

not fall in with the formalism of their age.— They are unwilling to furnish further specimens of the article called a soul, in its petrified state. Hence, they pass as oddities. Indeed, society is indignant at their outer notions and practices, and would were she not respectable, resort to some more palpable means of showing it.

### The Politician.

#### COLONIAL PRESS.

From the Halifax Journal. RAILWAYS.

It is gratifying to find from the advertisement of the Railway Board, that, on this day, the trains are running about 24 miles on the Eastern line, nearly as far as the Grand Lake, on the Truro Road.

About 13 miles of this is common to the Windsor Branch, the remainder of which is promised to be open, (with the exception of a small hiatus) in June next.

We congratulate the Public on the progress in two directions at once, of our great Provincial work. We hope and believe, that it is the earnest of greater things, to be accomplished as speedily as unremitting zeal and able management, coupled with a due regard to stability and prudence, can advance the undertaking. The well known energy of the Chief Commissioner—and the stake of his public reputation involved in the successful prosecution of the enterprise may safely be looked to by the country, as a guarantee that their hopes and expectations may not be disappointed, nor his repeated pledges, given at various times and places, especially to the Electors at Windsor, and to the assembled community of Pictou, be forfeited. As it is, it must be candidly admitted, that, notwithstanding many and unexpected difficulties, and untoward accidents, and in spite of the enormous expense of the primary Sections; the success of the Railway has, so far, exceeded general expectation. Few had imagined, that the short stage to Bedford, would have paid anything more than working expenses, if that. And now that the line is extended 13 miles further, to a point where farmers and travellers from Eastern Hants, and from the towns and settlements still further East, may hook on, and accomplish in one hour, what otherwise would require four or five—we may expect a much larger amount of travel, and of traffic, sufficient to pay interest on capital expended. We hope the Railway Board will remember that their march must still be onward. That Pictou on the one hand, and Victoria Beach on the other, are points which must be reached with all possible expedition, or their business will not be half done. And certainly, there is every encouragement to proceed with vigor and despatch in both directions, Pictou, with its inexhaustible Coal mines, now shut out from a market for half the year, is waiting to be tapped, and to supply our poor with cheap fuel, and our shipping with a large item of export trade;—to say nothing of the butter, and meal, and cattle, and other products, of that most important and rich section of the Province.

Then westward, the "garden of Nova Scotia"—the beautiful county of King's—and especially the splendid township of Cornwallis and Horton—unsurpassed for fertility and beauty by any part of North America—and farther on, the rich and glorious valley of the Annapolis River—with its continued villages sixty miles in length—its smiling fields and innumerable orchards, whose products are now chiefly forced across the Bay, for lack of speedy transit to Halifax—all this region of marvellous fertility and beauty, the admiration of every stranger—seems to invite Railroad operations by its almost perfect level—and its copious material for traffic, on every side—and we trust it will not long invite in vain. Large local aid would be forthcoming, if needful, as was manifest when a Company scheme for that end of the line was recently broached. We believe that the proposed Company was to take up the line at Horton, if the Government would extend it that far. Now if they are not intending to do so, until the Eastern line is completed, we do certainly hope that a company may be allowed to take up the pickaxe in the West, and supply their lack of service. But, believing as we do, that Railroads both East and West, will prove remunerative, and will pay the better, the faster they are made to unite Township after Township with the capital; we cannot but hope that early next season, either the Government may commence the Victoria line, or that some efficient company may be authorised to do so.

#### NOTICE.

The Annual Meeting of the Miramichi Fishery Society will take place at BOWSER'S HOTEL, Chatham, on Tuesday the 20th day of January next, at 11 o'clock, A. M. The present circumstances of the Society are such that a large attendance of Members, and those who wish to become Members, is most desirable. JAMES CALE, SECRETARY. Chatham, December 5, 1856.

## Communications.

### LOCAL BANK.

To the Editor of the Gleaner,—

Sir,—A week or two ago, you threw out a hint respecting the propriety of establishing a County Bank; permit me a small space in your journal, while I call the attention of the community more particularly to this matter, and endeavour to enumerate on the one hand the advantage of such an institution formed by shareholders, composed of our Merchants, Farmers, and Mechanics; and on the other, point out the inconvenience and loss we sustain from the want of such an establishment here, conducted on safe and liberal principles.

It is true, there are in the County Branches of two Provincial Banks, but all the profits accruing from their transactions go to fatten individuals at the south, who have no common sympathies with us; and the business being in the hands of agents, the power and influence necessarily accompanying and devolving on such persons, are too much concentrated. If a County Bank were formed, as above stated, such power and influence would be invested in a Board of Directors, chosen at stated periods by the Shareholders themselves; consequently those who could offer the necessary security would find that temporary accommodation, in time of pressure, which now they have sometimes a difficulty in obtaining. Look at our trade with Prince Edward's Island; surely our County notes would find there as ready circulation as those of the lately-established but well-paying Bank of Westmorland. The Notes of this Bank are abundant here, so that if change be required for a large note, the probability is that the party will receive in return a large moiety of Westmorland Bank Notes. Our own Notes would soon pass current through the Northern Counties, and in the thickly settled District of Gaspe, in Canada. I believe there is nothing so likely to add to our commercial prosperity, contribute to our independence, and unite all classes in one common interest, as the establishment of a County Bank, the profits of which, whether great or small, would be our own, and not go into the pockets of individuals, non-residents, who have always been politically opposed to any measure which would contribute to our welfare, especially if such clashed with their selfish southern interests. Hoping some influential persons will move in the matter, and abler pens than mine be employed to advocate it. I am, Sir, Yours,

Chatham, December 17, 1856.

