

turned to their allegiance—I trust that all those combined will shortly restore not only the supremacy of our power, but tranquility and contentment to our extensive possessions in Hindostan. If we go farther eastward, I rejoice to think that the negotiations which have been carried on, and the measures which have been taken by Her Majesty in conjunction with her august ally the Emperor of the French, have led to a conclusion of those somewhat anomalous hostilities, of the commencement and origin of which I will say nothing, but of which I rejoice to be able to say, that without further bloodshed, they have now been terminated, and that by a peace not less honourable to this country than I am persuaded it will be advantageous to the interests of commerce and civilization generally. I should do gross injustice to one of the most deserving public servants I know, if I did not take this, the earliest public opportunity I have had, of declaring that for the success of these negotiations England is deeply indebted to the ability, tact, determination and perseverance of Her Majesty's Plenipotentiary, the Earl of Elgin. By that distinguished nobleman, a further and most unexpected extension of our commercial relations has been negotiated with the hitherto secluded, but not unimportant empire of Japan.

I have drawn a picture—not I am sure an exaggerated or too flattering one—of the state of our affairs both abroad and at home. Do I claim credit on that account for Her Majesty's present advisers? I do no such thing. Much of what I have said arises from causes wholly beyond their control. I speak not for the glorification of the Government of which I am a member, but as an Englishman to an assembly of Englishmen to whom the welfare and prosperity of their common country cannot, to any one of them, be an object of indifference. I have stated that I entertain the most cordial and confident belief in the preservation of the peace of Europe, and in the presence of some of those who worthily represent their respective Sovereigns in this country I trust I shall be allowed to express the ground, and I may add the policy, upon which, as far as this country is concerned, I rest my confident hope that peace will not be disturbed. My belief is that the policy on the part of this country which is best calculated to maintain the peace of the world is, in the first place, a firm but temperate maintenance of our own rights; in the next place, astudious and careful recognition of, and respect for, the rights of others, together with an anxious desire not to interfere unnecessarily with the internal affairs of other States; and also a determination not willingly to give or to take offence; a determination, if offence unhappily arise, to have reference to the principle which, to its endless honour, was embodied in the protocols of the Conference of Paris, viz., to resort in the first instance not to hostilities but to the good offices and the mediation of some friendly power. Last of all, my Lord Mayor, I hold, as the cardinal point of all our foreign policy, the firm and unflinching adherence, in spirit as well as letter, to every treaty obligation into which this country may have entered. These are the principles on which Her Majesty's present Government desire to act; and these are the principles which I should be, indeed, deeply grieved and mortified if, whenever we have to account to Parliament for any part of our conduct, we should not be able to show that we have steadily adhered to and inflexibly maintained. The result of these principles is this—that we are at this moment upon the most friendly terms with all the great Powers of the world, without exception; and more especially I venture to say—corroborating that which has already fallen from my gallant and illustrious friend the noble marshall who so worthily represents the Emperor of the French—that although it is absurd to suppose that between any two countries there can be on all subjects perfect and entire identity of feelings, yet that never was there a moment in the history of the two nations when their relations stood upon a more perfectly friendly footing, or when on the one side and on the other there was a more earnest desire, consistently with the honour of both countries, to maintain that alliance which has so long subsisted for their mutual happiness or a more firm and thorough conviction that its maintenance is an incalculable advantage not only to the two Powers themselves, but to the interests of the world at large.

In speaking of Her Majesty's present Government, my Lord Mayor, you have been kind enough to give us a species of programme for the coming Session. That programme is somewhat extensive, but you have omitted to show us in what manner and by what assistance we may be enabled to carry the whole of it into effect. I cannot help thinking that the advice so kindly tendered to Her Majesty's Government was hardly intended so much in the spirit of advice, as thrown out to elicit an expression of our opinions. You have baited the hook, no doubt, with great skill and address, but some of us have lived many years in the world and have learned to be somewhat cautious. We do not intend to take the bait. We prefer to be judged by our actions rather than by our intentions, by our performances rather than by our promises, and, with whatever respect I may regard this important assembly, I cannot persuade myself that this is an occasion on which to anticipate the speech to be delivered from the Throne at the commencement of next session, or on which to take out of Her Majesty's mouth, from which it would fall so much more gracefully than from mine, the announcement of the intentions of her Government. But this I venture to say, that, after enjoying that brief period of partial repose which alone a Minister of State can hope to obtain at any time of the

year, I am actively, daily, and assiduously engaged with my colleagues in considering and maturing the details of those measures of legal, social, financial, and political improvement which I hope by the commencement of the session to be able to submit to the impartial judgment of Parliament. As a Conservative Government, we look with reverence and adhere with affection to the great institutions of this country, under which I will venture to say the people enjoy as great an amount of civil and religious liberty, as perfect and entire a freedom and independence of thought, word and action, as any nation on the face of the earth, now or at any former time.

