

## COMMUNICATION.

## ORIGINAL MODE OF CANVASSING FOR A PAPER.

Proprietor meets Freeholder—The former addressing the latter says:—You did the right thing at the late Election—you voted for three Liberals; but you cannot be a TRUE Liberal without you subscribe to my Journal. Shall I send you a copy?

ONE OF THE PARTIES SO ADDRESSED.

## Editor's Department.

## MIRAMICHI:

CHATHAM, SATURDAY, MAY 23, 1857.

TERMS.—New Subscribers Twelve Shillings and Six Pence, per annum, in all cases in advance. Old Subscribers 12s. 6d. in advance, or 15s. 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 4th May, 1857, £658 0 0  
Withdrawn, including interest,  
5th May, £72 11 10

## WEEKLY CALENDAR.

Moon First Qr. 30th 8h49m A.M. HIGH WATER.

24 S.	S. of Ascension, Queens B.D.	5h46	6h12
25 M.		6 36	6 49
26 T.		7 23	7 49
27 W.		8 14	8 38
28 Th	Fire in Quebec 1845.	9 2	9 28
29 F.	Charles 2nd Restoration	9 55	10 22
30 S.	Voltaire died 1778	10 50	11 19

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.

## TO OUR READERS.

ON assuming the Editorial management of the Gleaner, which we trust will be for a limited period, we are not entirely ignorant of the duties that will devolve on us to keep and maintain it in the position it has held for the last thirty years. During that long period, it has unceasingly contended for, and upheld the rights and interests of the Northern Section of the Province, and in many instances, against the united opposition of the Southern Press, and we intend, to the best of our knowledge and ability, to pursue the course which the previous Editor has hitherto pursued; and to enable us more effectually to carry out this object, we invite the services of all who are able and willing to assist in this undertaking.

In conducting our Journal, we shall not turn to the right or to the left to suit the views and carry out the intentions of any particular party, but we shall support at all times such men in office who manifest a desire to promote the public weal, and countenance and aid all measures calculated to benefit the people.

The late Editor endeavoured in matters of a public nature, to give all parties a fair hearing, that his readers might hear both sides, and form a correct conclusion, and act according to their convictions. This course we intend to prosecute. No communication, therefore, will be rejected, simply because we entertain sentiments contrary to those of the writer. All we require is, that they be written in courteous language, and if so, they shall find a place in our Journal, even should their strictures be levied at ourselves.

All we ask from the public is a fair hearing, and an impartial review of our conduct. This we think we are entitled to, and we have sufficient confidence in the public that they will award them to us.

In conclusion we remark—that we shall diligently strive to merit a continuance of that support and countenance which has so long been bestowed on this Journal.

## THE BRITISH EAST INDIES.

WE copy from a late American paper the following statistics of the vast amount of capital that is embarked in trade, through its various channels of business, in the British East Indies.

"There are established at Calcutta 51 mercantile and commission houses, of which 24 are British, 8 American, 9 French, 6 German, and 4 Greek. To these may be added a considerable number of others conducted by natives, Arabs, Jews, and Persians. These houses, although ranking as second class, transact an immense amount of business and control a large trade; and, besides these, there are also in Calcutta 12 exchange brokers, 7 shipping and freight agents, 6 silk commission houses. A chamber of commerce is established, consisting of 80 members.

"There are in Calcutta five first class banks, viz: Bank of Bengal, with a capital of 10,700,000 rupees, or about \$5,350,000, a rupee being about 50 cents; Government Savings Bank; Agra and United Service Bank, capital 7,500,000 rupees, with branches at Agra, Lahore, Madras, Bombay, and Canton; Northwestern Bank of India, capital 2,205,600 rupees, with branches at Mysore, Bombay and London.—There are also six other banks which have branches at Calcutta. There are two steam tug associations, whose boats are employed in towing vessels up and down the river Hooghly. One of these companies employs seven steamers, varying from 210 to 300 tons each, and the other two boats one 250 and the other 270 tons. These boats, however, are entirely inadequate to the demands of commerce, and to avoid detention masters are obliged to engage their services long in advance of the time they are needed.

