

ted here, it was agreed that an opportunity should be formed, until there had been a union of consultation on this side of the Atlantic; but it was the distinct understanding of all, certainly of my associates and myself, that, if the promoters, in this Province, of the line on the West side of the St. John should not concur in our views, they and we were at liberty to separate and to stand in the same independent position as before the agreement was made, this union was temporary and prospective not final and binding.

Before further explanation, let me say that I am not aware of any intention on the part of the Provisional Committee in London, most assuredly it is not mine, to raise any opposition to the line from Fredericton to the Grand Falls, as a Provincial undertaking. I hope to see it accomplished; that it will be done before many years, I have no doubt. I employed this language in London, and also at the first public meeting held in Halifax after my return; and had the policy of the Provisional Committee in London been adopted, and an agent sent on here before local and rival feelings and prejudices were stirred by intemperate discussions and misapprehension of views, the same happy results, now about to be realized, would have been earlier effected, viz., a reconciliation of opinions, and a generous and conciliatory mode of action, although the two projects should be prosecuted at the same time.

The apparent opposition to the line on the West side of the St. John, has arisen from the desire expressed by some to make a part of the great trunk from Halifax to Quebec; to make the produce of Canada, in its passage either to Europe or the Lower Provinces pass through St. John, thence across the Bay of Fundy, and proceed onwards through the valley of the Annapolis River, to Halifax. It was this attempt which has created opposition. Upon that the opinions before expressed remain unchanged; and it is right that the grounds of this opinion should now be clearly apprehended.

In the first place, it has become a settled opinion that the great line cannot be laid without the aid of the Government, and that this aid can only be obtained by allowing the line to run in the same course as the survey for the military road; that Government aid can only be secured to the enterprise by laying it with the view to national defence, and as a grand line of inter-national communication; fitted for the protection of the continent of British North America, in case of war, and to create closer political and commercial ties in a state of peace.

Its influence in binding us together, and making us one people has become already apparent. During the last ten days, I have been collecting the statistics, to calculate accurately, the cost of conveying a barrel of flour from Chicago to Montreal or Quebec. Here and in Halifax, for the future, we will have an interest in the tolls paid in every canal in the St. Lawrence; and the day may not be distant, when our merchants may be speculating in the produce of the Oregon, or of the rich silks and manufactures of China.

The most sanguine projectors of the line from Halifax to Quebec, have never asserted that the enterprise would be justified by the present prospects of the trade or transit; but with this aid on the part of the Government, and the promotion of an extensive system of a well-directed emigration, to be fostered on the waste lands along the line, the project has now become practicable; and, in Quebec, a very general opinion prevails that the returns would yield an ample remuneration to the capitalists who would embark in it. Hence, the unanimity—the enthusiasm of feeling which exists there. The project stands, indeed, now in a very cheering and animating light.

Now, for the purpose of military defence, it is thought that the line on the West side of the River St. John would be totally unfit. Its proximity to the American frontier is an insuperable objection.

In the event of war, forces might be collected within the American lines, at a hundred points, and a sudden sortie made, to destroy a part of the Railway, and thus cut off the communication with Canada, against which no vigilance nor skill could guard. No plan of fortification could be contrived sufficient to protect it from danger; and this, coupled with the risk to which troops and military stores would be exposed, if their transit across the Bay of Fundy, either in summer or winter, clearly prove the inapplicability of this line for great national and colonial purposes. Hence it is, that the late Governor-General, their Excellencies Lord Carleton, Lord Falkland, Sir William Colebrooke and the Provisional Committee in London and Halifax, have declared in favour of the General Line; and I can now speak with certainty, that several of the leading men of this province, although favourable to the contemplated line from Fredericton to the Grand Falls, and ready to aid it by legislation and grants, fully concur in these more comprehensive views.

An anxiety, then, is felt that the combined energies of the Provinces should be directed to complete, first of all, this line of inter-colonial communication, from Halifax to Quebec—the first part of that long chain, which may

penetrate before many years, from the Atlantic to the Pacific; but with no view of opposing either the present or future completion of that other highly important line, which has so many zealous advocates.

