointed Queen's Counsel, were called by the Court, and took their seats within the Bar.

Ordered, That George Gordon, of Campbellton, in the County of Resigonche, be appointed a Commissioner for taking Bail and Affidavits in the same County.

W. CARMAN.

## MARRIAGES.

At Jolicure, on the 17th inst., by the Rev. John Snowball, Mr. SAMUEL AYARD, to Miss SARAH, youngest daughter of the late Samuel Purdy, Esq., of Fort Lawrence.

## DEATHS.

On the 20th instant, aged 43 years DAVID SWAYNE, Esq., Controller of H. M., Customs at this Port.