

have a well founded belief, that their report will coincide with the general belief in all the provinces, and prove that there is no difficulty of an extraordinary nature to be overcome, along the whole extent of the route.

But the writer appears to have his own doubts, notwithstanding his evident ignorance, with regard to the impracticability of the undertaking, and seeks for other objections to give weight to this surmise. "Admitting," says he, "that the construction of the road is practicable, and that it is not to be carried over lofty mountains, yet it must necessarily run through gorges and numerous defiles, amidst which the snow drifts in heaps of mountain magnitude, and (it has been observed) lies unmelted to a very late period in the spring. What Lower Canadian has not heard of the terrific snow storms below Quebec," &c. We confess there is something plausible in the supposition, that the accumulation of snow on the road may prevent travelling in winter. But we deny that it would fill up the gorges and defiles on the Halifax and Quebec line, to a greater extent, or cause a greater obstruction, than it would do between Portland and Montreal. The objection so far as the snow is concerned, cannot apply to the one any more than to the other, since the snow-storms are as violent at Montreal and at Portland, and the winter fully as long as in lower Canada, and longer than in this province, where the proximity to the ocean so varies the temperature, that the snow does not lie continuously throughout the season, and goes off a fortnight earlier in the vicinity of the coast than in the interior. The obstacle of snow, therefore, would be as great on the Portland as on the Quebec line; and must be as great on the railroads in Massachusetts, as on either of the two former, where, nevertheless, it is said to be overcome by mechanical appliances, and to present no formidable feature against travelling in winter.

The conclusion of the Montreal writer from all his premises, is—that "the road to Halifax would entail the expenditure of millions of money, and that if ever such a rash design be entered upon, it would take millions more to carry it into practical operation;" a conclusion which, after a fair examination of them, we need hardly say, is totally unwarranted by any facts that he has been enabled to adduce.

The writer then adverts to the "practicability," "easy accomplishment," and "small cost" of the St. Lawrence and Atlantic railroad, (Montreal to Portland,)—asserts that its political advantages are commensurate with the other undertaking, which almost makes us believe that he has an eye to annexation with the United States,—and that its advantages as regards Montreal are "decidedly superior" which we deny. He views it, coupled with the relaxation of the American tariff, and the enactment of liberal commercial laws, as a means "at the least cost, of forwarding the produce of the country to the ocean"—but does not say a word further of advantages when it gets to that point so distant from the British and other markets, in comparison with Halifax. He fears that if Montreal does not retain the great western trade, that it will at once become of minor importance in a commercial point of view—but the trade could be as easily secured to it, and far more exclusively, by the railroad to Halifax, as by that to Portland. He alludes to "the evil effects of freedom from commercial restraints in the United States, as having driven many of our enterprising young merchants to trade with the merchants of New York"—but we can see no great difference between trading with New York and trading with Portland, and if they want to have their trade flow through "a more legitimate channel," which the writer certainly wrongly asserts it would do by going to Portland; they cannot do better than to conduct it to Halifax, from whence it might diverge and spread to all the world. The remainder of his article, with few exceptions, may be profitably read as the conclusion to an article expatiating upon the advantages of the Quebec and Halifax railway.

Now it is no part of our intention to decry the merits of the Montreal and Portland railway. But looking at the project in all its bearings, it does not present anything like the same advantages which the Halifax and Quebec line would offer, and if both were in operation, it would soon be perceived, in winter especially, that the former was merely a poor auxiliary to the latter. It is probable that both would pay for their outlay. But there would be this difference under certain circumstances. If this great project be carried on to Montreal,

that city must eventually become the commercial emporium of Canada and British America—but if Montreal is satisfied with the Portland line, and Quebec alone should be connected with Halifax, the mantle of commercial greatness will assuredly descend upon Quebec, and Montreal will ever continue a fifth or sixth-rate city, and be subject to the mortification of witnessing daily, while its waters are open, a vast stream of commerce, setting upwards with rich freights to the West, and downwards filling the depot at the mouth of the St. Lawrence, with a vast supply of natural productions, which by means of the railroad, will be discharged all throughout the year into the ocean, at Halifax and St. John, to seek the markets of the world.

From the Newfoundland Royal Gazette.
SAINT JOHNS.

It must certainly afford the highest gratification to all who hold any interest in the welfare of this country, to witness the busy, stirring scene which our town now presents. But a few weeks ago, and all was prostrate. Most of us had been severe sufferers in the recent disaster, few could rejoice in an entire exemption from the heaviest scourge the country has ever known, and fewer still could be encouraged to raise their eyes from the dark side of the picture, or to discern in the future some probable sources of consolation. The present aspect of affairs contrasts strikingly with that state of despondency. Those fears and anxieties which crowded upon men's minds in rapid succession, would seem to have been dispelled by some brightened prospects until now obscured, or which, though unfolded, we were not then, perhaps, in the mood to contemplate.