The position taken, then, in London, Quebec, and Halifax, is tantamount to this: First, on the great line, secure the aid of the Government to it—for Government will aid no other;—connect it at once with branch lines, reaching the cities of Fredericton and St. John, so as to extend to them every possible facility and benefit; and at a subsequent period, as the resources of the country are developed, lay new branches, till this grand trunk—this Colonial highway of military defence and commercial relationship—lies upon the surface, like Banius with an hundred different arms, stretching to Miramichi, Richibucto and Shediac, on the North; and with another crossing above the Grand Falls by a bridge, and leading to Woodstock, Fredericton, and thence to St. Andrews and St. John; completing the line between Canada and these two Atlantic ports; giving them, in fact, the command of the trade of the West, which they most ultimately enjoy, from proximity and other natural advantages.

With these explanations it will be obvious that the two schemes will not conflict; and that the completion of the great line, so far from being prejudicial to this city, will put the stock of the line on the West side of the St. John, before the London capitalists under more favourable auspices; because, it will open the prospect of the returns of this line being increased, by its embracing the transit of a large part of the produce of Canada, which, seeking to preserve its British character and privileges, is brought by this line to an Atlantic port.

I do not presume to give any opinion upon the expediency of laying the line on the West side of the St. John, as a Provincial enterprise; but if its projectors are satisfied that the trade and transit it will command, will yield an adequate return for the capital it will require, without any connexion with Canada, let it proceed without delay.—Those I represent, I am satisfied, will not assent to it; but any opposition by its supporters to the great trunk, is a short-sighted policy, which will impede the success and the future productiveness of their own enterprise.

In the event of war the trade of this port would be immense.

With a great line running from Quebec to Halifax, and branches to St. John and Fredericton (although the line to the Grand Falls were not laid) this city would necessarily be the shipping port for a large portion of the Canada trade; St. John has, therefore, a far deeper interest in its success, than Halifax; and with such a line, laid with branches to the Northern ports, it will secure to this City, a portion of the trade of the settlements situated on the Gulf of St. Lawrence, and actually secure to it all the advantages contemplated by the projected canal, across that narrow isthmus which interrupts the navigation between Sackville and Bay Verte.

There are three classes of opinion now prevailing in the Province of N.-w. Brunswick, in relation to this great enterprise. His Excellency, the Executive, and some of the leading men in the Legislature, a large body of the wealthy and intelligent in this City, and the whole influence of the Counties lying to the East of the River Saint John, are in favour of the great trunk; while many here, and all influences Westward, advocate the line on the West side, as a measure paramount importance. They would advise the whole bounty and energies of the Legislature to be directed to this, as a Provincial line, regardless of the other; but a difference of opinion has lately been infused into them. Starting at Woodstock, some desire the line to be continued to Fredericton; but others, who have an interest in the prosperity of Saint Andrews, maintain that a branch from Woodstock to that place should be simultaneously, if not first laid.

Their argument is, that the distance from Woodstock to Saint Andrews and Fredericton is nearly the same, about sixty miles each; and that at the former port, the produce of the interior has reached the sea board, while at Fredericton it was yet a farther transit of eighty miles by the River Saint John.

Upon this last dispute I do not enter, and shall content myself with a simple statement of the facts, trusting that this explanation, which I have made at your request, will dissipate some existing prejudices, and lead to a combined and generous course of action both in the Legislature and the people; and at all events eradicate that unfounded notion, that the promoters of the great scheme have any unfriendly feeling to the advancement and prosperity of this rising City, or cherish any hostile feeling to that useful local enterprise, in which so deep an interest is felt here.—I have the honor to be your obedient servant.

GEORGE R. YOUNG.

Hon. C. SIMONDS, Esquire. A. SMITH, Esquire. JOHN DUNCAN, Esquire.

