

MR TRAVIS'S LECTURE.

(In accordance with our promise we publish the annexed communication from the Freeman.)

Sir—Mr Travis's lecture at the Institute on Monday last, on Restigouche and its vicinity having secured very general interest, and having given rise to much discussion in this city, you will allow me, please, as one present who paid marked attention to all that transpired, to furnish you with the following remarks in reference to one of its features.

There are those who, while owning that Mr Perley was decidedly worsted in the argument, that took place between himself and the lecturer, yet say that there are perhaps some reasons existing to cause them to doubt the good taste or advisability of Mr Travis's expression of opinion in reference to Mr Perley and his report. With their views in this latter respect, I certainly cannot agree, and I imagine, Sir, that upon my stating my reasons that they will certainly meet with your impartial concurrence.

There is in human nature the laudable tendency invariably to sympathize with an attacked party, unless very strong grounds exist, and are shown, why such an attack should be made. Mr Perley has got the benefit of being in the position of the attacked party; now let us enquire how far grounds for an advisable, justifiable attack, in the case before us, can be found.

Had Mr Perley's report been merely an ordinary literary production, there can be no question that Mr Travis, or any one else, from the public nature of literary productions, would have had a perfect right to have submitted the report to such criticism as might have been thought advisable. Upon this general principle, I conceive that Mr Travis's right is perfectly clear. But in this case the argument stands much stronger. Mr Perley's report does not partake of the nature of ordinary literary productions—not being therefore, in that consideration, private property—but is actually as Mr Travis stated in his rejoinder to Mr Perley, "the property, the well-paid for property of the Province," and therefore any provincialist has a perfect right to express his opinions of it, and to point out its inaccuracies, if it can be shown that any such exist. But further, the report being a Provincial one, if any provincialist becomes aware of its incorrectness he neither does his duty to himself, to the Province, nor to strangers who may be influenced by it, if he conceal what he believes to be, and can show to be, statements that are incorrect. He has no right to withhold his views and to allow the report to go forth stamped with the endorsement of the Province, and therefore, by strangers, to be presumed to be correct.

But again, if a person in giving a description of a country not much known, comes in contact with a published official report relating to that country, familiar to those to whom he is describing that country, he certainly does not put the matter fairly before them, unless he state wherein he differs with that report from which their opinions must have been formed; and, if he observe inaccuracies in that report, he certainly would be doing wrong were he to pass on without giving them a notice and endeavouring to dissipate the erroneous ideas that his auditory may have entertained. If for instance, he find that in such a report as we have referred to, a certain locality where a ship has never gone and never can go, is described as the head of ship navigation, he has no right to allow his audience to remain under so wrong an impression, as it might be possible that circumstances would arise in such a case where parties would be involved in great loss in consequence of their having been led astray.

But, once more, Mr. Travis in his mineralogical notice of Restigouche came in contact with Dr. Gesner. The Dr. had stated that vast coal fields were to be found in the vicinity of Restigouche. The lecturer stated that such was not the case, that there were no coal fields to be found in the whole of that locality. He quoted from Sir Wm. Logan in confirmation of his statement, and added that Sir Wm.'s report appeared to be concurred in by both Professor Johnson and Dr. Robb. No one for one moment could think that Mr Travis did otherwise than right in thus publicly overthrowing ideas that any of his audience might have entertained who had been perusing Dr. Gesner's Geological report. Yet the report of Dr. Gesner, and the report of H. M. Emigration Agent, &c., &c., occupy precisely the same position. Both are by provincialists, both were paid for by the Province, and both were incorrect. Mr Travis, therefore, I conceive, had no right to show the incorrectness of the one, and to have left unshown the incorrectness of the other. Yet in the one case because the Dr. was absent, the lecturer was thought to have done right, but in the other case, because Mr Perley happened to be present, Mr Travis has been thought by some to have been too severe. Yet, really, looking at the matter as it stands and as I endeavoured fairly to put it, I think that he was right beyond all question, and that he deserves the thanks of all lovers of truth and independence for the manly and independent course he pursued.

Yours, &c.,

A LOVER OF TRUTH.

Highland Society Notice.

The Annual Meeting of the Highland Society of New Brunswick at Miramichi, will be held at BOWSER'S HOTEL, Chatham, on TUESDAY, the 13th day of JANUARY, 1857, at 11 o'clock A. M.

ALEX. MORRISON, Secretary.
Miramichi, 21st December, 1856.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, JANUARY 10, 1857.

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 5th January, 1857, £559 5 5
Withdrawn 6th January, 1857 £211 1 7

WEEKLY CALENDAR.

Moon Last Qr. 18th, 0h 27m A.M.—HIGH WATER.

11 S.	1st Sunday aft. Epiphany	6h 41	7h 0
12 M.	Hilary Term begins	7 19	7 31
13 Tu.	Cnty. Crt. at Newcastle	7 43	8 2
14 W.		8 20	8 37
15 Th.		8 52	9 9
16 F.	Battle of Corunna 1809	9 23	9 43
17 S.		10 1	10 5

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, 2h 30m—Bathurst, 2h 45m—Dalhousie, 2h 50m from the above.

