a inextricable confusion. Notwithstanding every adverse circumstance, however, the French maintained their ground at the foot of the scarp, and in the ditch of the Little Redan and Black Batteries, firing resolutely at every Russian who showed himself over the parapet; whilst the Russians on their part were equally quick in returning shot for shot when a Frenchman raised his person more [illegible]. These painful phases of the combined assault proceeded whilst the main attack on the Malakoff lost its early characteristics. It is difficult to give such a picture of the works as may furnish an approximate idea of its proportion and aspect; but the description of it will perhaps be sufficient to afford some conception of its nature, and characterise the aspect of this as well as the Redan and other forts held by the Russians. The ditch was about 16 feet deep, and the escarp 20 feet high. The embrasures and platforms were elevated above the level of the work, which were divided into parts by traverses of irregular shape, in which small openings were left for the passage of men. These traverses were mostly casemated works, the galleries of which were supported by double rows of gigantic beams of Norway pine, and the height of earth forming the roof made every vault bombproof. The traverses generally measured from twelve to fifteen feet in height, and being most irregular in their form, must have rendered complete possession extremely difficult. The Redan was similarly arranged internally, and this peculiarity of construction accounted for the inactivity of the Russians during the last bombardment,—the soldiers concealing themselves in their casemates until such time as the heavy fire should cease. It does not appear either that the guards of these were changed oftener than monthly, for every portion of these quarters bore proof of permanent occupation,—that of the commander being filled with arm chairs, pictures and luxuries; whilst workshops for carpenters and masons were fitted up. The very security of the soldiers in these strongholds must have increased a chance of surprise; and the instant occupation of the work, and the destruction of its defenders in a short period, are a proof of it. Russians, however, did not passively allow their enemy to enjoy his new possession.—They had no sooner been driven out than they attacked the French with the energy of despair, and the Zouaves and Chasseurs found themselves defenders instead of assaulters of the Malakoff. They fought with all the energy of pride and success, and for a considerable time kept up an unequal struggle against superior numbers. The Russians trusted more to stones and missiles of that nature than their muskets; and from the summit of the traverses they hurled all kinds of miscellaneous articles, such as stones, beams, buckets, old grape-shot, and muskets. The French, short of ammunition, replied with the same weapons, varying their resistance by rushes at the point of the bayonet. They were giving away, however, before the advancing Russians, discouraged by intelligence of the impending failure at the Redan and Black Works; but at the critical moment, the supports of the Division marched up and entered the work on all sides. The Imperial Guard, consisting of Grenadiers and Zouaves, swarmed into the Malakoff, and commenced a desperate conflict, hand-to-hand, amongst the labyrinth windings of the Redoubt, amongst shell holes, broken gabions, and irregular elevations. Each side fought and bled. They fell, side by side; and, in many instances, above each other; the ground was strewed with them so as to be completely invisible. To add to the horror of the moment, the shells from the Redan and steamers fell in numbers upon the position of the portion of the work in possession of the French, and added to the heaviness of their losses; but the Russians were unable to regain the Malakoff, as the French poured in supports every moment, and brought in field artillery over a hasty bridge into the the redoubt. The Russians slowly yielded, and commenced a retreat, which ended in a rout. The scene of scene of it was the way leading from the dockyard to the Malakoff, a road traced inside of the second line of defence, to which the Russians trusted as a means of retrieving their losses. A long series of batteries had been erected from the foot of the Malakoff to the Naval Hospital, part of them bearing upon the Malakoff. A large 6-gun battery at the base of southern front of the hospital had been armed with sixty-eight pounders, and the windows in the ground floor of the hospital on the eastern face, had been turned into embrasures, from which ship carronades played upon the Malakoff and the ascent to it. The rapidity of the French movement, when the Russians commenced their retreat prevented the latter from uniting their second line of defence efficaciously. The hand-to-hand conflict down the descent did not enable them to kill a foe without destroying a friend; and thus the French passed down from the Malakoff towards the town until they came to the base of the hill and on a level with the dockyard. From that spot they receded, moving to their right, and driving the Russians through the streets of Karabelnaia suburb, whilst the field artillery and some of the lighter guns left in the Malakoff were turned against the second line of defence, which it successfully enfiladed. Darkness now supervened, and the Russians, under its cover withdrew from the works of the Karabelnaia, the Little Redan, and the Black Battery.