Notice:

ALL persons having any demands against the Estate of the late SAMUEL MCKNIGHT, Farmer, Napan, parish of Chatham, deceased, are requested to present the same within three months from this date; and all persons indebted to the said Estate, are requested to make immediate payment to FRANCIS H. MCKNIGHT, JAMES MCKNIGHT, Admors rs of said Estate. Glenelg, December 30, 1845.

LIST OF LETTERS

- Remaining in the Chatham Post Office, January, 1846. Archibald — care of John Wm Foundry... Anderson John Bel... Teacher, Baribogue... Abbot-Ford ship... Peter Samuelson... Ann & Mary... George Nqmur 2... Agent snp J Anderson... Butler J... Brown John Chatham... Head... Burke Richard... care of John O'Donel... Barker Mass C... Burn Mary care of... Sylvester Roobar... Lonhan Wm Chatham... Bothwell J... do... Brown J from Huntley... Brown Robert care of... Jos Russell... Beattie Mr Teacher... Baik William... Connors Moses... Chapman W Chatham... Connors Francis... (or Dilhanty) care of... Rev. Mr Egan... Cook Miss... Cain Thomas (return ed letter)... Carroll Miles Bartibogue... Cannon Patrick... Clarkin Patrick care of... squire Williston... Coursey Mary care of... D. Harrigan... Chapman J... Crosby Mrs Mary... care of John Graham... Cooke Hugh... Carroll Thomas... Cavanah Johannes... Corper Jacques care of... A. Dunlop... Collins John... Coverdale barque... th-Mate... Chambers Joseph... Campbell John... Duari M... Davidson John Nelson... Duncan A Chatham... Dasiel John ship yard... Dowling John... Davidson Wm jun... Downing Thos care of... James Patterson... Fraser George care of... Mr Johnston... Fitzpatrick Patrick & Michael care of Luke Fitzpatrick... Fowler William... Foley Patrick... Feed Wm Blacksmith... Fraser George Butcher... Flaikey Ann, French River... Francis Joseph A... Graham John Napan... Gunn J Point aux Car... Gibbons John... Ghie George W... Garnier John Mrs... Grievie George seaman... Hogg Richard... Chatham Foundry... Harding Joseph... Hope sehr D McKay... Hibernia bark... capt Park 2... Hogarty Johanna... Hill J fitter & engineer... Haynes James... Henderson Elizabeth... Hawbolt Leonard... returned letter 2... Handerson W bays... Henderson William... Holland James... Hallpenny J Baribogue... Harrington Michael... lower bay du Vi... Hays Mich shoemak...

JAMES CAIE, Postmaster.

G. TURNER,

TIN AND SHEET IRON MANUFACTURER.

Begs respectfully to inform the inhabitants of Miramichi, that he manufactures all articles in the above line, at the house formerly occupied by Mr Layton as an Hotel, where he will execute orders on the most reasonable terms, and solicits a share of public patronage. Chatham, January 8, 1846.

Stolen or Strayed,

From Douglastown, about the latter part of November last, a young Bull-Terrier DOG, of large size, rough brown hair, had on a rope collar, and answers to the name of "LION." Whoever will return said Dog to the subscriber, or give such information as will lead to its recovery, will be handsomely rewarded for their trouble; and any person found detaining the said Dog after this notice, will be dealt with according to Law. GEORGE FIDLER. Douglastown, January 19, 1846.

LOST.—Several weeks since, between the Store of Mr. Macdougall, and the Methodist Chapel, in Chatham, a BLACK CAMEL-TEEN CAPE. Whoever will leave it at the 'Gleaner Office,' will be rewarded for their trouble.

AUCTION.

