

lied Powers must make the Russian generals pause, and whether they cross the Danube or linger in the Principalities, their total defeat is inevitable. The Anglo-French fleets by this time are put in motion to some purpose, and we hope to see an old score paid off at Ismail and Sebastopol. The appearance of the Anglo-French armies must change the fate of the war in the Caucasus. Unless the Russian Generals there move their armies towards the Caspian Sea they must be cut off. The old stupid story about the capture of Khiva, again revived this week, upon the authority of a letter from Bagdad, needs no contradiction. Hereafter we shall take effectual security against these menaces against our Indian possessions.

General Castelbajac and Sir G. H. Seymour have not returned, whilst we write, from St. Petersburg, but they are both hourly expected. M. Castelbajac, it will be seen, has since arrived in Paris. Baron Brunow and Kisseleff, are at Vienna, which city is in fact the focus of Russian intrigue. It is idle to suppose that France and England will tolerate this. It is too late for the Emperor to amuse us with his efforts to maintain peace, and we cannot allow him to paralyse those of more independent action. Five additional French line of battle ships will be sent to the Black Sea, and the English fleet will be ready for action long before the weather in the Baltic will allow of any operations.

In the present state of excitement which is fast spreading over all Europe, it is scarcely to be wondered that the Parisians exhibit some signs of disquietude. In the suburbs of Paris there have been some little *emeutes*, partly arising from party intrigues, and partly from the high price of provisions. They have been suppressed, but numerous arrests have been made.

General O'Donnell and Jose de la Concha have been struck off the list of the Spanish army.

The Danes have sent General Oxholm as Minister Plenipotentiary to England, and we trust that although it may suit Denmark and Sweden to affect neutrality, they both will perceive hereafter the advantage of seizing the opportunity by alliance with England and France to secure their support against Russian encroachment in the Baltic. We may add that, as all parties now consider the renewal of the old Treaties between Turkey and Russia as quite out of the question, the consideration is forced upon the mind of every statesman, in what way Russia can pay the charges of the war, and give security for the future? The only answer that can be suggested is, that the reconstitution of Poland will be after all the best mode in the sequel of restoring peace to all Europe. At present all is chaos: "Order may hereafter reign at Warsaw."

From the London Times.

NAVAL PREPARATIONS IN ENGLAND.

The announcement has been already made that the government had resolved, and were taking the necessary steps, to send out to Malta, as the first division of the British Contingent destined for the defence of Turkey, a body of infantry 10,000 strong, and a proportionate force of cavalry and artillery. The extent to which this auxiliary force may hereafter be increased will, of course, depend upon circumstances. The division will consist of three battalions of the Guards—the 4th, 25th, 33d, 50th, 77th and 93d regiments of the line, and the second battalion of the Rifle Brigade. The artillery force will include five field batteries and one brigade for small-arm ball cartridge. It is not expected that the brigade of cavalry will leave until early in March. Its destination will be Constantinople, and it will comprise the Scotch Greys, the Carbineers, the 17th Lancers, the 11th Hussars, the 5th Hussars, and the Eniskillens.

The government have therefore chartered the following steamers:

From the General Screw Steamship Company:—		
	Tons.	Horse Power
Golden Fleece,	2,500	390
Jason,	2,500	390
Cape of Good Hope,	700	100
Protonis,	600	80

From the Peninsular and Oriental Company:—		
	Tons.	Horse Power
Himalaya,	3,500	700
Manilla,	650	400
Ripon,	900	400

From the Cunard Company:—

Cambria and Niagara.

From the Australian Company:—

Victoria.

From the Irish companies it is stated by Mr James Hartley that three or four steamers can be obtained for transport service. The General Screw Company have also received notice to hold at the disposal of the Government the following ships of their fleet, now on their way home:—

	Tons.	Horse Power
Queen of the South,	1,800	500
Hydaspes,	1,950	300
Harbinger,	921	120

From the ports of London, Liverpool, Southampton and Glasgow, a further supply of steamers can be procured to any extent that may be required, but at present there is a reluctance to interrupt the regular transit of our ocean mails, and the above enumeration merely comprises those ships that can at the moment be spared. It will be observed that the chartered companies, with the exception of the "General Screw," have their fleets almost unbroken by the assistance which thus far they are called on to supply. We understand that the government with that consideration for the welfare of the expedition which befits the extraordinary resources at their disposal, are determined to give a fair allowance of elbow room on the passage out to the Mediterranean. From 270 to 250 tons register will be allowed to every 100 men, so that the whole force will reach the point of rendezvous not only with all the speed of steam, but in the best possible condition. For the heavier munitions of war, and probably the artillery horses, sailing vessels will be employed, and it is understood that some of Mr Green's and Mr Duncan Dunbar's fleet ships have already been engaged for that service.