"The ocean steam service is performed by a numerous and powerful fleet of steamers, owned by the Peninsular and Oriental Steamship Company, established in London with a branch at Calcutta. They maintain between Calcutta, Madras, Ceylon, Aden and Suez three steamships, from 2000 to 2200 tons each; between Bombay and Aden, two steamers of 1200 and 1400 tons respectively; between Bombay, Ceylon, Singapore and Hong Kong, four steamers, 800 to 1200 tons each; between Calcutta, Penang, Singapore, Hong Kong and Shanghai, four steamers, 600 to 1200 tons each; between Calcutta, Arracan, Moulmein and Rangoon, for the conveyance of dispatches, letters and troops, three, from 579 to 876 tons each; for river navigation, five, or 200 tons each.

"There are at Calcutta ten dockyards for the repair of vessels, besides a large one belonging to the Government. There are two coal companies—the Bengal and Birlhoom—whose mines are exceedingly productive and furnish an excellent quality of coal for railroads and steamboats."

## UNITED STATES.

From the New York Herald of May 5, we copy the following article on the depression of commercial affairs, and the approaching crisis. By this it would seem, that the reaction so long expected, looked for, and predicted, has at last commenced.

"The depressed condition of our commercial affairs, and particularly of our shipping interests, is such as to merit the serious consideration of the community. Our wharves are crowded with ships, many of them the pride of the ocean, and it is supposed that vessels to the value of twenty-five millions of dollars are lying in our harbor, most of them without employment; and those that have found something to do, have accepted it at rates ruinously low. We are told that grain is being shipped to Europe at two pence per bushel, and that one lot of twenty thousand bushels has been taken free of freight, merely for the purpose of getting ballast to take the ship abroad to some less crowded port. But the same state of things exists on all sides. Our Southern ports do not afford employment for vessels at rates that will pay their portage bills, much less insurance, interest, and wear and tear. In Europe, in California and in China the same thing exists.—Everywhere the merchants are complaining that there is no margin for the profitable employment of capital.

"This state of things is due to natural causes, and not to any extraordinary state of affairs in trade. The period of inflation and vast profits, through which we have been passing for some time back, has reached its climax, and now the re-action comes. Prices of every article of food or use have been carried to a point that has seriously affected consumption, and demand has fallen away. Production must again accumulate its staples at the points of supply until prices reach their natural relation to the ability of consumption. The pulse of commerce after its fever of expansion must fall flutteringly low before it can regain its wonted healthy beat. Cotton at fourteen cents, sugar at twelve, and many other staples at like proportion, are beyond the reach of the great mass of people to consume in abundance. The consuming power of the world may be likened to a pyramid with a scale of prices marked upon it, the highest being placed at the apex. As the ruling prices go up, the quantity to be moved by the operations of commerce decreases with rapidly decreasing proportions. Here we have the secret of the present stagnation of

trade, and the clear indications that vast losses have yet to be incurred either by the producers or the speculators.

"Another effect is being produced by this condition of affairs in our commercial and seaboard communities. Crowds of people are abandoning their former pursuits, and are flocking to the newly opened regions of Iowa, Minnesota, Nebraska, and Kansas. Never has such an emigration from New England and the middle States before been known as is now beheld thronging our Western ways of travel. This gives no promise of an early revival of trade, although it is full of good for the future. When they shall have become settled in their new homes, and the earth yields its abundant reward to their labor, the reaction will come and the healthy tone will revive.