That this salutary re-action must have been produced in the natural course of things, it needed no prescience to foresee. In a country like this, which derives its wealth from the great sources of its fisheries and from its commerce, a period of torpor or inaction can hardly ever be of long duration. There is a peculiar elasticity in commerce, and particularly in the business of this country, which would primarily account for the exhilarating change in the tone of our affairs—Exertion, and the spirit which impel it may for a time be paralysed and subdued—yet the fountains of our supply are not dried up, but continue to flow on, unchecked and unimpeded in their course, still inviting commercial enterprise and industrial co-operation.

But there are other, and scarcely less potent causes to which we most gratefully acknowledge our obligations. We allude, of course, to those magnificent contributions in our behalf of which we have received intelligence and some of which have already reached us, to that cordial alacrity with which assistance has been proffered from all quarters—and to the many manifestations of sympathy we have received. And we really think it but a part of the deep debt of gratitude imposed on us by the noble responses which our appeals for succour have universally met, to say, that superadded to the blessing of abundance bestowed upon us by our friends, their generosity has inspired new life, and energy and hope, into the breasts of many who were well nigh overwhelmed by the magnitude of their present calamities, or the prospect of still greater impending distress. They have powerfully aided to change a scene of gloom into one which is now enlivened by the presence and the sounds of industry, and one which, while it nerves a whole people as an invigorating stimulant to new exertions, at the same time keeps alive and freshens within them a thousand grateful memories of their benefactors.

From the Newfoundland Morning Post.

His Excellency Sir John Harvey will not leave this until the next packet, nor, probably, until the departure of the steamer after next, and, perhaps not for two or three months to come. The immediate cause of the detention of the Governor we understand to be the non-arrival in England of the new Lieut. Governor of this Island from Hong Kong. But we believe there is another and very weighty reason wherefore Sir John Harvey could not be removed at the present moment. This Colony is just now labouring under the effects of a most extensive and disastrous calamity,—towards the relief of the sufferers from this, contributions to a large amount are coming in from various quarters, and at such a period—when the judicious disposal of those funds will require the direction of one well acquainted with the situation of parties previously to the

fire,—to place the settlement of this and other matters in the hands of an utter stranger alike to our people and our situation, and who, from his recent residence in a country so dissimilar to ours in every respect, would be but imperfectly adapted to the present emergency, would be an act of great inconsiderateness which we do not think the Home Government very likely to commit.

There are in England at present several of the leading members of this community, and we feel confident that the representations which the Colonial Secretary, the Chief Justice, the Collector, and others now on the spot will probably make, will have a due weight with the Secretary for the Colonies, and will most likely terminate in the extension of the period of Sir John Harvey's government until the present difficulties shall have been removed, and the approaching crisis passed.

This, we think, the interests of the capital demand, and if the estimate of his character which the public have expressed be founded on correct data, we think that to the sacrifice which a compliance with this demand would entail, his Excellency will most readily submit.

Communications.

PETER BROWN'S HILL.

Mr Editor,

Sir,—I know of nothing that should be to the inhabitants of this County the occasion of more joyful congratulation than the rapid advancement we are now making in agriculture.

The intelligent stranger who may have visited this place ten years ago, and extended his tour along the High Ways and Bye Roads of the County, would now find that over many a tract, where he then beheld the green foliage of the wood waving in variegated tints; and where the aborigine chased the wild beasts of the forest, there now wave fields of yellow corn! The hand of the husbandman has passed over them, converting many of them into fertile fields, or luxuriant pasture-grounds; where may be seen flocks of sheep, cropping their flowery food, and lowing herds nibbling the lately-mowed clover grass.

To what, then, are we to ascribe this sudden and propitious change? I answer, mainly to the fact that the infatuation for Lumbering, to the exclusion of other, and more beneficial occupations, by which so many of our most active and enterprising inhabitants were all along deluded, has lately ceased to exert much of its wonted influence; and just as the hankering after Timber-making has decreased, so has the attachment to Farming increased. Well had it been for Miramichi to-day had the change of sentiment to which I have referred taken place some thirty years ago. To sit down, however, and fret over the errors of the past, amounts to little good, unless so far as the retrospect may serve to make us wiser for the future.

Between the occupations of Farming and Lumbering there seems to be placed a wide gulph, which may not be passed. As well might we expect that the bold sailor—whom duty calls, ever and anon, to perch himself high on the slender mast, while his bark bounds high o'er the wave; and whose custom it is to sleep soundly amid the strife of ocean, would at will quit his wild ocean life, and be metamorphosed into the dull-souled Arab, who drives his Dromedary over the sands of the Desert. The two men—the Farmer and the Lumberer—are as unlike each other professionally, as are the black Ethiopian and the white European personally,—there is no resemblance between them whatever.

The doctrine that we were all along foolishly exhausting the chiefest resource of the country, without in the least advancing its prosperity, was first propounded to us, by the Northumberland Agricultural Society. The Annual Reports of this Society—the introduction by it, of an improved breed of Cattle—the constant and cheap supply of all kinds of Seeds furnished annually by this Society, and disseminated throughout the whole county; and more than all, the activity and energy put forth by most of its influential members, have worked together for good to the society itself; and contributed much to bring about the happy consummation already described.