THE CAPTURE OF SEBASTOPOL.

The Post Ampt. Gazette contains the following particulars relative to the taking of Sebastopol:—"The Malakoff was taken at the first rush, and without any considerable loss; but the unsuccessful attack on the Redan and Central Fort cost more men as it was the maintenance of these two important works which allowed the Russians to retire into the principal forts on the north side. These forts constructed in the style of case-mates, are all armed with three rows of cannon, Fort Nicholas alone having 100 guns. The materials used in building these forts do not consist of granite, as appears to be generally believed, but of good calcareous stone. The guns of the fort are 68-pounders. Forts Alexander, Nicholas, and Paul mount together 560 guns; they command the port, the town, the faubourg, and the guns have been arranged in such a manner that the fire of 150 can be concentrated on a single point. The news of the victory of the Allies was known at Constantinople on the 9th by the telegraph from Varna. The greatest joy prevailed in the capital, and the French, English, and Sardinian ambassadors were congratulated by the minister of the Sultan."

The following, taken from the Invalide Russe, are the exact words of Prince Gortschakoff's despatch, announcing the evacuation of Sebastopol:—

"8th September, noon.—The enemy receives nearly every day new reinforcements. The bombardment continues with unexampled violence. Our loss has been 2500 men in twenty four hours.

"Ten o'clock.—The troops of your Imperial Majesty have defended Sebastopol to the last, but it was impossible to hold it longer on account of the infernal fire which deluged the town. The troops have passed over to the north side, after repelling six out of seven assaults made by the enemy. [illegible] it impossible to expel them. The enemy will find in Sebastopol nothing but blood-stained ruins."

RUSSIAN SHIPS DESTROYED AT SEBASTOPOL.

The following is a statement of the Russian fleet at Sebastopol previous to the invasion of the Crimea by the allies. It consisted of the following ships:—

Ships of the line.—Twelve Apostles, 120; Paris, 120; Three Saints, 120; Grand Duke Constantine, 120; Vladimir, 120; Sivotoslaw, 84; Three Hierarchies, 84; Tri-Sviatitalia, 84; Varna, 84; Gabriel, 84; Empress Maria, 84; Tchesme, 80.

Frigates.—Cagul, 60; Koulefgi, 60; Kavarna, 60; Medea, 60.

Corvettes and Brigs.—Calypso, 18; Pylade, 18; Ptolomy, 20; Theseus, 20; Eneas, 20.

Smaller Vessels.—The Nearch, Streilla, Odanda, Drolik, Ziabiaka, Lastorga, Smeglaga, 11 transports and 64 gunboats.

Steamers, 12—6 large, and 6 small. Among the first are the Vladimir, Bessarabia and Gromonetz, which were remarkable for their power and the range of their guns.

In all, 108 sail, mounting 2200 guns.

FUTURE OPERATIONS IN THE CRIMEA.

The *Globe* Paris correspondent, writing on Sunday evening, says—"It is expected that a portion of the army will be left in Sebastopol to prepare it for the winter quarters of the whole besieging forces. Before the bad weather sets in it is stated that the enemy will be vigorously attacked on the Tchernaya attacking the Russians in front, while an army of some sixty thousand men to be embarked at Kamiesch or Balaklava, and landed a little north of the Belbec, will simultaneously act against their flank. The enemy will thus be caught, as it were, between two fires, and no doubt is entertained as to the result. Such is, in two words, the plan which is reported to have been adopted; but although to non-professionals it appears extremely plausible, Marshal Pelissier and General Simpson are so well aware of the necessity of keeping all their future movements secret, that one cannot but feel inclined to question the authenticity of this report. But although the mode in which hostilities will be carried on may not be known, that the enemy is to be vigorously attacked, and without loss of time, is beyond doubt, and the nature of the preparations making here leads one to suppose that the allied generals do not entertain the idea of another siege, but of operations in the field. The siege pieces, mortars, shells, &c., which were in course of shipment at Marseilles, are ordered to be replaced in store, and field pieces of eight, six, and twelve pounders embarked in their stead; while orders have been give forth to despatch to the seat of war 10,000 horses."

PARIS, September 18.—It is now certain that Marshal Pelissier has decided upon a plan of campaign which is to bring great results. Two divisions of the army are to be sent to the north of the Crimea, and will consist of 25,000 men. General M'Mahon has left for Eupatoria, to take command of the troops stationed there. In this manner it is hoped to cut off the Russian army in the field from that which is now stationed on the Northern forts of Sebastopol. These operations will be executed with the greatest energy.