## Communications.

### THE RAILWAY.

To the Editor of the Gleaner,

SIR,—In the Gleaner of the 27th November, I observe another long extract taken from the *Fredericton Reporter*, in which the Editor of that paper complains of abuse and misrepresentation, and then coolly asks for an apology and a retraction of the slander heaped upon him by the Editor of the Gleaner and his anonymous correspondent. And as a subterfuge to his gross perversion of truth, and to shield his ignorance from that contempt it merits, the worthy editor wriggles himself into a new position before the public, and says—"we now distinctly state for the third time, that we have never said an indifferent word of the Counties alluded to, and we challenge the writer and the Gleaner to prove that we did so, or else make a decent apology, and retract the slander. We speak of Major Robinson's route from the Restigouche to the Mitis in the terms referred to, and in proof we quoted the authority of Professor Johnston." Good, very good, Mr. Reporter. The foregoing extract is the richest gem of a literary production to be met with, shewing as it does, the ingenuity of the writer, if not his consummate ignorance of what he is writing about; likewise the profound knowledge and research, that guides at least a portion of the southern press. Why, the enlightened editor might as well have quoted the authority of Robinson Crusoe, he would have been quite as near the mark. Professor Johnston was not on Major Robinson's line at all, and if he was, we have got to learn that he was a better authority than Major Robinson himself. And if the Editor wished to write about the railway route from the Restigouche to the Mitis, why did he not do so? he certainly fell far short of his aim, as he did not touch it at all; for Major Robinson's line of railway is by the valley of the Metapedia; therefore, the noble editor need not have got a foul of the old Kempt Road, with Professor Johnston at his back. But perhaps he thought, with the aid of a Professor, he could bamboozle the people of the North to tamely submit to have snuff thrown in their eyes without their daring to complain, or contradict him. But would the editor be pleased to explain what he meant by "depriving the Province of a railroad, and give it to the interminable rocks and wilds which compose the North Shore route, sufficient to scare the crows in flying over it." Does all this mean the old Kempt Road? or does the editor know as little of the force or meaning of his expressions as he does of the country he is writing about? Or was it for the dastardly purpose of misrepresenting the Northern route, thinking thereby to mislead and prejudice the public mind at home and abroad; and for which latter cause alone was he corrected for his folly, which causes him now to whine for an apology. Let me inform the enlightened editor, that such contemptible nonsense will not be taken for gospel or logic by the people of the North, although it may pass for current coin in the South; and although the North has heretofore tamely submitted to many injustices done it by the writers and statesmen of the South, still they should remember that there is such a thing as forbearance ceasing to be a virtue. I am still yours,

### A NORTH COUNTRYMAN.

Restigouche, December 3, 1858.

P. S.—As it now appears by the *Reporter*, that the people of the North did not understand what he was writing about, or that he himself did not comprehend the meaning of the language he made use of, perhaps it would be well for him to make a decent apology for his ignorance, and commence anew, taking care in future, when disposed to write about the North, to be guided by better authority than that of any flying visitor. I merely suggest the idea, lest he might blunder again.

### CLUBS! CLUBS!!

### The GLEANER for 1859.

THE present volume of the Gleaner terminates at the end of the year, it is therefore, now a good time to form Clubs for the new volume. The terms are—

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## Editor's Department.

### MIRAMICHI:

CHATHAM, SATURDAY, DECEMBER 11, 1858.

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.

### SAVINGS' BANK—CHATHAM.

Deposited Nov. 1, 1858, £326 0 0  
Withdrawn, including interest, 178 10 2

### SAVINGS' BANK.—NEWCASTLE.

Deposited, December 1, £148 0 0  
Withdrawn, none.

### WEEKLY CALENDAR.

Moon 1st. Qr. 13th, 11<sup>h</sup> 7<sup>m</sup>, A. M. HIGH WATER.

|                             |                                                                |
|-----------------------------|----------------------------------------------------------------|
| 12 S. 3rd Sunday in Advent. | 10 <sup>h</sup> 47 <sup>m</sup> 11 <sup>h</sup> 9 <sup>m</sup> |
| 13 M.                       | 11 36                                                          |
| 14 T.                       | 0 6 0 40                                                       |
| 15 W.                       | 1 13 1 43                                                      |
| 16 T.                       | 2 16 2 49                                                      |
| 17 F. Bolivar died 1830.    | 3 20 3 50                                                      |
| 18 S.                       | 4 16 4 44                                                      |

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, 2430m—Bathurst, 2445m—Dalhousie, 2450m from the above.

### LORD BURY'S MISSION.

LAST week we published the proceedings of the meeting held in St. John for the purpose of enabling Lord Bury to explain his mission to the Colonies. This he did in a manner very satisfactory, more particularly on the subject in which we feel a deep interest—the great Intercolonial Railway. The speech of His Lordship at the Toronto dinner, from which we made copious extracts, was likewise interesting and satisfactory. We perceive he has arrived in Halifax, and that a public meeting was to be held in that city to give him an opportunity of addressing the citizens.

