

Communications.

PUBLIC MATTERS.

To the Editor of the Gleaner,
Sir,—Next came the Toronto Convention—Messrs. Howe and Chandler attended as Delegates from the Lower Provinces; an arrangement was entered into based on the Major Robinson line. Mr. Chandler, with the full concurrence of his colleagues, more fully ratified afterwards the same at Dorchester. Canada carried a Bill at once through their Legislature to that effect. And as soon as practicable, an election was run in Nova Scotia, an extra Session called, and they carried out the true intent and meaning of the Toronto Convention. But ere the extra Session of Nova Scotia was brought to a close, out came Earl Grey's little Despatch to New Brunswick; and our Government actually had it in their possession sometime before the extra Session of Nova Scotia took place, but waited patiently, like cunning, shrewd folks, to see what Nova Scotia would do. If Howe could not carry his measure in Nova Scotia, to fulfil his part of the contract of building 80 miles into New Brunswick, and it was confidently stated by a great portion of the Press in the South, that Howe could not do so; and all manner of logic was used to stir up strife and prevent Nova Scotia from acting her part; then would this despatch have been concealed from the World. But Nova Scotia did act her part, and nobly sustained her Delegate, and our New Brunswick Government was then obliged to hand over the celebrated Despatch to Nova Scotia, informing them their extra Session was all a humbug, and they all wrong together. Now is it not remarkable, that this document was not sent direct to Howe, to inform him with as little delay as possible, that he had committed a most serious blunder—that he had interpreted his (Earl Grey's) despatch of March, 1851, incorrectly, which he, and all British America construed the same way; and that he (Earl Grey) considered the thing of so little importance, did not discover his mistake until near, if not quite, six months had elapsed, although put in full and regular possession of all speeches, and actions on the subject. And that what he (Earl Grey) meant in that Despatch of March, 1851, in reference to his 'having no objection of entering into the project of a Branch Line across New Brunswick to connect with the Railways of the United States,' was, that he would not stop the Colonies if they found the money themselves, to build this Railway, or in other words, he would grant them the same privilege that he would a private citizen; that is, that he could make any improvements around his farm, or barn-yard, if he furnished the money; and that he (Earl Grey) would not interfere. Now, that passage of Earl Grey's despatch must mean one of two things, or nothing; that is, that he did mean to advance the money to the Portland Railways, as interpreted by Howe, or that he would not interfere with the people here, in their private affairs, should they even take a notion to build a Railway at their own expense. But admitting that Howe was wrong, was it wise and prudent in Earl Grey, to communicate the information to the wise and enlightened Government of New Brunswick, to make it known to Howe? Now, how did they act? Did they use the Telegraph wires, to inform Howe with the speed of lightning, that there was something wrong; and to refrain from holding an extra Session until it was cleared up. This would have been Honorable dealing, and what one gentleman might expect from another. But no, there was nothing of this. There is a saying, that there is honour among thieves, but it would appear that there is no honor among Statesmen. It was cruel to use a man so, that had done so much to raise the name of Colonists; that had compassed both sea and land to serve his Country.

But what was the purport of this Despatch? That Earl Grey "did not feel bound by his former Despatch, to recommend to Parliament to grant aid to the Portland Railway, but that it was open for further negotiations." Now, can any one doubt that engines and emissaries, were busily at work, with the knowledge and concurrence of the Government, to extract this Despatch from Earl Grey, by assuring him that it could be built by a Company, and would be no great disappointment, should the Imperial aid be not received, and hence the reason that Despatch was conveyed to the New Brunswick Government. Next, we find three gentlemen from Canada waiting on the Government of New Brunswick—Messrs. Hincks, Young, and Tache, and then a telegraphic message is sent to Howe, for him to wait on their Honours; but Howe declined to do so, when they all posted to Nova Scotia, where they all with the exception of Mr. Chandler delivered speeches,

and set forth their desires to have the Grand Trunk Line by the valley of the St. John, and where was he? Oh! behind backs—extreme bashfulness preventing him from appearing in public; Hincks apologising for his delicacy, in case he should be asked some questions he could not clearly answer. And Mr. Hincks after bullying Nova Scotia into their views with threats; he then considered, with the voice of the three Colonies, he would attack Downing Street 'as with a voice of thunder.' (See Mr. Hincks speech in Halifax, N. S.) But when Mr. Chandler returned to New Brunswick, among his colleagues, then we find him in the Council Chamber, delivering an address to convince the sceptics. It was a fine specimen upon the whole, of that flower of speech, called rigmarole. I shall give you an extract from it. Mr. Chandler went on to say—'at this time no route had been expressly named for the Trunk Line; but he would be candid in acknowledging, that Major Robinson's Line was that which most probably would be adopted.' After going on to show that the European Line constructed with money at 3½ per cent must pay, Mr. Chandler said—'further the Railway by the North was highly important, no one in his senses would deny it, and of this the Province had already given a pledge, by its grant of £20,000 per year, for twenty years. Beyond this, the amount of the excellent land which this Government would give on the North route, for the encouragement of emigration, would fairly entitle the Province to a further claim on the Imperial Government for additional aid.'