Another Paris correspondent says:—I am informed a dispatch has reached Paris which says that General Pelissier had already detached some of his forces to strengthen the position of the Allies in the Tchernaya, which the enemy may again attack if there be enough spirits in the Russian stores to enable the officers again to get their men under fire. There seems to be every probability of the Allies remaining on the defensive for the moment. The northern forts cannot do us much more injury; they may throw a few shells into the town occasionally, but there must be plenty of means at hand for erecting curtains &c. The enemy's nearest point is more than 1,000 yards from Sebastopol proper, which puts the Allies out of harm's way as regards musketry.

"The fleet no doubt, is anxious to get into the harbour, but it would be folly to attempt a passage at the risk of a single shot telling on our ships, because we have plenty of good harbour room elsewhere. We were told some time since that the vessels under water had been embalmed with pitch and tar, with a view of raising them out again some day. If, therefore, it was considered by the enemy worth while to float them, the same rule applies to the Allies, and we may yet see a Russian man-of-war at Portsmouth. We shall find the guns in the defensive works of Sebastopol, so that with the exception of a few pairs of spurs, which Russian naval officers are reported to wear, we might rig up a complete Muscovite craft, despite the sacrifices made to prevent us getting hold of a trophy."

HYMN OF VICTORY.

Sound the pæan, Sons of Albion!
Wake the trumpet's brazen tone!
Wave, ye banners—wave your triumph!
England! victory is thine own.

Is thine own—but shared with brothers—
Hearts in love fast bound to thine;
Weave a crown, but with its roses
France's peerless lillies twine!

Yet, amid our glad rejoicings,
Pause we—Lo! the mournful bier
Mingles with the train triumphal,
Weep, for those who sleep, a tear!

Heroes, yes! When laurels bind ye
In your country's fond embrace,
Glory's thrill shall for the fallen
Oft to Sorrow's sigh give place.

Yes, our godless foe we've vanquished—
For the arms are God's we wield;
He hath been our rock and fortress—
He hath been our spear and shield!

Be to Him—the God of armies—
Honour, laud, and glory given,
Till the nation's voice, "We praise Thee,"
Fill the echoing vault of heaven.

TERRIBLE MASSACRE BY THE INDIANS.—A terrible Indian massacre of emigrants has taken place at Devil's Gate, on the Sweet Water River. A train of 300 men, women and children were attacked by the Sioux, and 150 killed, and all their stock provisions, &c. captured. The remainder of the train reached Salt Lake City in a starving condition. Among the slain were Gen. Lane's brother and family. It is reported that 70 whites have been murdered near Fort Colvilley, by the India

The Chronicle.

Saint John, N. B., [illegible]

SEVEN DAYS LATER.

New York, Oct. 18th.

[illegible] specially important.

The Allies had blown up the remnant of Sebastopol in their possession.

Large divisions of the Allies were threatening to attack the Russians at Baidar and Eupatoria.

The fleet sailed on a secret expedition, supposed Nicolaieff or Odessa.

The Russians seem determined to meet the campaign vigorously.

Emperor was at Odessa. He has issued an encouraging address to the Russian people, and will shortly be in the Crimea.

There was some Commercial uneasiness in England. Consols 87¾.

Markets generally dull. Wheat and Flour in good demand, but with slight change in price.

SECOND DESPATCH.

(Via Quebec and Fredericton Lines.)

Gortschakoff was threatened by large forces of the Allies from Eupatoria and Baidar.

On the 27th Sept. some Russians were defeated near Eupatoria by French cavalry, with a loss of 50 killed, and 105 prisoners, and the French loss was 3 killed, and 25 wounded.

A collision is anticipated between the Western Powers, and the King of Greece, on account of the latter's Russian propensities.

Bank of England had still advanced its rate of discount 5½ per cent.

The Africa arrived at Liverpool on Saturday.

The Allies had mounted a large number of mortars at Sebastopol, preparatory to bombarding the north side.

Danish Constitution had been promulgated at Copenhagen. Prince Ferdinand having refused his signature was dismissed from the command of Zealand.

The Russians had captured a Turkish convoy at Kars with provisions for the garrison, with 100 horse and 300 men.