On TUESDAY, 10th February, at 11 o'clock, A. M., at the store occupied by the subscriber:—

- 20 bbls superfine FLOUR, 12 bbls Onions, 10 boxes Honey Dew, Ladies' Twist, and Cavendish TOBACCO, 12 chests fine Souchong TEA, 1 bag Coffee, 1 cask Rice, 40 bbls Pitch, 1 half bbl Soda, 10 sides sole LEATHER, 6 sides light Harness do., 2 Buffalo Robes, 20 pairs hickory Hames, 2 dozen Whip Haddles, 3 do Pair, 6 do Corn Brooms, 4 sets Measures, 12 Violins, 12 Clocks, 30 pairs Boys' and mens' Boots, 150 lbs Curled Hair, 100 wood bottom Chairs, 12 Cane do., 20 wood and cane rocking chairs, 6 grass Mats, 6 kees cut Nails, 1 cask Oil, 2 casks Vinegar, 20 bags fine Table Salt, 2 boxes Confectionary, Boxes fancy Soap, Matches, Brown Paper, Pictures, Cigars, and sundry other articles.

Also—20 bbls Prime HERRINGS.

The sale will be continued in the evening, commencing at half past six o'clock, P. M., when a variety of articles will be offered in quantities to suit purchasers. As the sale will be positive, bargains may be expected. Terms at sale.

WM J. FRASER.

Chatham, 30th January, 1846.

N. B. Should the weather prove unfavorable, the sale will be postponed till the following day. W. J. F.

HAY! HAY! HAY!

To be sold by Public Auction, on MONDAY, the 23rd day of February next, in front of the Subscriber's Office, in Chatham—

60 TONS of HAY,

On the Gillan Meadow, North Esk. Terms, credit to the 15th June next, on approved joint notes. GEORGE KERR.

Persons desirous of purchasing any part of the above Hay, previous to the day of sale, will apply to Messrs Street & Davidson, or to the subscriber GEORGE KERR.

LIST OF LETTERS

Remaining in the Newcastle Post Office, December, 1845.

- Allison Wm... Haloran John... Atkinson Elizabeth... Hilroy Susan... Butler Wm... Knight George... B yenton George... Kennedy David... Brown Wm... Lynn Margaret... Boham Mr... Lynn Mrs... Cromwell Asa... Lewis John... Culen Ellen... Lus Agnes... Croher John... Moor Mary... Croker Mary... Matheson Thos... Carroll Matthew... Matheson Donald... Coughlan Mr... Murphy James... Caldwell Wm... McMahon Richard... Cummings Milton... McDonald Angus... Croker Harriet... McNamara John... Dugherly James... McKnight Francis... Dempsey Thomas... McKinnon Donald... Emerson Robert... McKendrick Michael... Forsyth Robert... McLooney John... Furlong Thomas... McCormick John... Gibbons John... McKay Margaret... Hill Thomas... Noble John... Howe David... O'Brien Mary... Hennessey Michael... Desmond Thomas... Hurley James... Robinson John... Haywood James... Rae Wm... Hillock Sarah... Smith Wm... Halohan Jeremiah... Scelfold Richard... Horrigan Dennis... Fozer Javed... Haynes Thomas... Wright Wm... Hlaw John...

HUGH MORELL, Post Master.

Reporting the Debates.

It is our intention to report the DEBATES of the ensuing Session; our terms are—12s. 6d. per annum; 7s 6d for the winter half year, and 5s during the continuance of the session. Parties forwarding 6 subscriptions will receive 7 copies of the Reports. Reporter Office, Fredericton, Jan. 9, 1846.

AMERICAN GOODS.

Flour, Corn Meal, Corn, Bread, TEA TOBACCO, RICE COFFEE, ONIONS VINEGAR, LEATHER, &c. &c. For Sale at the store lately occupied by Mr Wm Johnston, by WM. J. FRASER. Chatham, 15th January, 1846.

Oats, Butter, &c.

By the schooner Happy Return, from Prince Edward Island, just landing—1000 bushels OATS, 5 tubs BUTTER. H. C. D. CARMAN.

RECEIVED,

Per Schr Elizabeth, from Prince Edward Island,

500 Bushels OATS,

A few boxes Vermicilia & Macaroni. H. C. D. CARMAN. Chatham, Oct. 7, 1845.