

are indulged only in the quiet holiness of her solitude. The world sees not, guesses not, the conflict; and in the ignorance of others lies her strength. The secret of her weakness is hidden in the depths of her own bosom, and she moves on, amid the heat and hurry of existence, and, with a seal set upon her nature, to be broken only by fond and loving hands, or dissolved in the tears of recovered home affection.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, NOVEMBER 1, 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 6th October, £339 3 10  
Withdrawn 7th October, 608 13 9

WEEKLY CALENDAR.

Moon First Qr. 5th 1h 0m P.M.—HIGH WATER.

Table with 3 columns: Day, Date, and Time. Includes entries for Sunday after Trinity, Monday, Tuesday, Wednesday (Battle of Inkerman 1854), Thursday, Friday, and Saturday (John Milton died 1674).

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, 2h30m.—Bathurst, 2h45m.—Dalhousie, 2h50m from the above.

"MORE last words" upon a worn out theme, viz. the Prohibitory Liquor Law, must appear to our readers very inconsistent, as we had declared we had done with the subject, and intended to let the wrathful little Editor of the Temperance Telegraph have the quarrel all to himself; but as the self-important personage charges us with a recantation of our former (and in his eye, absurd) views, we are forced to a reply, in which we will endeavour to hammer into his cranium, if it at all be pervious to moral suasion, that we have never altered our views at all, especially from nothing which has proceeded from his vindictive pen, which has been deeply plunged in gall. We never repudiated the principle of the Prohibitory Law, and only asserted its prematureness and impolicy until the public mind were prepared by lecturers of talent, or otherwise; and has not the result proved the truth of our assertions. We are as attached to the principles of temperance, and as much the advocate of them as the Editor of the Telegraph, but we should wish prudence to be the guiding star of all such movements. Again, the Editor sneers at the large number of settlers—Bonaventure, Canada East, who have remained true to their pledge; oh! it is a bitter fact to him, that such has been brought about by Moral Suasion and Pastoral Influence, for he, poor infatuated man, is so wedded to his bantling, Coercion, that he believes Moral Suasion is of no avail, and thinks like some we might name, it is doing his cause service, to compel them to come in. Finally it is certainly ludicrous how the Editor hugs the idea that he has brought us round, and caused us to "jump Jim Crow." Poor man, we leave him to enjoy his own opinion, and envy him not his self complaisance, arising from an ignorant opinion of his own would-be-great importance. No, Mr Telegraph, you must bring more cogent arguments to convince any one gifted with any degree of sense or reason, that rashness and impetuosity are not likely to effect so great a moral reformation as contemplated in the enactment of the late Prohibitory Law.

NOVA-SCOTIA RAILWAYS.

LAST week we briefly noticed the progress which our neighbours are making in their Railways, and having made some enquiries, and acquired some information in a recent sojourn in Halifax on this important subject, in which we are pleased to see the people of Miramichi appear to take a lively interest, we purposed giving some further details. The mail of Wednesday last put us in possession of the Pictou Chronicle, which gives us a summary of a speech made by the Hon. Joseph Howe on a visit he made to that place the week before last, on the occasion of the County Agricultural Exhibition which was held at New Glasgow, on the 17th inst., and as the Hon. Gentleman entered fully into the whole matter, we prefer giving his version of the rise and progress of these important works, as it must be more complete and authentic than anything we could say on the subject.

It was delivered in the Assembly Hall, in the town of Pictou on the 19th inst.

"In speaking of the present condition of the road, he stated that there were now in all upwards of eighty miles under contract or completed, on ten miles of which the cars have been running for eighteen months, and ten or eleven miles more of which will be open for traffic in two weeks from the present time, bringing the cars on the main trunk within a mile or two of Shultz's and intercepting the traffic there. The rest of the work under contract, including the main trunk to Shubenacadie, and the whole western branch to Windsor, was proceeding in the most satisfactory manner, and would be fully completed in June next. The portion of the work already or about to be completed, includes the most difficult and expensive portion of the whole line, that running through the rocky region lying adjacent to the southern shore, being the most costly. The total expense of this portion of the line will not exceed £6000 sterling per mile, including rolling stock and stations, and the expense when the level and alluvial inland districts are fairly reached, will be very far short of that sum. Up to the present time the works have been urged forward with the utmost speed consistent with prudence, or indeed that was possible under the railway Act. If a larger amount of work was placed under contract at one time than the available labor of the country could carry on to advantage, the result would be an increase in the price of labour against contractors, ultimately adding to the cost of the road, and without securing any corresponding benefits. Besides, the Act itself limits the Commissioners to the expenditure of £200,000 per annum. The amount of money paid out by the Commissioners up to this time, has been kept within these bounds, although the contracts undertaken considerably exceed that amount. With regard to the extension of the road eastwardly the hon. Gentleman stated it to be the intention of the Board and the Government, to push forward to the harbor of Pictou, with all the speed of which circumstances would admit. There will be no deficiency of money to effect this object. The Provincial Railway Bonds now command 6 per cent premium in London, at which rate the whole amount necessary for the completion of the entire road could be now sold, if it were deemed prudent or necessary to secure the money at once. The commissioners, however, think it more advisable to sell the Bonds only in such quantities as may be necessary from time to time to carry on the work, thus saving interest in the mean time, and also holding in prospect for the Province the advantage to be derived from any future rise in price consequent on any favorable change which may occur in the English money market.