The Revenue returns of Great Britain show an increase of nearly £8,500,000 stg., owing chiefly to the income tax.

Kars still holds out, but its provisions were nearly exhausted; it is anticipated, however, that the snow would compel the Russians to retire.

Gortschakoff admits the loss of 500 to 1000 men for 20 days previous to the termination of the siege; but he says in conclusion "We are now free, and a new war commences."

A letter from Revel estimates the Russian marine losses in that part of the Baltic last year at 40,000 tons.

SIGNS OF THE TIMES.—Those who watch diligently the political horizon of this Province, may perceive an approaching change, and so conscious of that fact are the Radicals, that they already begin to prepare for the coming events, which are now so unmistakably casting their shadows before. The result of the late Election was a *telling* circumstance, and said as plainly as a circumstance could say it, that Radicalism, with its gross and palpable jugglery, was no longer palatable to the constituency, and that they were no longer to be duped by unprincipled and designing men. It may be in the recollection of our attentive readers, that when the Railroad question was first mooted, the *late* Government embraced the project with vigor and sincerity, and, spite of the opposition offered them in every stage of its progress, they succeeded in carrying out a Railroad scheme for the Province, but not in the way they had contemplated, by making it a Government undertaking, but such a one as under the pressure of an opposing faction of place hunters, they were able to compass. The objection offered by the opposing party was, that it would, if managed by the Government, place too much patronage in their hands, and give them too much control over the constituency—the Radical papers teeming with valid reasons and instances of the failures that *had occurred* under similar arrangements. But it must be remembered that at that time the *ins* were the *outs*, and that now the then *outs* are the *ins*; and this circumstance may not only *obviate* the danger to be apprehended from Government patronage, but has caused the objecting party to became its advocates, and now when the Radicals are at a discount in public estimation, and beaten at every point, not only does the original plan find favour in their eyes, but in their *extreme courtesy*, they even invite the Conservatives to coalesce, and to take part in the carrying out of the enterprise. Now, although we would go any length, and make almost any concession for the hastening of the intersection of this Province with Railroads, yet we cannot divest ourselves of the idea, that the most certain method of damning the enterprise, would be to permit the present Executive, that has proved itself so utterly incapable of conducting the ordinary business of the country, to have anything to say in the premises. The present *trick* of the Executive to retrieve its falling fortunes is too flimsy to entrap their opponents. No, no, gentlemen. Railroad schemes are "no bairn's play," and can only be managed advantageously by skillful and experienced hands, and neither the *honied* words of the "*Courier*," nor the *coquetry* of the "News," can induce the old stagers to join themselves with Sickness and imbecility. That in order to keep pace with the times we must have Railroads, admits of no question; and that measures other than those with which Brassey, Peto & Co. are connected must be resorted to, is equally evident. But we are sorry to have to say it, the present Executive have proved themselves so notoriously incompetent to the task, that our only hope therefore is, in the removal at the next Session, of the present obstacles, by a vote of non-confidence, and the forming of a new and efficient Cabinet, when it will be seen that our Province's credit is good in the English market—that we have men here who can advantageously carry out a Government Railroad scheme—and that this Province will take her position side by side with her sister Colonies. Let then our present rulers retire with a good grace, and place the reins of Government in better hands; and, although they may from experience become wiser, they may hereafter prove themselves to be better men.

In the land of mock liberty and repudiation—the tyrants in disguise—on the late glorious news from Sebastopol, could no longer preserve even the semblance of decency, but hoisted flags on the Astor House and other Taverns "half-mast high," for the defeat and downfall of the City of the Despot. How natural that the inflictors of the "*knout*," and the women-floggers of the *Great Republic* should fraternize. We of the Provinces have great reason for congratulating ourselves who live under a flag that floats over 50,000,000 of human beings, and NOT ONE SLAVE AMONG THEM ALL. *Hail Columbia!*

PUBLIC REJOICING.