'The whole question involved the most serious consideration, (they should have added cunning) but the Government did not wish to flinch from their responsibility.' Mr. Chandler goes on then to say—'with regard to route, all would agree that no alternative was left but that by the Valley of the St. John. Nova Scotia had reluctantly abandoned the idea of the Northern route, Canada would never consent to it.'—reader mark those words 'Canada would never consent to it.' And if the Railroad were made the whole way to Restigouche, to-morrow, Canada would not for a moment entertain a thought of making 400 miles to meet it. This being the case now, he would ask how long would it be till it must, in the natural course of events, be extended to Bathurst. It would follow as a matter of course, in four or five years.'

The Hon. Gentleman further remarked—'that talking some time ago to a gentleman from the United States, who was intimately acquainted with the Northern Coast, he was startled with the assertion made in answer to a complaint which himself (Mr. Chandler) had made, on the scarcity of great Towns or Cities. The individual explained it thus—you have, said he, a fleet of 800 vessels from the United States annually, on your fishing stations along the Gulf Shore, and in a few years their number will double; these, if you had a Railway, would never think of returning home around the coast of Nova Scotia in the winter, as they now do, they would stop and dry their fish on the shore, in summer, and then forward it home by the Railway; lay up their vessels in winter, and return Fall and Spring by Railway, with all supplies. This, said he, would soon give you a great city; and besides you would have another in P. E. Island, originating from, and encouraged by the same cause, whereas, all that trade now goes to Boston. This was, (says Mr. Chandler) the opinion of a stranger on passing through the country; and it was somewhat singular, that the subject, with reference to the carrying trade of the Gulf Shore, and Prince Edward's Island, to and from the United States, had never been thoroughly appreciated or understood in St. John.' But was it not much more strange, that Mr. Chandler, a leading statesman, did not know it himself, until it was pointed out to him by a stranger, and was startled by it; and showed himself as ignorant about it as he did of the 400 miles that Canada would have to build to Restigouche, to meet our Railway. From Miramichi to Trois Pistoles is but 232 miles. But perhaps the Attorney General never informed him where that even was. But Sir, I must close the present, for fear of trespassing on your time and patience, and with your permission show in my next, they knew less of their favourite route by the Valley of the St. John, or if they do, it shows baseness without a parallel. I shall hang them on the one or other of the altar's horns—meantime I am yours,

OBSERVER.

Mr. Editor,

As it seems to be a general feeling in this County, to know why our late Sheriff has been dismissed from office, I shall undertake to give some idea of the ground work.

After the Government Commissioner reported to head Quarters, that the charges

made by Mr. Read, could not be substantiated, which shows that the 'little' man has but little weight among his own constituents, as not a man could be brought forward to prove a charge, he managed to get a clerk in a mercantile house here, (who had been canvassing the south end of the county) to make affidavit to what a Magistrate had stated to him; what he, the Sheriff had stated to said J. P. Was not this an extraordinary way to support a charge?

Our much esteemed Government, had to carry out their little Pet's demands—he whose vote on the want of confidence saved them more defeat; he who was no where to be found on the Railroad vote, which was of such vital importance to his constituents; he who voted against the Ballot.

Now, if our Government mis-leader, and some of his colleagues, would just come over to our county and see where £800 were spent last summer by private Commissioners, at an attempt to repair the Bathurst Bridge, they would perhaps acknowledge, that clerks and old men, are not fit persons to lay out the people's money, although recommended by our members.

Had the late Supervisor (who was the proper person) the money to expend, we would not be to-day, with a Bridge impassible for horse or cart, and dangerous for foot passengers, with some of the logs floating down the harbor.

How much more Election stock will be made out of this poor Bridge. It is hard to tell. It has cost some £3000, all spent under private Commissioners, and after all it is nothing more than a few Logs piled crossways. The Tatagouche Bridge has been a second edition—also superintended by private Commissioners.

Let the Government answer why the Supervisor has no had the expenditure of this money. He who has served an apprenticeship to Road making, Bridge repairing, and Bridge building, is certainly a more fit person to be employed, than one who comparatively knows but little about such work.

ANOTHER OF THE PEOPLE.

Bathurst, 26th April, 1853.

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, MAY 2, 1853.

TERMS OF SUBSCRIPTION.—15s. in advance: 20s. at the end of the year.

TERMS OF ADVERTISING.—Seven lines and under, first insertion 2s. 6d., and 6d every subsequent publication: from 7 to 15 lines, 5s. the first, and 1s. every insertion afterwards. Longer advertisements in proportion. Advertising by the year as may be agreed upon.

No order except from persons with whom we have an account, will be attended to, except accompanied with the cash.

We should like on the opening of the navigation, to publish TWICE A WEEK, on a sheet somewhat larger than half the size of our paper. To procure a suitable Press, and other necessary materials, would involve an expense of about £200. Will our subscribers, who are the parties to be benefited by the arrangement, make an effort to put us in possession of the necessary funds? A small percentage on what is due by them, would enable us to carry out our wishes.

CANADA.

