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Nec arnearum sane textus ideo melior, quia ex se filo gravant, nec noster vilior quia ex alienis libamus ut apes.

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Great Britain and North America

From the Quebec Chronicle.

STEAMERS AND RAILWAYS.

Canada has at last found favor in the eyes of the mother country. We have received by this mail slips of articles from the London and Liverpool papers pointing out the advantages to be reaped from the employment of steam vessels between the Mersey and the St. Lawrence—which we have transferred to our columns—and also some remarks from "the journal of an Englishman, who has returned from a tour in the Canadas and the United States." These remarks lead us to hope that this country will henceforth receive a certain share of public attention from the people of England. No country under the sun is capable of so much as Canada. Our soil, our lakes, our rivers, our waterfalls, our forests, are unequalled, but it is but too true that they have not been taken advantage of as they might be, were capital employed on them. It is not so much bad government that we have to complain of, as neglect. Canada has been hitherto neglected by the mother country.—The capitalist has had no confidence in the resources of the country. We are neither wanting in activity, nor in enterprise, but money, and this the unwise legislation of the mother country has kept from us. Free trade was not designed to benefit us. Our interests were altogether lost sight of to promote the interests of Great Britain, and in losing sight of our interests Great Britain lost sight of her own. It should have been the aim of England to be independent of Foreign countries, and to have encouraged her forty-four colonies, situated in every clime and capable of producing everything she needed, instead of adopting a policy which has proved almost ruinous to them all. In the words of the tourist who has communicated the results of his observations to a Liverpool newspaper, the Canadas *could and should* be made the granary and timber store of England, so as to render her independent of all other countries for breadstuffs and timber, so that the people residing in the United Kingdom might not be compelled to receive breadstuffs from the United States, *duty free*, and timber with a trifling duty, while British produce and manufactures are charged in that country at 30 per cent. duty.

The consolidation, or federal, or other union of the British North American Provinces we have frequently and earnestly recommended, and we are glad to notice a similar recommendation in the journal of an Englishman just returned to the land of his birth. But a federal union of the provinces will be of no avail if England in her commercial schemes wholly lose sight of our interests. It matters not in such a case what form of government we have, for no form, however progressive, can benefit us as a dependency of the United Kingdom, if foreign countries meet with that favor, which should belong to us alone, as an integral part of the empire. We are at this moment, improving commercially, but we are doing so by our own exertions, rather by an innate force of will than on account of any countenance from Great Britain. We have received no encouragement for any undertaking. No Steamship Company has been encouraged to try the route between England and Canada, no help has been given to our railways. If we are not inactive, despondent, and in poverty, it is only because, of that spirit of enterprise which is—though seemingly latent—within us. We have made, everything considered, wonderful strides within the last few years. No one can see our splendid steamers or extensive warehouses, and our roads and bridges and lines of electric telegraphs, without seeing that we have. There is nothing antiquated about us. We are all now; the habitant even is making progress. We are fast following in the wake of the United States,

and unaided will make progress. But what could we not do with England's help, with the mother country, having full confidence in our integrity and in our enterprise. All the schemes now meditated would rapidly be brought to completion and a degree of prosperity far exceeding anything we could otherwise expect, would be attained. We copy with great pleasure, the remarks on which we have been commenting:—

THE CANADAS AND THE BRITISH NORTH AMERICAN POSSESSIONS.

From the Journal of an Englishman who has just returned from a tour in the Canadas and the United States.

Now that in the United States, they are so much at issue about slavery, is the time for England *firmly* to decide about the retention of "The Canadas and the whole of her North American Possessions," for, depend upon it, when the slavery question is settled (*it must and will be soon, and that by money*) in the States, the annexation of the Canadas, if they are permitted to remain in their present miserable and dissatisfied state will most certainly occur, in which event, where are we to look for a speedy, certain, and independent supply of Breadstuffs and Timber?

I cannot, as an Englishman, speak of these magnificent and fertile countries, "The Canadas," without pain and humiliation, when I reflect upon the time they have been in our possession, and know they possess resources as great and as varied as the United States to be as prosperous and as wealthy, why are they not so? In my opinion, bad government, extravagance, jobbing, and tyranny are the causes, and that they have been used as other colonies have been,—made appendages for the family of the Aristocracy, and into which the most unblushing jobbing, demoralisation, and tyranny have been brought into full operation. Whilst in the United States, you meet with (*in every direction*) activity and enterprise, and prosperity, in the Canadas (*in every direction*) you find the very reverse:—inactivity, despondency, and poverty. In the United States they have eight thousand miles of railways in operation, and as many more in progress, whilst the Canadas have only fifty miles in operation, and about the same quantity in progress. The Canadas *could and should* be made the Granary and Timber Store of England, so as to render her independent of all other countries for Breadstuffs and Timber and thus not compel us to receive the Breadstuffs *duty free*, and Timber with a trifling duty from the United States, whilst our produce and manufactures are taxed with 30 per cent. duty on their arrival in that country. I cannot see the wisdom or justice of such *Reciprocity*, and am sure it would not be submitted to if the Canadas and our other North American possessions were properly turned into account.

What is wanted for these possessions is to CONSOLIDATE them and, doing away with the numerous petty Governments and their staffs and the Hudson's Bay and Canada Companies, unite them under one Government—under a "Governor General of the British North American Possessions," with the Government firmly settled either at Quebec or Montreal. The Governor General to be appointed by the English Government, but all the officers in the civil service under him should be selected from the Representatives of the people.