"While the financial affairs of the railway are thus flourishing, the prospect of progress on the eastern line are in other respects equally promising. The line to Truro is now located and ready to put up to contract at a week's notice. From Truro, ten miles up the Salmon River towards Pictou, the line is also located, and the plans now in the Engineer's office are in such a state of forwardness that they can be completed and the ten miles ready for contract in a few weeks if necessary. It is expected that in a short time when the line to Schultz's is completed, so as to admit of opening up a new section without injury to the contractors on other parts of the line, a further section of four or five miles will be let, bringing the work to the eastern side of the Stewiacke river, which presents the last engineering difficulty on the whole line to Pictou. Other sections on the eastern extension of the line will also be let from time to time as rapidly as the financial limits of the commissioners will admit, and the completion of present contracts will render laborers available for this service. In the meantime, the operations of the surveyors on the line are suspended, but will be renewed again in the spring in time sufficient to keep that department of the service sufficiently far in advance to offer no impediment to the progress of the railways.

"As to the exact period at which the whole line could be expected to be completed to Pictou, the hon. gentlemen was not prepared to give any positive statement, but he assured his hearers that no effort would be wanting on the part of the Commissioners and the Government to complete it as early a day as possible. From the facts which he had laid before them

as to the amount of money annually at the disposal of the commissioners—the quantity of work already accomplished and the amount yet remaining to be opened up, making due allowance for the difficult and expensive nature of the first sections as compared with those yet to be contracted for, each individual in the community would be able to form a pretty accurate estimate for himself. From these data the opinion does not appear unreasonable that little more than two years from the present time will suffice to startle the woods of Mount Thom with the shrill pipe of the railway whistle, and to hear in our valleys the roll of the locomotive that is to bring Pictou within 3 hours of Halifax."

At the close of his speech, James Fogo, Esq. proposed the following Resolution, which was seconded by W. H. Davies, Esq., and carried unanimously:

"Resolved, that the thanks of this meeting be tendered to the Hon. Joseph Howe, for the valuable information which he has given us relative to the present position and prospects of Nova Scotia Railroads, and also for the praiseworthy energy he has exhibited in connection with this important enterprise."

The Chronicle then proceeds to notice some other incidents connected with that Gentleman's visit to that County, and as we know he has many warm and firm friends in this quarter, we give them entire, feeling conscious they will be read with interest.

"On the same evening, Mr Howe was entertained at a dinner given in his honor by the leading members of both political parties in Pictou. This compliment was paid to him not as a political partizan, but as the inaugurator and representative of the Nova Scotia railway system. The table was presided over by James Primrose, Esq., assisted by D. Hockin, Esq., as vice. The contrast between that evening and the occasion on which he had last before visited Pictou must have been very apparent and extremely gratifying to Mr Howe. To secure the affections and support of even old friends in a new and important undertaking, if it reaches somewhat beyond the confines of old party operations, is a difficult task, and one in which honest politicians often fail; but how rarely do we find a public man succeed as Mr Howe has done, not only retaining the support of his friends, but in winning for himself the confidence and esteem, and for his policy the cordial support of those who had formerly regarded the one with distrust and the other with the most decided opposition. Yet this was the condition of things manifested to Mr Howe on Friday evening. On the occasion of his visit to Pictou five years ago, and for the two succeeding years during which his railway scheme was struggling for popular favour, his policy was stoutly opposed by the men who have since learned to see in it the germ of prosperity to Nova Scotia. On looking back to the dissensions and party divisions that had agitated Pictou for a quarter of a century, Mr Howe had reason to feel proud of the reception he had received, and to take credit to himself for bringing together at the same social board, there to testify their approval of a great public question, men who had so long been destitute of a common platform on which they could coalesce or agree. In leaving Pictou on this occasion, we believe Mr Howe carries with him none of the regrets inseparable from a condition of partizanship; and we are confident that he leaves behind him kindly feelings towards himself among men of all parties which could never be engendered by the most signal party triumph.

"While this demonstration was complimentary to Mr Howe, it was the same time highly creditable to those conservative gentlemen who so cordially joined in it, and who showed that in times past they had often, and in time to come may again, be called to differ with him in opinion, they would still honour him as a man, and rejoice at the benefits which his latest public labours are likely to confer upon our common country."