EUROPEAN NEWS.

LAST week we gave a telegraph report of the news received by the mail steamer Niagara at Halifax. On Sunday we obtained our regular files, which are to the 21st December. Under the European head we have made some extracts.

NEW BRUNSWICK.

WE copy the annexed extract from a Communication in the St. John Colonial Presbyterian. The remarks of the writer deserve the serious attention of the reader, and more particularly that of the Legislator. The evils pointed out are plain and obvious to every traveller who will take the trouble to think on the matter; and if the suggestions thrown out to the farmer and the statesmen were adopted, many important benefits would result therefrom:

"The morning found the little vessel faithful to her trust, gliding gracefully along the Nova Scotia shore; and having performed her winter calls on either side of the Bay, with considerable despatch, and affording to the passengers an ample opportunity of gazing on the bluffs, the indented creeks, the pure granite formations that everywhere arrest the eye of the traveller along this truly interesting coast, she availed herself of a full tide that here sets in with amazing force and velocity, and ascending the Petite-diac River, was safely moored at the harbour of the Bend. In passing along this interesting section of the country, the traveller is struck with the total want of anything that appears in it in the shape of improvement.—Although possessed of an excellent sea-board—with the markets of Nova Scotia, United States, and St. John, open at all seasons of the year, to the growers of anything in the shape of a marketable commodity, the country seems to be all but lying in a state of nature. Large dark forests from the shore inward as far as the eye can reach, wave their virgin tops within a few miles of the city of St. John; and, but for a few clearings here and there, still farther onward, along the County Albert, so much famed for its mineral productions, one might have supposed he had reached the undisputed territories of the beasts of prey, or the hunting ground of the prowling Indian. We have heard much respecting the Liberal and old Conservative interests since we became an inhabitant of the Province. We have read great discussions in the House of Assembly respecting the necessity of a liquor law, and the thing is done, the law is passed. But, no! the short session meets, and the law is repealed!! But that man would deserve well of his country who would take his place on the floor of the House of Assembly, and, irrespective of all selfish and political considerations, force through measures that would advance education, encourage emigration, and develop the native resources of the Province. If he could only advise our farm-

ers to stay at home from the timber camps during the winter, and study the rotation of cropping, more than the cutting of logs and the hewing of timber. If we could only prevail upon some of our mechanics to fit up a few lighters at the least possible cost to visit our shores in the fall, and bring into our markets the treasures of the deep, what our more acute neighbours have hitherto discovered. And in respect to education, if he could only introduce into our Academies and other Seminaries of learning, a love for the study of mineralogy among the young men frequenting the same, so as to enable them hereafter to bring out the best stores of coal, iron, and copper, that are everywhere hid amid the bowels of the earth; then he might arrest the westward progress of many of the youths of this country, where thousands have gone before them, to leave their bones to bleach amid the dreary swamps and sultry plains of Iowa, Minnesota, and moreover he would spread peace and contentment everywhere around us, and the thousand of acres of woodlands and forests lying in a state of nature in the counties of St. John, Albert, and elsewhere, would soon be turned into fruitful fields."

STEAMER IN THE GULF.

THREE or four weeks ago we called the attention of our readers to an article we copied from the Westmorland Times, stating that the inhabitants of that County intended sending to the Legislatures of Canada and this Province Petitions, praying that a sum of money may be appropriated to encourage some individual to put on a Steamer to connect Shediac with Quebec, in connection with the Railroad at that place, which we are happy to learn is now fast progressing to completion. This vessel, it is contemplated, will call in at such Ports as will admit of her so doing on her route.

This is a matter of considerable interest to the inhabitants of the Province living on the Gulf Shore, and more particularly to those residing in this County, and we hope it will receive that attention and encouragement so important a matter deserves.

We would call the attention of our readers to the annexed paragraphs copied from the Westmorland Times of Thursday last. The Petitions we trust, will be forwarded at an early day, and we have full confidence in the sagacity of the inhabitants that they will at once see the propriety and utility of taking up the matter in a spirited manner:

"A short time ago we mentioned the fact that a Petition had been set on foot for the purpose of inducing the Legislature of this Province to join with that of Canada, in affording pecuniary assistance towards the establishment of a Line of Steam communication between the two Provinces via the Gulf of St. Lawrence, making Point de Chene the terminus for this end of the route; we are happy to say, that the notice we then inserted has had the desired effect so far. The subject has been freely and fully discussed; the people have become aware of the propriety and the necessity of the scheme, and the Petition has been signed we believe by every one who has had an opportunity of doing so. This is highly satisfactory, as it shows, that in this particular at all events, the people are alive to their own interests when the question is publicly submitted to them; and although we are amply prepared with arguments and statistics to show the feasibility of the project, we now find ourselves relieved of the necessity of taking up time and space in discussing the matter.