Friday last being the day appointed for Public Rejoicing for the success of the Allies at Sebastopol, this City presented a scene of the most lively enthusiasm. It so happened that the Great Day was our publishing day, and, in order to allow our workmen to participate in the general festivity, we published our Newspaper [illegible] of our usual time, and consequently were unable to give a detailed account of the proceedings. The description has, however, gone the rounds of the Penny papers, and has left us no alternative but to recapitulate what then transpired. But this we may be permitted to say, that if ever there was a proud, a triumphant day for New Brunswick—if ever there was a day that tried men's souls—last Friday was that day. Banish all repining in praise of Republicanism—banish all notions of Annexation—on that day the blaze of Patriotism burst forth and burned in all its native splendour. There appeared to be no dissenting voice to the acknowledgement of British prowess and British glory. All denominations, all creeds, and all colours, without exception, contributed to increase the general joy; and not an eye that was directed to the flags of the two great civilized nations of the earth, floating proudly and jointly from the houses that contained British hearts, but glistened with the dew of extacy, and tacitly swelled with pride for the nation to which they had the honour to belong. If any doubt ever existed as to the loyalty and and devoted attachment of this Province to the British Crown, the enthusiasm of that day must have dispelled the delusion; and when it is remembered that our Republican neighbours hung their harps on the willows, and mourned for the downfall of Eastern despotism, the people of this land of liberty have great cause to lay their hands upon their hearts, and thank God that they are not of them. The following details are copied from the *Morning News*:—

THE RACES.

After a salute of 30 guns had been fired from one of the Packet Ships near the Custom House, the bugle was sounded and warning was given to keep clear of the race course. This was effected and the races commenced at half past ten. The wind blew a stiff breeze throughout the day, in consequence of which the judges decided upon the boats rowing only outside of the Beacon, instead of Partridge Island as previously contemplated.—Had the water been smooth, the result of some of the races might have been otherwise.

FIRST RACE.—In this race 4 boats were entered, viz: the Guiding Star, Neptune, Water Sprite, and Dream. The latter did not contest for the prize, which for the race was a purse of £15. The three first named boats started, and after a short distance the Guiding Star gave up the race, which was a well contested one throughout, and the rowing drew forth much applause. The Reed Point boat Ranger, entered by Mr. J. King, was the winner.

THE THIRD RACE was for a prize of £8. The boats entered were the Lucy Dashwood of this City, and the Water Lily of Indian Town. The former did not contest for the prize; the latter rowed over the course alone, taking her time, and of course winning an easy victory, £4 of the prize money.

THE FOURTH RACE for the Sebastopol Plate was regarded as the most interesting one of the day. There was more betting on the result of this contest than any other. The boats entered were the Polymorphion, of Carleton; the Neptune of Sand Cove; the White Squall of Indian Town; and the Alert of this City. The Eclipse was also on the entry list, but did not contend for the prize. The boats started well; the Neptune, however, one of the former victors, got behind, and could not regain the ground thus lost. The crew of the Polymorphion rowed well; their boat, however, which is the one that was on exhibition in the Mechanics' Institute in the summer of 1852 was better calculated for smooth water than rough; the rowing in this boat, and the crew were the subject of general admiration. The White Squall of Indian Town was the victor.

THE FIFTH RACE was for a prize $28. The boats entered (7 in number, 3 of which were from Indian Town) were four oared skiffs. The crews of the Malakoff and Rambler rowed well, and the contest seemed to be between three of the boats, the remaining number having been left behind in the early part of the race. The Rambler was the winner after a well contested struggle.

THE SIXTH and last Race was with skiffs; two only had been entered—viz: the Bee and Puzzler, both from Carleton. Two men rowed in each, and the race was won without much difficulty by the first named boat.

THE INDIAN CANOE RACE did not come off as announced, owing to the difficulty of getting parties to engage in it, and the roughness of the water not being adapted to a contest like this.

The races were finished a few minutes after 12 o'clock, and the crowd dispersed from the harbour and spread through the town.

THE POLYMORPHIANS.