These details will enable the reader to form a tolerably correct conception of the military preparations of the government, so far as they have yet been developed. The facility with which its plans are being carried into execution furnishes evidence of the resources of this country for war, which our enemies would do well to consider. Not only are we able to transport an expedition to the Mediterranean without serious embarrassment to our regular commerce, but it is also not improbable that steamers, hitherto the property of English companies, will be employed in conveying the French auxiliary army to the East. It is stated that the Transatlantic Steam Navigation Company, of which the Duke de Montebello is chairman, and the formation of which was announced some months ago, has recently purchased in this country a fleet of ten screw steamers—and it is believed the company has

placed these ships, which are of large size, at the disposal of the Emperor for the present emergency.

The naval preparations are now chiefly directed to the formation and complete equipment of the fleet which is to be sent early next month to the North Sea and the Baltic, and which is to consist of the following ships:—

Vessels.	Station.	Guns.
Duke of Wellington, screw	West Squadron,	131
Neptune,	Portsmouth,	120
St. George,	Devonport,	120
Royal George, screw,	Devonport,	120
St. Jean d'Acre, screw,	West Squadron,	101
Princess Royal, screw	Portsmouth,	91
Cesar, screw	Portsmouth,	91
Nile, screw	Devonport,	91
James Watt, screw	Devonport,	91
Prince Regent,	West Squadron,	99
Monarch,	Sheerness,	84
Cressy, screw	Sheerness,	81
Majestic, screw	Sheerness,	80
Roscarwen,	Portsmouth,	70
Cumberland,	North America,	70
Blenheim, screw	Portsmouth,	60
Hogue, screw	Devonport,	60
Edinburg, screw	Portsmouth,	58
Ajax, screw	Cork,	58
Imperieuse, screw	West Squadron,	51
Euryalus, screw	Sheerness,	51
Pique,	Devonport,	49
Dauntless, screw	Portsmouth,	33
Leopard, paddle	Portsmouth,	18
Arrogant, screw	West Squadron,	46
Tribune, screw	do.	30
Magicienne, paddle	do.	16
Valorous, paddle	do.	16
Desperate, screw	do.	8

This least speaks for itself, and requires no comment.

The Royal (West India) Mail Steam Packet Company, we believe, cannot offer any assistance to the government.

THE FRENCH EXPEDITIONS TO THE EAST.

Regarding the French expeditions to the East a letter dated Paris, Feb. 13, says:—

It is announced that a telegraphic despatch has been received from Toulon, announcing the arrival at Algiers, of Admiral Bruat's squadron. The passage (if the telegraph speak truth) is very quick, as the squadron only left Brest on Sunday week. It is further stated that the squadron is to take on board General Pelissier, with a division of the African army amounting to 12,000 men; that the squadron will then make sail for Toulon, where an English squadron and transports will meet it, and also take on board 30,000 French troops; that both squadrons, with this army of 42,000 men, will proceed to the Levant, enter the Dardanelles, and disembark the troops at Silivria, near the spot which I mentioned four or five months ago as likely to be selected for a point of landing, namely Rodosta, on the Sea of Marmora, and the best for the protection of the Bosphorus and the Dardanelles. What appears rather strange in this alleged arrangement is, the return of the squadron to Toulon, as it is rather going out of the way. So, however, it is stated. The object of the force just spoken of, from the position it seems intended to occupy, would no doubt be to cover Constantinople, though, with the Black Sea swept by British and French cruisers, and the impossibility of a Russian army supplying itself from the coast, a march on the capital in that direction, even supposing the Balkans to be forced, would be highly improbable. If the expedition by the Adriatic, to which I alluded the other day as entering into the general plan of protection, be realized, it would have for its object to menace the Russian army in case it attempted—which is not improbable and to which vast preparations in Wallachia evidently tend—to force the Danube in the direction of Widin. It ought not to be forgotten for a moment that the Emperor of Russia has not ceased to concentrate his forces in Little Wallachia. And every thing confirms me in the belief that he is preparing to strike a terrible blow in that direction, and then, his prestige regained and his *amour propre* satisfied, he may, in his "magnanimity," twify Turkey into treating alone with him.