"In the meantime, however, speculators must look for a continuance of the reaction here and the value of merchandise, real estate, shipping, and sound and fancy stocks of all kinds will go down. The cost of living must be reduced, and our people must give up the foolishly extravagant habits in which they have been indulging. Newport and Saratoga must show less folly in dress and diamonds, and if families will go into the country for rest and recreation, quiet country retreats must come more in vogue than they have been these last few years. No people on earth have ever exhibited the folly, extravagance, wastefulness, and rushing-to-ruin that ours has shown for years past. The crisis is close upon them now, and if they will not be wise in time they will surely pay the penalty of their own foolishness. Our merchants, shipowners and speculators will do well to take in sail and prepare for the coming storm."

A very serious riot occurred on the 3rd May on the Baltimore and Ohio Railway. This led to the Company requesting the aid of the military, which was afforded them. We give below a condensed report of the transaction, compiled from a lengthy article in the New York Herald of the 5th May.

"It being the determination of the company to despatch its trains under the protection of the military of the State, at 2 o'clock requisition was made upon the Independent Greys, under Capt. Brash, and Baltimore City Guards under Capt. Warner, who were conveyed from their armories to the Camden station in omnibuses during the heavy fall of rain, and placed on board a special train to connect with the tonnage trains at the junction. They filled three cars. The paymaster's car attached was occupied as before by Sheriff Pole, of the county, and his posse, and was followed by a fifth, closed car, fitted up as an arsenal, in which were several chests of muskets, boxes of cartridges, bags of ball and buckshot, and other munitions of war. Heavy axes were distributed through the train, to be used in case bearding was attempted. The services of an experienced surgeon, John A. Stevens, M. D., was also obtained, who came aboard with his instruments, &c. Shortly after 4 o'clock the order was given to move, and the train, under the command of Captain Augustus P. Shutt, of the railroad company, left the Camden station and moved on towards the Locust Point Junction, where the connection was to be effected. During the run to this place the most warlike preparations were being made by the soldiery and others. The cartridges were served out, and the troops being ordered to load their muskets with ball, the music of the iron ramrods all going at once, argued anything but well for the rioters, and doubtless darted a thrill of horror through many a breast. Arms were also being distributed to the conductors and brakemen, and others; the side lights and windows opened to be used as embrasures for the muskets, and every available location was occupied by resolute men, determined to stand to their posts.

"At half-past four the war train arrived, and halting at the junction the connection with the trains was effected in the following order: First tonnage train and engine, with guard of eight soldiers with loaded muskets and fixed bayonets for the protection of the engineer and fireman; first military car; second tonnage train with engine guarded like the first; second military car and third and fourth tonnage train and engine, the Sheriff's and arsenal car bringing up the rear. The whole length of trains thus connected was over half a mile in length, and was composed of eighty cars freighted with goods and merchandise valued at a million of dollars. The crowd assembled to witness the departure of the trains was not great, and the proclamation issued during the day deterred, and kept many from the localities. It was rumored, however, that armed parties to the number of several thousands were collected at Jackson's bridge, the scene of the former attack, and at five o'clock the immense train was put under way and moved upon that spot. As the first engine approached the bridge several hundred men were seen upon and about it, and others lying off in the fields. A stone was thrown, which seemed to be the signal for an attack, and several guns were fired from the bridge and fields upon the head of the train. The fire was returned by the guard upon the engines with deadly aim and several of the rioters fell, which causing a panic among them, they scampered, but as the train passed its length rapidly along they rallied upon the paymaster's car, in the rear, held by the sheriff and his officers, who from the side lights and platform continued to discharge their muskets