Early in the afternoon, a dense mass of people had collected on King's Square, and vicinity, all anxious to obtain a glimpse of the Grand Equestrian Procession, as they moved from their rendezvous near Sydney Street. The rush was immense, and with much difficulty the way was cleared for the procession to pass. At half past 2 o'clock the march commenced, and the Artic, in a united phalanx, moved through Charlotte Street, and the direction of Lower Cove, followed by a vast concourse of people, all interested in the grand and imposing spectacle. The demonstration of the Polymorphians on this occasion, far exceeded any turn out that had been previously made by them. The different costume worn were of the most superb and costly description. First in the order of Procession was the Guard, with drawn swords, consisting of four members of the Tribe, equipped in military style, on horseback, and presenting a bold and formidable appearance. Next followed the Band, in appropriate costume, drawn by a car and four horses. The Chief of Brigands Camp, in the dress of a Turkish officer, and the Marshal of the Procession on a grey charger, were close to the car containing the Band. Next following a representation of Royalty, consisting of the following important characters, viz: Queen Victoria, the Empress Eugenie, Napoleon, and Prince Albert. These were richly attired and would really do no discredit to the important personages represented. The appearance of the Supreme Chief in his Armory costume, attracted much notice, and would no doubt, if put to the test not be lacking in military discipline, judging from his bold conspicuous bearing in the procession. Among the other noticeable features of the display, was a car containing a Russian Bear, which was chained, and guarded by the Allied soldiers. Next in importance to this war-like representation, and of close affinity to a scene of action, was a large car, on which temporary trenches and batteries were made to play upon the crowd behind, much to their amusement and satisfaction.

It would be next to impossible to particularize all the characters represented on this occasion—the bold and dashing Spahi, the painted Indian, the sombre looking Turk, with numerous other nations of ancient and modern notoriety were all personified in such a manner as to draw forth bursts of applause, and general admiration. Two bands of music formed a part of the procession, and a more creditable and successful demonstration has never been witnessed in this City, and the Tribe are entitled to the thanks of the community for their exertions, not only in this, but in all their features of the Celebration. After a slight variation from the Programme, the procession [illegible] Wm. Street [illegible] of Reed's Point, and halted in front of Stubb's Hotel, where cheers were given in honour of His Excellency and Lady, who we learn were much pleased with the demonstration. After playing "God save the Queen," the Procession moved through Dock Street, and thence to Portland and the Suspension Bridge. After perambulating the principal streets of Carleton, they returned to the City by the same route.

THE FIRE WORKS.

During the evening, the City was again alive with excitement and enthusiasm. A salute of 21 guns was fired at Stubb's Hotel, in honour of the Lieut. Governor. Crowds of boys were dispensing crackers in every direction, and the day throughout was a glad one for the juveniles.

The fire works were exhibited on the ground selected for the purpose, between 7 and 9 o'clock, in the presence of many thousand spectators. The Polymorphians arrived on the ground [illegible] torch light procession and headed by a band of music. The first piece [illegible] the storming of the Malakoff, which was a grand and imposing sight. [illegible] was rent with huzzas from the crowd and the bursts of enthusiasm knew no bounds, while the band at intervals played lively and appropriate airs. The storming of the Redan was also a brilliant sight, and in addition these pieces the rockets were of superior brilliancy, equal to any we had ever seen before. The other pieces [illegible] all of which were [illegible] applauded by the surrounding crowd.—These were got up under the direction of our spirited fellow citizen, Alderman Foster, who on such occasions, is ever ready to exert himself in the way of contributing to the enjoyments of the people.

The ground selected for the occasion was well adapted, and during the exhibition it reminded one of what might be the probable appearance of a battle field in the nocturnal glory. The Fire Works were the best ever exhibited in this City on any occasion, and the darkness of the night served to heighten the brilliancy of the effect.

After the Fire Works had been disposed of, a salute of 21 guns was fired, which closed the proceedings of this memorable celebration. Owing, we presume, to the heavy wind which prevailed, the balloon ascension did not take place.

The weather was as fair as might be expected for this season, and it was thought, from the lowering appearance of the sky at intervals, that rain must fall; fortunately, however, this did not occur, and the day passed off in a manner satisfactory to the large number of visitors, and all interested in the importance of the Celebration.

ENGLISHMEN'S DINNER.

At 4 o'clock in the afternoon, a Dinner was given at the Victoria Hotel by a number of English gentlemen, which went off in capital style. The roast beef and plumb pudding were excellent, and the proprietors proved themselves, on this, as well as on former occasions, to be caterers of the highest order. They gave the highest satisfaction.