THE PRINCIPALITIES.

The accounts from Wallachia are most deplorable. The Russian "protectors," it seems, treat the protected somewhat in the same fashion as the Spanish conquerors treated the Indians when they refused to work or find gold for their haughty masters. It has been already stated that the Wallachians have been obliged to do the work in which beasts of burden are usually employed, and that crowds of the peasants and farmers have fled their homes, have passed into Austria, or have crossed the Danube and joined the Turks, rather than submit to the cruel *corvée* imposed by their task masters. My previous letters have informed you that the inhabitants of several villages near the Danube had fled from their houses. The Russian General had ordered that women and young girls should do the work imposed on them by the troops. They refused. Cossacks were sent among them. The Cossacks were resisted by a numerous body of peasants armed only with scythes or clubs. The General we are told, sent troops who inflicted on them "an exemplary chastisement." If we are to believe the evidences of a Wallachian gentleman, who has just arrived in Paris, who is to have an interview with the Minister of Foreign Affairs, and who, I understand, was on or near the spot, the "exemplary chastisement" was nothing less than the massacre of the women and children of three villages in the neighborhood of Giurgevo.

WANTED

A TEACHER for School No. 9, near John Gordon's, comprising the District between Martin Lyons and the Bathurst Road: the School House has lately undergone a thorough repair, and the inhabitants are anxious to secure the services of an efficient Teacher. None need apply but such as have attended the Training School, and can produce satisfactory Testimonials as to character, &c.—Apply to Mr William Loggie, or to either of the Trustees.

WILLIAM HENDERSON,
RICHAUD HUTCHISON,
ALEX. GOODFELLOW.

Newcastle, 2nd March, 1854.

CARD.

J. P. STREET, M. D. and M. R. C. S., Edinburgh, may be consulted at his Room, in the House belonging to Mr Alexander Kirk, Druggist, adjoining the Commercial Bank, Newcastle. 10th February, 1854.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, MARCH 18, 1854.

TERMS.—New subscribers Twelve Shillings and Six Pence, per annum, in all cases in advance. Old subscribers 12s. 6d. in advance, or 17s. 6d. at the end of the year. We prefer the advance price, and as it effects a large saving, we hope soon to see all our subscribers avail themselves of it.

V. B. PALMER, the American Newspaper Agent, is the only authorised Agent for this paper, in the Cities of Boston, New York and Philadelphia, and is duly empowered to take advertisements and subscriptions at the same rates as required by us. His receipts will be regarded as payments. His Offices are:—

BOSTON.—Scollay's Building.
NEW YORK.—Tribune Building.
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MUNICIPAL CORPORATIONS.

We perceive by the report of the Debates in the Assembly, that some of the members who are opposed to the introduction of Municipal Corporations into this Province, have stated that they work badly in Canada, and that the people there are desirous of getting rid of them. Mr Montgomery has asserted that they are unpopular in the District of Gaspé, and that since their introduction, the inhabitants have obtained no aid from the Legislature towards the support of their Schools, the repairing and building of roads and bridges, and refuse to tax themselves for these objects.

This is a very different view of the matter from what we were led to entertain from the remarks of the Canadian Press and the information obtained from private sources. Being anxious to procure a correct account of the matter, so that we may form an opinion on their applicability to the present wants and state of Society in this Province, we would feel obliged if some of our Canadian Contemporaries, and correspondents in Gaspé would enlighten us on the subject. Theory is very good, but practice is better; but we would sooner form our judgment on this as well as on all other matters, from the experience of others than on the opinion of those whose feelings may be warped by prejudice or personal considerations.

These are the remarks as reported to have fallen from Mr Montgomery:

"He would corroborate what had been stated by the Hon. member for Westmorland, who last spoke; that since the establishment of Municipal Corporations in Canada not one shilling had been granted to the County of Gaspé for roads and bridges, and they are going to ruin because the people would not tax themselves to keep them up."