NOVA-SCOTIA.

THE friends of progress, or we should say, the advocates of Municipal Corporations in Colchester, Annapolis, Sydney and Pictou, have recently made an effort to have those Counties incorporated, but in all cases they have failed. When will the people of the British Colonies learn wisdom, and throw off the fetters with which designing men have so long held them in bondage.

In noticing the extraordinary conduct of the people, the Editor of the Eastern Chronicle makes the following judicious and sensible remarks:

"This is a fact that seems impossible to understand or account for on rational principles—that the people of these counties who have so many years been contending for responsible government and have obtained it in theory, should when it is placed within their reach, deliberately reject it in practice. A stranger from Canada or the United States, would look incredulous if informed that people who have hitherto been considered at least equal to their neighbours in intelligence, should by a vote of four to one, deliberately avow their inability to manage their own affairs. Yet so it is. Verily

they are an humble and contented people, and without candid and self-abasing in their humility."

EUROPEAN NEWS.

THE Steamer Arabia did not reach Halifax until the morning of Thursday week, and the mail, consequently, was not received here until Sunday. The papers thus obtained are to the 12th October.

The political horizon of the old world is becoming every day more gloomy, and the rumours of discontent in France, Spain, and Italy, the non-fulfilment of the treaty of Paris by Russia and Austria, all portend a speedy and violent struggle.

The money market is tight, and fears are entertained of a commercial crisis in France. To meet the coming storm, and prevent as much as possible speculation and the exportation of the precious metals, the Bank of England had raised its discount to six per cent on bills under 60 days, and seven per cent is to be charged for those having a longer time to run.

Notwithstanding this extraordinary pressure on the money market, it is gratifying to perceive that the state of Trade throughout the manufacturing districts, is in an extremely healthy state. The Revenue Returns for the year are also satisfactory.

"The total net increase on the quarter is £1,114,288; on the year, £4,211,708. The aggregate total revenue of the year reaches the enormous sum of £71,348,067, an amount never certainly yet raised from any people with such an entire absence of pressure on the national resources. The total returns for the quarter are very high, considerably exceeding those of any previous three months during the financial year. Between the 30th of June and the 30th of September very nearly £20,000,000 of money has been paid into the national exchequer."

It will be seen by the extracts from the Circulars published in another place, that timber and deals have advanced in price, but we learn from private advices that vessels are at a low figure, and difficult to dispose of.

THE MISERIES OF BEING A HERO.

SUCH of our readers who took an interest in the late Crimean campaign, will recollect the heroic conduct of a young British Officer named Massey, who signaled himself at the unfortunate attack on the Redan, and received by his singular intrepidity, the cognomen of "Redan Massey," by which he was universally known by the army. It appears that communications relative to his conduct on that eventful occasion has appeared in some of the London papers, which have called forth a reply from the young Officer. It is amusing and original, and as we have enjoyed its perusal, we publish it entire. It conveys an admirable moral, showing how unstable is popularity, and how ready the world is to rob the great, the good, and the heroic of their hard-earned fame:

"Sir, you do not know the miseries of being a hero. Penny-a-liners arrest your servants as they go on errands, and ask where you were born, where you were brought up, who was your grandfather, and who was your schoolmaster; and some day you see a hideous biographical caricature of yourself. A daguerreotypist seizes on you—an artist, pencil in hand, waylays you—an engraver puts your identity upon proof—invitations to public banquets comes in upon you, on cards as large as dinner plates—young ladies, in prettily-folded notes, solicit your autograph. You receive an overwhelming lot of tracts from ladies of a graver age; imaginary poets harass you with doggerel verses; authors of bad books send you copies of their tiresome works—you are stared at in the street—when your carriage stops, your horse is provokingly patted on the neck—you are abouted at in the theatres. In fact, comfort and privacy are at an end. Now, all this is very well for a strong, able, idle Crimean hero who likes the thing, and who has health and strength to bear it. But it is a very different thing, if by chance the unhappy victim, after six months lying on his back in one position in a Crimean hut, should return home, and wish to enjoy quiet, and to have time to nurse a leg some two or three inches shorter, and much feebler than his fellow—to think over the precautions necessary to preserve weak lungs in the moist climate of an Irish coming winter, and should have occasion two or three times a week to endure a very ugly ceremony, namely, an insertion of a probe some eight or ten inches into an open wound.

"For my part, I give everybody notice, that I am by no means the man to make a hero of, and that those who made me so should at once repent. Much better may be easily had. The crop is as plentiful as blackberries. Crimeans are everything now, are everywhere, and though wild looking and hirsute animals, are easily caught. I do not at all answer the description. I have not a single hair on my upper or lower