It is said there are two kinds of individuals in the world—those who are ashamed when caught in a nefarious action, and those who glory in their rascality. The two horns of this dilemma are presented to the editor of the *Courier* for his selection; and we do hope for humanity's sake, if for no other reason, that that gentleman will choose the former—make the *amende* honourable—and, after making the slander recoil upon the head of its author, cease to place confidence in the same source of information in future. We are ready to acknowledge that, after the many refutations with which the *Courier* has of late been visited, and the decided defeat its party has suffered at the late Election, there may be some little excuse offered in extenuation of the malignity evinced by the *Courier*. Defeat and detection in falsehoods, are undoubtedly very provoking, and it appears to be so felt by that party; but if the *Courier* will take a friend's advice, he will in future cease to endeavor to palm off falsehood on a person who is the advocate of the *working man, and the patronizer of Home Industry*, and who holds a patent for public favor. The *Courier* must by this time see (if it can see anything) that it has been made the tool of a beaten and disappointed faction, and that its only chance of again regaining public favor, is to acknowledge, with a good grace, its errors and short-comings candidly, and go and sin no more.

The following letter is from Mr. Wilmot, which will shew that the charge made against him in the Courier is a tissue of falsehoods:

MESSRS. HENRY CHUBB & CO.

SIRS,—In the "Morning Courier" of the 15th instant, I am honored with your notice, by a statement of public monies received by me when Surveyor General, for public services performed by me, from January to November, 1854, amounting to £1011 15s. 0d., as per following statement:

1854.		
January 23—Paid Mr. Wilmot for visiting "Carleton & Victoria" during the previous Executive,		£52 17 6
August 3.—Ditto "Oromocto Road,"		25 0 0
" Ditto "Members' pay, winter and Short Session,"	£82	
" Do. "travelling expenses,"	16	98 0 0
September 12.—Ditto half of £75 10s. charged by Partelow and Wilmot for "visit to the North,"		37 15 0
September.—Ditto as "Executive Councillor,"	£17 10 0	
October 2.—Do. do. do.	11 13 4	29 3 4
August 10.—Do. as "Railway Director,"	£84 0 0	
October 23.—Do. do.	35 0 0	119 0 0
October.—Do. from C. and T. fund, for "Contingencies,"		150 0 0
November.—Ditto 10 months Salary to Surveyor General,		500 0 0
		£1011 0 0

In addition to a claim made by me for a large sum for services during the same period, including £100 for winding up the affairs of my office, after the resignation of the late Government.

I have been too long in public life to be thin-skinned when attacks are made upon me in the public prints, and have been so much accustomed to animadversion and misrepresentation, both with regard to my public and private character, by a certain portion of the press of this City—charges which the public tribunals of the country have fully exonerated me from—that I can assure you I would not have noticed either the scribbling of anonymous writers, or the effusions of [illegible] editors, did I not perceive that the statement put forth bore the impress of "high public functionaries," and that matters referred to, which have been for many months under the consideration of the Executive Government and not yet adjudicated upon, could only have been procured from the archives of the Executive Council. From many years' acquaintance with the gentlemen holding subordinate offices in the Public Departments in Fredericton, I feel fully assured that they would not have been so far derelict in their duty as to parade before the public such a tortured distortion of official documents; and I therefore attach to the higher officials, the members of the Executive Government themselves, or some individual of them, and no others, the malicious and false misrepresentation of facts and figures which the statement in your Journal of the 15th instant would, inevitably, convey to the public. I need scarcely say that I am fully prepared to meet the Government, either in the columns of the public press, or on the floor of the Assembly, on these charges.

In the article alluded to you state your willingness to admit explanations. I, therefore, being in St. John, take the earliest opportunity of grappling with the charges.

Item No. 1,

1854.
January 23.—Paid Mr. Wilmot for visiting Carleton and Victoria during the previous Executive, £52 17 6

—By way of comment it is added that I made but one journey, and that that part between Woodstock and the Grand Falls was in Company with a gentleman now in this city who took me in his own carriage, and that my actual expenses could not exceed a few pounds. I can scarcely imagine that men holding the offices of Executive Councillors, which offices are supposed to be held by gentlemen, would condescend to the meanness of imputing the motives such an insinuation implies. In the first place, (and, being in St. John I speak from memory,) the account rendered was for expenses disbursed in travelling, and investigating public matters, in the Counties of Carleton, Victoria, and Charlotte, either in the year 1852 or 1853, and not payment for services performed by me in 1854, which the statement [illegible]

Item No. 2 is £25, Oromocto Road. If the high officials who have [illegible] consulted their subordinates, they would have found vouchers in the Audit Office for the repair of a bridge near the residence of the Master of the Rolls, seriously damaged by a sudden freshet, and as I travelled the road daily, I was requested, in the absence of the Supervisor, to order the repairs. I suppose this sum was charged against me as money received for my public services, upon the same principle that my late colleague in the Government, Colonel Hayward, was charged with having received £200 for *his services* in repairing the Oromocto Bridge, one half of which sum he paid the Messrs. Glaziers for timber, and the large portion of the remainder for labour, iron, &c.