and revolvers upon them, which was continued along the route at intervals until the train entered the deep cut a mile from the bridge. Here were collected five hundred men, composed of the most determined characters, armed with weapons and a brass swivel, which was posted on the bank in such a position as to rake the first engine. Here a most desperate attack was anticipated, and a hundred cocked muskets lay levelled from the windows or bristled from the side lights awaiting the onset of the rioters, and the word to fire. Meantime the attack had been commenced on the guard in front, who were returning the fire with great rapidity and precision. A party on the hill, in endeavouring to get off the swivel, the charge of which was dampened by the rain, were shot down by the military, although no regular command was given, and the battle now became pretty general along the train, though orders were given to waste no random shots, but select a man. It is supposed that four or five were wounded at this point. One man standing on the hill, with an umbrella over his head, and apparently a spectator, was shot through the brain and fell dead. Another of the rioters received a ball in one shoulder which passed around under the flesh of the other; a third was seen to press his hand to his side and drop down. The discharges were more generally effective than on the previous occasion. As previously arranged, the order here was to stop the train at the commencement of the attack, when the troops were to disembark with fixed bayonets, pursue the rioters, and either shoot down, stab or capture them, but the engineer in front either misunderstood the order, or wilfully disregarded it, and applying the more steam kept on dragging the train away, which met with no further molestation or detention until it arrived at Gwyne's Falls and near the scene of the ensanguinary conflict of the previous day. Here, about a half mile in advance, the six o'clock train from Ellicott's Mills had been thrown from the rail by some obstruction it is supposed placed upon them, and the wreck obstructing the road the train was detained at this point from seven to nine o'clock. Meanwhile the rain poured in torrents, and the woods and high hills around adding to the extreme darkness nothing could be seen for awhile but the dark line of the immense train, with here and there a lighted lantern moving among them.

"Finally, at about nine o'clock, the track was pronounced clear, and the train moved on at a slow pace and arrived at Ellicott's Mills, where a repast was furnished by the company to the troops and others. A freight and stock tonnage train from Martinsburg, under the charge of Mr. Bollman, was here lying off awaiting an escort to the city, and as the services of the military would be required no further, the cars containing the military, sheriff and posse were connected with this train, and at 10 o'clock the train was approaching Baltimore, with a guard upon the engine. The clouds now broke away, and the moon shone out, which enabled the engineer to follow the rails in advance with his eye, as it was more than probable that the strikers and others, foiled in their endeavours to drive back the trains would either tear up the track or place obstructions upon it. In this manner the track was discovered in several places to be obstructed with pieces of wood, &c. When within two miles of Mt. Clare depot, the clouds suddenly closed over the moon, and the train, now moving more rapidly, ran with great violence upon a short T rail spiked down across the track.—The engine was thrown off its own track upon the other, tearing up the rails and sleepers, and dashed down an embankment a crushed and broken mass. The tender and five cars followed, and dashing upon one another were broke to atoms. A moment after the concussion the troops were disembarked and marching upon the scene of the wreck. Private John D. Ellis, of the City Guards, was found lying beneath a portion of the engine. He was borne to the military car in the rear, and Dr. John A. Stevens examined his wounds. His right leg was found to be broken in two places below the knee. Splints were supplied by tearing the panels from the door of the car, and the limb was set. Thomas Hall private, of the independent Greys, was thrown upon his head, and may have received a concussion of the brain.—Both of the injured with others occupied the post of guard upon the engine, and they with the engineer and firemen were thrown to the ground. Several of the muskets in their hands, cocked at the moment, in expectation of an attack, were discharged, and in falling, it was only by that presence of mind which a soldier always retains, that they prevented themselves from being impaled upon their bayonets. The noise of the concussion was so great as to be heard at Mount Care station, nearly two miles distant, and a messenger was despatched to ascertain the result, but before he arrived Mr. Bollman, master of the road, had gone in under guard to bring out a train in which to convey the military and others to the city; some delay being occasioned a carriage was furnished by R. H. Evans, Esq., who resides near the scene, and the wounded were placed in it and driven to the city. The military then took up the line of march, leaving the Sheriff and his officers with Capt. Shutt in charge of the disabled train. The several companies arrived at their armories about three o'clock on Sunday morning.

"From the manner in which the rail that threw off the engine was arranged, it is clearly shown that none but persons conversant with the road and its workings could have perpetrated so diabolical an outrage.

"A portion of the track at White Oak Grove