## Editor's Department.

### MIRAMICHI:

CHATHAM, SATURDAY, DECEMBER 20, 1856.

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. To Clubs of five and upwards, to one address, Ten Shillings a year in advance.

### CENTRAL BANK AGENCY, CHATHAM.

Discount days TUESDAYS and FRIDAYS, Hours for business from 10 to 3 o'clock. Notes for Discount to be lodged at the Bank before 3 o'clock, on the day immediately preceding the discount day.

This paper is filed, and may be seen free of charge, at Holloway's Pills and Ointment Establishment, 244 Strand, London, where Advertisements and Subscriptions will be received for this Periodical.

### SAVINGS' BANK.

Deposited from 1st November, 1855 to 31st October 1856 £5674 14 10  
Withdrawn.—Paid Deposits exclusive of interest from 1st Nov. 1855, to the 31st Oct. 1856 £3088 12 6

### WEEKLY CALENDAR.

New Moon 27th, 4h 22m A.M.—HIGH WATER.

21 S.	4th Sun. in Advent. St. Thomas	0h 32' 14"	7
22 M.	Landing of Pilgrims 1620	1 38' 2"	7
23 Tu	Sir Isaac Newton born 1642	2 45' 3"	21
24 W		3 48' 4"	14
25 Th	Christmas Day	4 36' 4"	57
26 F.	St. Stephen	5 18' 5"	39
27 S.	St. John	5 59' 6"	17

The above Tides having been calculated with regard to the moon's horizontal parallax and angular distance from the sun, will be found to be correct, due allowance being made at times for high winds and freshets. For Richibucto, subtract, 2438m—Bathurst, 2445m—Dalhousie, 2450m from the above.

### LOCAL BANK.

Two weeks ago we incidentally alluded to the want of a local monied institution. This is a question of paramount importance to all

classes of the community; the merchant, farmer, mechanic, &c., are all more or less interested, in accordance with the extent of their trade, in introducing into the country such an amount of money, as will enable them to conduct their business in a less harassing manner than they have done for years, from the great scarcity which has existed of that necessary commodity—CAPITAL. The want of this important article, has not only been felt by men in business, but it has also retarded the development of many of our natural resources. Ship building and the manufacture of timber and deals, have absorbed nearly all our means, while the fisheries, the coasting trade, the cultivation of the land, the creation of manufactories, and many other matters of importance, have in a great measure been neglected. More we are inclined to think, from the want of capital than from a lack of enterprise, or a desire to embark in them.

We are pleased to learn that the necessity of establishing a Local Bank, and the benefits that would flow therefrom, are now very generally canvassed over in the community, and have much satisfaction in publishing to-day, a Letter from a correspondent on the subject.—He appears to be well versed in the matter, and trust he will continue to agitate the question by giving the public his views at greater length.

### NEW BRUNSWICK RAILWAYS.

THREE weeks ago we alluded to the difficulty the people on this side of the Province laboured under, in procuring correct information relative to the progress of those important Provincial works—the Railways to connect the Bend with Shediac, and St. John with the first named place. The papers from St. John City obtained during the week, furnish some intelligence on this interesting subject, but they are as usual so contradictory, that it is impossible to come to any correct conclusion on the matter. The Courier, who is opposed to the present Administration, contends that little or nothing is being done; while the Freeman, which is favourable to them, states the contrary. Which of the two tells the truth? Will some of the independent or unbiassed Journals, give us a true version. We copy extracts from both these Journals:

"The state of the line on the 22nd of November, was this: For a mile and a half from any part of St. John where materials such as iron, sleepers, &c. could be landed, nothing had been done towards making a Railway, except partially staking the line. At the end of this mile and a half, an embankment begins, at first almost level with the marsh on which it is raised, and gradually increasing in height for about a mile and a third, when the embankment ends, and there is a bog, and afterwards a heavy rock cutting. From St. John to the embankment, there is now a mile and a-half of earthwork to do. In order to complete, forthwith, the Railway from St. John to the three mile stake, this mile and a-half of very heavy work must be done amidst the frosts and snows of our severe winter. Will such an undertaking be ventured upon? We think not; therefore the promise to complete the Railway forthwith, is a delusion.