Item No. 3. Member's pay—winter and short Session, £82.

I will merely ask whether the present Attorney General, Solicitor General, Provincial Secretary, and Commissioner of the Board of Works, all receiving salaries, did not receive their pay for the winter and short Session? Further comment is unnecessary.

Item No. 4. Travelling expenses, £16. This is an item allowed by law, and which has always been taken by members of the Assembly hitherto, whether members of the Government or not; the taking it is discretionary. I take it, and [illegible] as I do in the County of Sunbury. I yearly spend more than that sum in visiting my constituents. With the exception of Messrs. Brown and Tilley, the members of the present Executive take it themselves. Not taking it may be an indication of a small mind as the taking of it that of a grasping one. It is a small matter whereby to judge the capabilities of a Government Officer.

Item No. 5, £37 15s. half of travelling expenses charged by Messrs. Partelow and Wilmot for journey to the North. It was to attend to public duties and arrange surveys and settle disputed matters connected with my department, that I travelled through the counties of Northumberland, Gloucester, Restigouche, Kent, Westmorland, Kings, St. John, Queens and Sunbury in 1853.—Mr. Partelow also had public duties to perform in this journey. We travelled over 700 miles, and expended the whole amount charged. We did not journey on foot, nor carry a pack on our backs neither do I suppose the country expected us to do so. I have yet to learn the mode adopted by my successor in office, of travelling twelve days, inspecting bridges in the county of Charlotte, for the exceedingly small sum of *five pounds no shillings and three pence* (5 0s 3d.)—an economical act well worthy of being so ostentatiously blazoned forth by the Government organs. While I occupied the office, I found the duties so pressing, that no time could have been spared for such a service. My whole time was occupied with the duties of the department, and the general business connected with the administration. It is however, fortunate for the Province, that when the Surveyor General undertakes such extra duties and thus, (thereby) neglect the [illegible] of his department, that the direct money cost is so low. The public will at all events perceive that the sum of £37 15s. charged against me as money received in 1854 for my own services was in fact money disbursed by me the previous year for the public service.

Item No. 6.—£29 3s. 4d., for attending Executive Councils. It has been the practice, during my connection with public affairs, to allow the members of Council residing in St. John the sum of £5 10s. 8d. to cover travelling expenses when attending meetings of Council at Fredericton.—Members from Charlotte, Westmorland and Northumberland, are allowed double that sum. Several meetings of Council were held in St. John in 1854, when the Reciprocity Treaty was under consideration, it being deemed necessary that the views of mercantile men should be gathered on this important subject. The item in question was allowed to those members from Fredericton, who attended the meetings at St. John, to meet their travelling expenses. The practice existed long before I was a member of the Government, and is continued by those who have succeeded me. What they may save out of the allowance I cannot say; but I am well aware that, as respects the members of the late *extravagant government*, the hotels in the City of St. John, and the steamers and stages on the route were benefited, and not the recipients of the allowance.

Item No. 7.—£119—attending Railway meetings.

The idea intended to be conveyed by this charge is, that I received the amount for services in 1854 in addition to my official salary. Any such inference is as groundless as the preceding charges. The rule laid down for paying the Government Directors attending the monthly meetings of the Board in St. John, was upon the same principle as applied to meetings of Council. In Summer the allowance was quite sufficient to meet the expenses incurred; in Winter it was insufficient. The sum charged for attendance, extended over the whole period since the Railway Board was organized, being about two years. I believe the same practice is continued, of paying the Government Railway Directors, by the present economical administration. I can only say, that if I saved any money out of this allowance, I will be able to show when I review the Grand Railway scheme about to be proposed by the present Government, which I purpose to do, that both as a member of Council and a Railway Director, I saved to the Province an amount of money that makes the allowance a very inconsiderable item indeed.

Item No. 8.—Warrant for £150 to meet contingencies. This warrant was issued to reimburse me for monies expended, and expenses incurred in connection with the duties of my office, to meet petty contingencies, and not for salary in 1854. [illegible] £1,236 10s. 0d. I have the egotism to believe