The late hour at which we obtained the account of the meeting at St. John, (Friday's mail) allowed us but little time for comment; we have since carefully perused his Lordship's remarks, and think that he has laid the subject of the Railway in a clear, candid, business-like manner before the people of this Province. All that the Company in Britain requires from the Colonies is, for the respective Legislatures to fulfill their Resolutions to give to any company that will build the road, £20,000 a year, and ten miles of waste lands on each side of it. If they will do this, Lord Bury thinks there will be no difficulty in obtaining the guarantee from the British Government for the balance required to pay the interest on the money invested in the undertaking. One thing is certain, and this his Lordship spoke as plainly as man could speak—that neither the Home Government or the Company will submit to any dictation from the Colonies respecting the ROUTE—they must be left free to choose, and to place it where they may consider it to be their interest so to do. This is what the inhabitants of the Northern Counties have all along contended for—and nothing more; to this arrangement they will cheerfully consent, whatever may be the decision of the Company at home, but they will never tamely submit to a certain interested clique in the Legislature dictating the Route the road must take through this Province ere they they will consent to fulfill their resolution, and give the guarantee required.

It is absurd to say that in consequence of liabilities entered into by the Province since it pledged itself to give £20,000 a year, and certain wilderness lands along the road, that it is not in a position to comply with the terms. We contend that it would not entail any additional expense on the Province, as the increase in the Revenue from the extra consumption of dutiable articles, consequent on the influx of persons employed on the works, and the stimulus it will give to commerce and all branches of domestic trade, by the introduction of capital, the want of which has bound us down, curbed our enterprise, and checked our exertions, would more than counterbalance the amount

required by the Company; and as for the wilderness lands—we wonder what value they are at present, or have been for years past, left as they have been unsurveyed, without roads, and no regulation in existence to induce settlers to occupy them, or feasible scheme devised to induce immigrants to take up their abode with us.

We are glad to perceive that a portion of the St. John Press have taken a candid and rational view of the matter. They, by the narrow-minded policy hitherto pursued, have cut themselves unnecessarily off from all commercial intercourse with the Northern section of the Province and the Canadian Counties situated on the Bay de Chaleur; and now when there is a chance to rectify this sad blunder, too many persons still hold back, and feel disposed to perpetuate the evil.

We shall watch events as they transpire, and carefully record them for the information of our readers. We should like the people of the Northern Counties ere the Legislature meets, to give expression to their desires on this great question in some public manner.

### THE PRESS AND THE RAILWAY.

KNOWING the anxiety that exists in this quarter respecting the subject of the Railway, we have copied under the head of the New Brunswick Press, the remarks of some of our contemporaries on the other side of the Province. The St. John Freeman sets the subject of Lord Bury's mission before his readers in a fair, open manner, and if his advice be taken, must prove beneficial to the best interests of the Province, and more particularly to its commercial emporium, notwithstanding many of its citizens entertain a contrary opinion. The *Courier's* remarks are unobjectionable, and we have given a paragraph from its leader on the subject. We have copied at length an Editorial from the *Fredericton Reporter*. It is composed of the same selfish ingredients as the Editor has been dishing up to his readers for some time past, of which the article we copy is the *chef d'œuvre*. A few more such petulant, selfish snarls, and our neighbour must not be surprised when the Legislature meets and the question of the Removal of the Seat of Government comes up for discussion, to see the Northern Members voting in its favour. If men will teach lessons of narrow-mindedness and sectional legislation, they must not be surprised if they find some scholars. He that sows the wind, we are instructed, must expect to reap the tempest.

This paper, it is commonly reported, is the organ of the Liberal party at head quarters, and more particularly of the leader of the Government, but on what grounds we are not prepared to say; and the idea is strengthened by the semi-official manner in which the Editor notices the doings of the present Cabinet, when there is anything to record. If this be true, we would advise the Attorney General, if he wishes to retain his popularity among his numerous friends in this quarter, and sustain his party in the Northern counties, to instruct his organ grinder to change his tunes, and give us in exchange something more in keeping with the doctrines propounded by his party and the liberal spirit of the age, than the humdrum, sleepy-hollow, home ditties about Fredericton, the Seat of Government, and the Valley Route, which he has been playing out of time and out of measure, over and over again, for some time past. They may do very well for the atmosphere of Fredericton, and serve to gratify the vanity of the small minded portion of the inhabitants of the "Cathedral City," but it should also be remembered that they tend to create enemies, both in and out of the Legislature, to the party which the paper professes to support. This should be a matter worthy of some consideration, considering how matters stand at the present time.

We can scarcely understand the Editor of the *Morning News*; on almost every other subject he speaks plainly and fearlessly, but on this he manifests a good deal of vacillation. His paper received by yesterday's mail contains a leader of the right sort, and as he has now taken a step in the right direction, we trust he will steadily pursue it in his usual manly manner.