

# MIRAMICHI, TUESDAY MORNING, JUNE 28, 1831.

### THE GLEANER.

GREAT SHIP RAIL ROAD ACROSS THE ISTHMUS OF

e 14th Cha-

, Ma-

perior Glass gravy inted,

tools,

and a

day

y day

oun-

11.9

e he

beial

ery, RY,

ex4 Jale

low Sal

ver

bis em

tat of

al

11

SUEZ. The railway and steam engine appear destined to produce a great revolution in the affairs of the world. What shall we say, for instance, to the astonishing feat wrought the other day on the Liverpool and Man-chester Rail Read? The majestic travelling six times between those two places, thus going over a distance of 180 miles in a day—and couveying backwards and forwards 142 tons? There are ten such engines em-played on the road. SUEZ ployed on the road.

forwards 142 tons? There are ten such engines em-pleyed on the road. But a project is now conceived of railwaying the istimus of Suez, and carrying over it vessels of the beaviest burden from the Mediterranean 'o the Red Sea. A paper of this effect has been read before the Society of Aris in London. The vessels are to be placed epon the railway, out of the water, by means of Monton's patent slips, and then transported to the opposite sea by means of locomotive steam engines.— By such slips the vessel becomes a sort of amphibicus and all, over the plains of Egypt to her native ele-ment. It is said the difficulties of the enterprise are not greater than these encountered in the construc-tion of the Manchester and Liverpool Rail Road – and that the Pacha of Egypt has actually employed an Engineer to inspect Morion's Patent Skip.—What are we coming to next? Shall we CANAL OF RAILWAY the latimus of Panama? moving body the whole mass of the vessel and cargo from the Mexican Gulf to the Pacific, instead of deubling Cape Horn? If our suc-cessors go on the next fifty years, and with the same actific, instead of deubling Cape Horn? If our suc-cessors go on the next fifty years, and with the same actific, instead of deubling the calculation fur-ther onwards, where will be the limit of scientific im-provement.

## HELP ONE ANOTHER.

We have too often noticed a propensity among in-dividuals of a compact and floarishing village, to make purchase and to trade generally with strangers in motions of the strangers in the strangers of the strang in preference to a fair and mutual interchange, neigh-bor with neighbor. This is an evil, and we can only account for it by supposing that the individual whe will not encourage business in his own village, is pos-<text><text><text><text><text><text><text><text>

of business, and there are those who have the art of slighting work so as to afford it cheap; you go to a first rate mechanic, his price will perhaps appear to be high, even if he works as reasonable as he can pusibly afford to work will, you leave thim and employ a CHEAP workman in some other place, de-bard end of the works as reasonable as he can employ a CHEAP workman in some other place, de-bard end of the work will be the place, de-bard end of the work will be the place of the place of

<text><text><text><text><text><text><text><text><text><text><text><text><text>