We perceive by the Quebec papers, that the Genova, the pioneer vessel of the line of Ocean Steamers, which is to ply between that port and England, is expected to arrive on the 1st May, and suggestions are thrown out for celebrating the event by a public dinner to Captain Patan. Mr. Bellhouse, of Montreal, and Mr. McLarty, of Liverpool, the contractors, were in the City, making preliminary arrangements for the arrival of the Steamer, which was to leave Liverpool on the 19th April.

A late paper contains the following Legislative news:

Mr. Christie (Gaspé) enquired of the Ministry, whether it is the intention of the Government, to build a Light House at Cape Rosier, in the Gulf of St. Lawrence, agreeably to the act making the provisions for the purpose, and when.

Mr. Chabot, as we understood, replied in the affirmative.

The Montreal Herald contains the following important piece of news:

GRAND TRUNK RAILROAD AND BRIDGE.—We, last night received a special telegraphic despatch from Quebec, from which we learn that, by the last English mail, intelligence had been received that the contracts for the construction of the entire line of Railroad, from Trois Pistoles to Sarnia, including a provision for building a bridge across the St. Lawrence at Montreal, had been signed in London. Measures had also been adopted by which the Montreal and

Portland, as well as the Toronto and Sarnia lines of road, are to be incorporated with the Grand Trunk Line.

MECHANICS' INSTITUTE.

The annual meeting of the Miramichi Mechanics' Institute, took place on Tuesday evening last. The following gentlemen were appointed Office-Bearers for the present year.

President—John M. Johnson.

Vice Presidents—James Cate and James A. Pierce.

Treasurer—George Kerr.

Secretary—William Wilkinson.

Directors—B. Miller, R. Brown, W. McNaught, G. Johnstone, T. Phillips, J. Anderson, T. Irvine, J. Ritchie, J. McDougall, A. Loudon, J. Mackie, and J. M. Johnson, Jun.

A meeting of the Directors will be held on the evening of Thursday, 12th instant, at 8 o'clock.

MR. MCLAGGAN'S MILL.

This Mill was discovered to be on fire at ten o'clock, on the evening of Wednesday, the 20th ult. It was totally destroyed, together with 300,000 deals, a quantity of boards, &c. The fire, it is supposed, was communicated by sparks from an adjoining house.

ACTS OF THE GOVERNMENT.

THE Morning News, on good authority, reports a long list of Monies drawn by the Government in 1851 and 1852, without the consent of the Legislature. Among them we find the following:

W. Jack, for investigating charges against Sheriff Baldwin, £41 6 8

Hon. E. B. Chandler's Expenses for mission to England, 313 2 9

The sum total amounts to 5,253 5 3

P. E. ISLAND.

We perceive by our Charlottetown papers, that the Hon. Charles Young and Captain Swabey, have resigned their seats in the Executive Council, and also their respective Government appointments. Joseph Hensley, Esq., was sworn in Attorney General, in the room of Mr. Young, and it is reported that John Longworth, Esq., will accept the appointment of Solicitor General. Captain Swabey held the office of Registrar of Deeds and Keeper of Plans, and Chairman of the Board of Education.

THE BIBLE SOCIETY.

THE following extract from a Speech delivered by Lord Shaftesbury at a recent meeting of the British and Foreign Bible Society, will enable our readers to form a correct idea of the extensive operations of that noble institution.

The Scriptures have been rendered into 148 languages or dialects, all of which have been reduced to printing, and of these 121 had never before appeared in type. The combined societies of England and the Continent have circulated not less than 43,000,000 of copies of the Scriptures in whole or in part; and, we say, that the records of inspired truth have within the present century, been rendered accessible to 600,000,000 of the human race. But there is one matter to which I must call special attention, because it strikes my mind with more force than any incident in the report before me. Of the 148 so reduced into printing, 25 exists only in an oral form. They had no alphabet, and were not reduced into writing until such time, as they were worked upon by the intellect and power of your agents. Let this fact be treasured up by those who talk of the intellectual improvement of the human race and the march of mind, and let them tell me, if in the whole range of intellectual power, there is anything which shows more of mind, thought, and capacity, than that 25 oral languages should be reduced to writing and alphabet, and that, thus was devised the means by which 25 nations should have access for themselves to the invaluable and unspeakable Word of God.

LIFE IN AUSTRALIA.

A recent Letter from a New Yorker to the New York Tribune, dated Melbourne, South Australia, Jan. 1, gives a rather discouraging account of the golden aspirations which many young men entertain of this auriferous region of the great globe. The Colony, he says, is English all over, again and again:

It costs \$100 to get to the diggings, 150 miles, where you pay \$7.50 for a license to dig one month. You must dig 25 feet deep, or 60 if you like. If you get any gold, well; if not, you only have the luck of seven out of every nine.

Mining here is just the same as it was and is in California; only here is a little harder, and more expensive. From what I have said, you will see the gold digger must have some capital.

Many an artisan, many a clerk who left light employment and a good salary, in London or Liverpool, many a gentleman's son, is to be found working on the docks or on the public roads at \$2.50 per day, in order to raise the cash to reach the mines. Yet thousands are