In order to be convinced of the rapid improvement which has taken place, as regards Agriculture, the reader has only to look around him, and he will see proofs of this, on his right hand and on his left; but there is one spot in this neighbourhood which appears to me to hold out a clearer evidence, not only of this fact, but of the real character of our soil, in contradistinction to the estimation in which it has long been held.

To this spot, then, in the vicinity of Chatham, I must beg the company of the reader. It is *Brown's Hill*. Who in this community has not heard of *Peter Brown*, and also of *Brown's Hill*? On this hill, Peter was a dweller, under the style of a Farmer, &c., for nearly half a century. Peter moreover had cleared, i. e. cut down, and with the helping hand of time, partially stumped perhaps 20 acres thereof. Disgusted however with its proverbial sterility, Brown at length bade farewell to the hill, and all its bygone associations, and has become a sojourner—with his family—somewhere in the far west country; a land, many think, where folks farm not at all,

yet reap they abundant crops, &c. Now the late dwelling place of Peter Brown, is really well worthy of a visit, not only because of the beauty of its situation, but because of a certain agricultural change which it has lately undergone. Like its first and last occupant, the old House of Brown is fast crumbling to ruin, by reason of extreme old age and other frailties. From this antiquated mansion, perched as it is, on the brow of "Brown's Hill," we behold at our feet at the base below, the Town of Chatham, together with the steam mills and shipyard of the Hon. Joseph Cunard. On the bosom of the river in front, during summer, glides majestically past, or rides at anchor, many a sprightly craft. In the distance upwards, and on the other side of the Miramichi river, are distinctly visible the Towns of New castle and Douglastown; and in rear of the latter, the large and skillfully cultivated farms of Wyse, Porter, Chalmers, and Marshall; together with the many older Farms situated between them and the Mills of Messrs. Gilmour Rankin and Company; and on our right, about a mile below Chatham, and half hid by the intervening scenery, lies "Middle Island," or "Barataria," as its late classical owner was pleased to name it.

This then, is the view in front of us. Let us now wheel about, and look Southward. How delightful! How unlike the bleak, barren-looking hill it had wont to be! That field heavily clothed with Wheat, undulating in ripened luxuriance, is perhaps the finest in the province. It extends back far as the eye can reach, and is nearly level. These other fields, though much smaller, are equally productive. I fancy I am not far wrong when I assert that on these fields the present proprietor, will reap this season, nearly as much grain, as the same, or nearly the same quantity of ground produced under the culture of Peter Brown, during a period of well nigh fifty years! So much by way of proof that we are advancing in agriculture. I grant that to Money should be ascribed much of the improvement to which I have referred; but it is not true that the want of means was the cause of the hill's sterility during the long period it was farmed by Mr Brown. It was sheer ignorance, and indolence; to both of which maladies Brown became the victim, by reason of his having desired to combine within the limits of his own corpus, the trio-occupation of Farmer, Fisher, and Lumberman. Like too many old settlers on the banks of this river, Peter essayed to act the part of an amphibious animal, who to-day would enjoy himself in the water; to-morrow be "dubbing off" in the woods; and the day after, take a spell at making "lazy beds," in which to raise his potatoes. In a word, he was jack of all trades—as the saying is—but master of none.

Fishing is no doubt an honorable—and if prudently conducted—a remunerative occupation. So is Farming,—and for anything I know to the contrary, so is Lumbering; but then the habits and customs of the thoroughbred Fisherman, Farmer, and Lumberman, are so diametrically different from each other, that to unite any two of them in the same person, is just to disqualify him for any of them.

AGRICOLA.

19th August, 1846.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, AUGUST 22, 1846.

[COMMUNICATED.]

LORD BISHOP OF FREDERICTON.

On the 5th inst., the Lord Bishop of Fredericton, accompanied by the Rev. Samuel Bacon, Rector of Chatham, and the Rev. James Hudson, Visiting Missionary, arrived at the parish church, Blackville, and after consecrating the ground set apart for the burial of the dead, his Lordship bestowed the rite of Confirmation on about thirty persons, and delivered a truly pious and eloquent discourse to a very large, respectable, and attentive congregation. At the conclusion of Divine Service, his Lordship was pleased to receive in the most gracious manner the following address, presented (on behalf of upwards of one hundred of the inhabitants) by Thomas W. Underhill, Esq., to which his Lordship returned a very concise and highly satisfactory answer. He then proceeded to the house of Mr Thomas Coughlan, where he, and the Reverend gentlemen above named, partook of a slight refreshment and took their departure for the Parish of Nelson; His Lordship bearing with him the hearty good wishes of all present, on whom his urbanity and truly christian bearing appeared to have made a deep and very favourable impression.

May it please Your Lordship,

We, the undersigned Members of the Church of England, residing in the Parish of Blackville, and others friendly to the Church in that Parish, beg to welcome your Lordship on your arrival in this part of your Diocese.