REQUISITION TO MR. STREET.

A report has been current for some time past, that certain friends of Mr Street have been endeavouring to procure signatures to a Requisition, requesting him to allow himself to be put in nomination as a Candidate to Represent this County in the Legislature, at the approaching election. When we first heard the report we did not believe it, thinking such a thing too absurd, and therefore dismissed it from our thoughts; but as it now comes to us in such an unquestionable shape, we are forced to believe it.

Two years ago, a few of the leading inhabitants of this County, disapproving of the course which Mr Street had taken in the all-important matter of the Railway, exercised a constitutional right, and requested him to resign, as he had forfeited the confidence of his constituents. Instead of so doing he replied in a characteristic manner—the principal reason, however he assigned was, that the Requisition had attached to it a very small number of signatures. On this being made known, another requisition was got up, and in the course of a very few days, obtained the signatures of full three-fourths of the freeholders of the County. This document, it appears, was also equally unsatisfactory; he of course was right and the freeholders wrong; and in spite of their remonstrances, and against all previous precedents, he still refused to resign, and persisted in holding his position in the Legislature and the Government.

We should like very much to get a perusal

of this document, for we are anxious to ascertain what reasons his friends assign for wishing him to take such a step. We have as good an opportunity as most persons, to be versed in Legislative matters, and we have not been able to discover one act of his in the Legislature, calculated to win back the forfeited confidence of his constituents. If we are in error, we shall be happy to be right.

Let us recount some of the measures he has introduced since he has been in the Government. First—the Municipal Act, which requires the people to assemble at the Shiretown, and the measure before it can be adopted, must be carried by a two-third vote. Second—his equally absurd Educational Act, having the same absurd clause before, the people can avail themselves of its provisions. Third—his Election Bill, introduced last Session, which was under the consideration of the House during the greater part of the Session, and because the opposition carried an amendment, embodying it in *Vote by Ballot*, he threw it up in disgust, and declared that he would not have anything more to do with it.

Those are his "great" measures since he has been installed "Leader of the Government." Look at the opposition he raised the other day to the amendment of Mr Johnson, in the answer of the Assembly to the Speech of His Excellency, in reference to Railways, namely—"That they (the House) trust measures will be taken by the Provincial Government to carry out the provisions and spirit of the Law in reference to the extension of the Trunk Line to the River Miramichi and the City of Fredericton." Was this an amendment that should meet with opposition from a member representing Northumberland, or any of the Northern Counties? certainly not, but Mr Street opposed it most strenuously.

Look at the peculiar views he advanced when Mr Cutler brought the matter of the retention of the money by the Deputy Treasurer at this port before the Assembly. If his views be correct, the Government of the Province, neither individually or collectively, have no more Legislative duties to perform than any other member of the House. If these be the opinions of the "Leader," is it any wonder that the Government have so quietly rested on their oars, pocketing their handsome salaries, and contented themselves with merely attending to the routine business of their respective departments.

Do Mr Street's friends imagine that in returning him, they will serve the interest of the Government? We have a very different idea of this matter, founded on the want of harmony among the members of that body, manifested almost every day in debate on the floor of the House, as well as from information obtained from private sources.

In fact, we are entirely adrift on this matter, and wish to be enlightened by those who are entrusted with the secrets of the getters up of this extraordinary document.

Upon one of his recent vagaries in the House, the Editor of the St. John Morning News, in the number of that paper received yesterday remarks:

"We publish to-day another Debate upon 'Financial Affairs—Public Affairs,' which we copy from the Head Quarters. We do not print these debates in the order of their delivery—or give the dates; but copy them more as articles of information, for the benefit of the country. The Attorney General's political dogmas with reference to the Auditor General's Office, are worthy only of himself. He intimates that we must go and ask the old woman in Downing Street, if we wish to reform, or abolish a public office, notwithstanding the people here have to pay the salaries. Why don't this great political Ulysses bring in a Bill rendering it incumbent upon us to ask the Colonial Secretary to permit us to run a steamer between St. John and the Bend? What about the silk gown? Will Mr Cutler please inform us if it has been paid for yet? We understand that all the members this winter intend to treat themselves to a suit of new clothes, including hat and boots, and charge them among the contingencies."

We shall at some future day, when we have more time and space, again allude to this matter.