"We hope and trust it is unnecessary to say anything to the Members of the House of Assembly—we know what narrow-minded, contracted, bigotted ideas some of them are capable of expressing occasionally, and were it not that we have some confidence in those of them, who we believe are possessed of a little enterprise and common sense, we should despair of this or any other public measure, that had the least tendency to improve our condition or develop the resources of the Country.

"The Petition is now going the rounds in this neighbourhood and we understand is to be sent to the Northern section of the Province in a short time, where we have no doubt the same success will await it, as it has received among us.

"We shall not insult the good sense of our Northern friends by saying a word to them on the subject, but leave our Contemporaries in Miramichi to deal with the matter as they may find necessary, and we feel quite confident that in doing so we place the Petition in hands where it will be perfectly safe and properly cared for."

BRITISH PERIODICALS

WE would call the attention of our readers to Messrs. L. Scott & Co's. advertisement relative to their reprints of the British Periodicals. They have been engaged in this work for many years, and the public therefore, may rely with confidence on any engagement entered into with that firm being satisfactorily carried out. The British price of these works is 31½ dollars, the reprint only 10 dollars. The

commencement of the year is an excellent time for sending on to the publishers an order. We have obtained a copy of Blackwood and will take pleasure in shewing it to any party who may wish to see it.

NEW BRUNSWICK RAILWAYS.

WE are pleased to find that we are at last enabled to put the above heading to a paragraph. Yes—the Shediac and Bend Railway is now a fixed fact—the Locomotive has passed over the line, and the Editor of the Westmorland Times was one of a large party who had a "ride on that Rail." We shall leave him to report his own account of the matter, which is as follows:

"FIRST LOCOMOTIVE FROM HUMPHREY'S MILL TO SHEDIAC.—On Friday morning, the 2nd inst., we availed ourselves of an invitation kindly tendered to us by Mr Light, for a ride to Shediac, being the first time the locomotive was to travel all the way through.

"In company with a few other gentlemen, we left Humphrey's mill at 8 a. m., precisely, and reached Hemlock hill, being the upper end of No 2 Section, (about 8 miles) in 13 minutes. We were here met by the locomotive from the Shediac end, in charge of Mr Henry P. Perley, the Superintending Engineer on this part of the line; having on board Messrs. Rankin & Walker, the Contractors for this section (No 3). The whole party proceeded in the last named locomotive, and both engines reaching the Shediac station in 17 minutes from the time of starting, thus making the entire distance in half an hour travelling time; the distance, we believe, is between 16 and 17 miles. Thus then, the Gulf of St. Lawrence is now connected with the Bay of Fundy, by a Railroad, and was so travelled for the first time on the 2nd January, 1857.

"On arriving at Shediac, an opportunity was afforded us of making an examination of the works, and the further progress now being made towards Point De Chene, a distance of about 2 miles from the station, which we have no doubt will be completed in the spring. We also examined the Scadouk Bridge which has been a very tedious and expensive piece of business; and from the progress that is already made great hopes are entertained that this part of the work will be finished early the ensuing season.

"We do not profess to be Railway Engineers, but having travelled on several of the Railways in the United States, and having also had many opportunities of travelling in all parts of England, we think we may safely affirm that the short line now spoken of may be travelled with equal safety to any of them, with the exception of about 2 miles on Messrs. Rankin & Walker's section, which runs through a swamp, and which the lateness of the season prevented from being properly ballasted, and which will be made perfectly secure by a few days work when the snow disappears in the spring, by which time also, we have no doubt the bridges and other work from Humphrey's mill to the town of Moncton will be fully completed.

"* * * * We again embarked for the return trip, accompanied by a goodly number of our Shediac friends; we had almost omitted to mention that a passenger car of a very comfortable, though only temporary description has been fitted up under Mr Perley's directions, capable of carrying at least 60 people. With this car attached to the Locomotive we left the Shediac station and arrived at Humphrey's mill in 35 minutes.

"On behalf of the parties more immediately connected with the prosecution of the work so far, it is hardly necessary that we should offer any remarks—the work is there to speak for itself, and it would be highly improper for us to attempt to draw distinctions, or point out anything wherein one party had excelled another, for it is quite certain that all concerned must have exerted themselves in the most praiseworthy manner to bring the work to its present position, and this much will be readily acknowledged by any one who looks at it.

"We feel proud to be enabled to record the fact, that this short line is now in a condition to be made use of, and as it is only the commencement of a great work, so we hope it may be the precursor of a bright era in the history of New Brunswick, and that we may yet live to see the anticipations we have so long cherished fully realised."

NOVA SCOTIA RAILWAYS.

A friend handed us a copy of a late British paper received by the last steamer, from which we have much satisfaction in copying the annexed article, which appeared in the London Mining Journal:

"Sir,—During a hurried tour, in the course of last summer, to the United States and British American provinces, I was struck with the wonderful difference between their railways and those with which I was familiar in this country. In general the works are not only ill-constructed, but there appears to be a want of engineering skill, or at least, a great disregard of many things which are considered essentials in England. Decidedly the best railway works which I saw anywhere were in the province of Nova Scotia, where railways are still in their infancy.

"I landed at the little town of Windsor, on