"But, we are told, the rails are being laid on the embankment already formed by the former contractors. It is true temporary rails are being laid on this embankment, and that temporary bridges have been put over some of the little streams that cross its track, but this portion of the road shows no signs of being completed forthwith. If the work which is now being done on it, were being done in a proper season, we should believe it was a step towards completion. If it were done in the summer, it could, of course, be used for ballasting; but ballasting cannot be done in the winter, therefore, the temporary rail must be laying for another purpose. Can it be for carrying men and materials to the rock cutting? Why, the beginning of this temporary line is a mile and a half from the materials, and the head of it is a mile and a half from their destination. What, then, is its use and economy for this purpose? If to cart materials one mile and a-half, then to unload the carts and load Railway trucks, then to carry the materials on the Railway for nearly a mile and a half, then to unload the trucks and load carts to convey the materials the remaining mile and a half, be more economical and expeditious than to cart the whole distance the temporary line may serve a useful purpose, but, if it be not, then the temporary line is useless.

"We believe then, firstly, that no earthwork can be done, a sufficient length of rail cannot be laid to make the Railway useful and economical for conveying men and materials; thirdly, that if this is true the Government must have been aware of it when they issued their advertisement, and it must have been a mere puff; and, lastly, we believe that, if they had commenced at this end of the line with

energy and spirit, six weeks earlier than they made a pretence of beginning, the Line to the three mile stake might now have been laid."—*Courier.*

"We learn that the Ballast Cars now run quite through from Shediac to the Bend; that the workmen are employed fitting up Passenger Cars, and that in a very short time the road will be regularly opened.

"It is the intention to construct a temporary Railway through the Pond and quite to York Point Slip, and the line is already staked. In a very short time men and materials will be taken up at York Point and conveyed by steam to the rock cuttings near the Five Mile House. Will the *Courier* persist in saying this is all humbug? or will it instead of honestly acknowledging its error talk of outside pressure, &c.?"—*Freeman.*

### THE GREAT AMERICAN QUESTION.

THIS is the heading of a short, but exceedingly clever and sensible article in a late number of the London Spectator, relative to the present anomalous condition of the United States. While the people of the Union contend that "all men are born equal," and boast that their Institutions are the most free of any existing under the sun, and their inhabitants the most enlightened, they at this time hold in bondage upwards of three millions of their fellow-beings, simply, because nature has, in its wise but unto us inscrutable design, bestowed on them another colour than that possessed by their task-masters. This is felt by all men of correct and christian principles, to be a disgrace, a great social evil, and has created much strife and feeling between the slave-holding and non-slave-holding states. This is yearly increasing in bitterness, and if no remedy be applied, must ultimately lead to disastrous consequences.

We insert the article below.

"It is a discouraging fact, that what our fathers were wont to call the 'experiment' of Republican government in the United States of America, in the sense originally intended, remains as much an experiment as ever. The Union cannot be fairly called a Democratic Republic in the sense so clearly expressed in the Declaration of Independence, since it contains no fewer than fifteen States where three millions of men are held in bondage. None of the founders of the Republic, it may be safely averred, contemplated this vast extension of slavery. On the contrary, when they uttered their Declaration of Independence and founded their Constitution, they fondly believed that slavery would die out; rightly holding that it was a stain upon Republican institutions—that it was a dreadful encumbrance left on the land by Monarchical England, to be cleared off as speedily as possible. But how changed is the aspect of the Union since 1784; how completely the intention of the founders of the United States, have been perverted; how vigorously that which they desired to destroy has grown and flourished and overspread the land! There is hardly anywhere a more conspicuous example of the difference between the design and its fulfilment.—The question of questions is now not how slavery may be got rid of, but how its still further extension may be checked."

### NEWFOUNDLAND.

THE Inhabitants of St. John's have decided on presenting Frederick Gisborne, Esq., with a handsome piece of plate as a token of respect for the valuable service he has rendered them by establishing the Electric Telegraph throughout the Island. The Testimonial has been received in Halifax, and will be forwarded to its destination. The following notice of the intended gift, is copied from the Manchester Examiner, in which city it was manufactured:

"A very beautiful, valuable, and appropriate piece of plate, the work of Mr. Summons, silversmith, and Jeweler, St. Ann's Square, has been prepared at that establishment as a testimonial to Mr. Frederick Newton Gisborne, eldest son of Hortley P. Gisborne, Esq., of this city, contributed and to be presented by the inhabitants of St. John's, Nfld, as marking their sense of the energy and perseverance he has displayed in traversing the previously unexplored parts of the island, in anticipation of the introduction of the electric telegraph. The design is bold, and highly characteristic of the subject portrayed. At the summit of a rocky eminence (in frosted silver) stands a figure of science, with a wreath of immortelles in her upraised and extended left hand, ready to crown the deserving. Enterprise—a figure of Roman character—with a hatchet in one hand, evincing vigor and determination; and in the other a pair of compasses, indicative of skill and calculation—has struggled to nearly the highest point, and is handing the compasses to Science. The rocky heights are studied here and there with North American fur trees. Upon the front of the base an oval is formed by a cable, and within the coil is the inscription; on the opposite side is represented a ship at sea, laying down the cable for the electric telegraph. A group of seals and a group of beavers occupy part of the space between these. There are also engraved representations of American sea-