The country to be divided into Provinces or States, something like this:—Canada East to be made into two, Canada West into two, Nova Scotia one, New Brunswick one, and four New States to be made of the territories north of By-Town, on the Ottawa River, thus making in the whole TWELVE CONSOLIDATED PROVINCES OR STATES, each Province to return two Senators for the Upper House and Representatives, in proportion to the inhabitants, for the Lower House, each Province, or State, as in the United

States, to manage all its internal affairs. This all settled let England grant to the "CONSOLIDATED PROVINCES" a LOAN, to enable them to commence, in earnest and immediately, a great TRUNK RAILWAY FROM QUEBEC, IN CANADA EAST, TO SANDWICH, IN CANADA WEST, where it would join the numerous American branches to every part of the United States, in order that the communications for the transfer of passengers and merchandise is not obstructed, whilst the St. Lawrence River and the Lakes are frozen over: and encourage a regular Line of Steamers from London and Liverpool to Quebec, up to which port vessels of any size may find their way at almost any season of the year, and to which the passage may be made in a few hours more than to New York.

At Quebec, when the St. Lawrence and the Lakes are frozen over, Steamers of 500 tons could be dispatched and touch at all the towns (Canadian and American) on the St. Lawrence and Ottawa Rivers; Lakes Ontario, Erie, Michigan, Superior, Huron, &c., for the conveyance of passengers and merchandise, which would soon alter the face of these valuable possessions, and induce some of the enterprising and active of our densely populated Country to go there, where advantages greater than in the United States would await them.

The Canadas, in almost every respect (with something like the improvements I have suggested,) would be preferred by an Englishman to the United States, because there are already there, and to some extent English habits, manners and comforts: and he will avoid that everlasting haggling about superiority, prowess, and politics which beset him everywhere in the United States, and I so strongly advise those who have moderate means and have been brought up with comforts, to get to the Canadas in preference to the States; as they will feel themselves more at home and safe there, and possess, in my opinion more real liberty, with less of irritation and intrusion into their affairs; added to which, they will find Clear Lands of quality quite equal to any in the States, at one third the price; and I believe the climate is also more wholesome; and if they do have a little longer winter and more ice and snow, they have less of slush and dirt, and can get more about with the sleighs. I have heard this admitted by many Americans, as well as the Western Canadians.

At present all those who have means to go to the Canadas, do so, by the way of the United States; and nearly all those (at least 100,000 annually) who go to the Western States of the United States, go by the way of New York, thence by the Hudson River, by steamer to Albany. (150 miles) then by railway to Buffalo, (350 miles) from which they take steamers to Cincinnati, (500 miles) 1000 miles &c. &c., thus spending MILLIONS (with much pain, distress and delay) on American conveyances and American productions whilst they could go direct from London or Liverpool at half the cost and less sacrifice. (those only who know what the Land Sharks in New York and the United States are, can form an estimate of their plunderings,) in any sized steamer to Quebec, and then be transferred without any cost, to steamers of less size which would put them down at any town on the St. Lawrence.

It should be generally known that since the improvement in the St. Lawrence and the canals, which avoid the rapids of that river, have been finished and the opening of the Welland Canal, which connects Lake Ontario with Lake Erie, a person could go from Quebec in a steamer or sailing vessel of 500 tons all up the St. Lawrence and Ottawa Rivers and their branches; Lakes Ontario, Erie, Michigan, Superior, Huron, and their feeders, and by the Ohio, Missouri, and Mississippi Rivers to New Orleans and into the Gulf of Mexico, without changing the vessel.

Such are the vast powers and resources of the fresh water of North America—the mighty Rivers, Lakes, and Canals connected with the St. Lawrence—their only outlet into the Atlantic Ocean.

NOW or NEVER it must be firmly decided "shall the vast and valuable territories at present possessed by the Crown of England in North America be preserved to her or not." I assert they can be, but it can only be done by prompt, great and wise measures such as I have rudely but honestly suggested, and which I fervently hope will be carried into effect. *If such are not promptly done, the British North American Possessions will soon be lost to England*, and thus what might have been a priceless Jewel to the British Crown will be annexed to the already too-powerful United States.

TO CORRESPONDENTS.

The Canadas and the British American Possessions.—We shall feel obliged for further observations on these most important Colonies from the gentlemen who favored us with those which appear in our journal this day. We agree with him in thinking that if our Government will not act in the spirit he suggests, that they should ask of the "United States" to take them under their protection or agree to assist us in making them into an "INDEPENDANT STATE," for as these Colonies have been *mismanaged and misgoverned*, they are an incumbrance, and a source of danger to us in every way, and that we are not acting with honor or justice towards those we found there, and those we have induced to go there, in retaining them in their present position. A great nation like England should be above acting the game of the "Dog in the Manger" in any case especially when it causes degradation and ruin to a numerous and deserving population, the greater part of which are of British origin.

We are enabled this week to make use of the information we have received relative to the Canadas and the proposed Steam Line to them and Western America. The subject however, is one of great importance, to which we shall willingly devote a portion of our space.—*Liverpool Courier.*

PROPOSED STEAM LINE FROM LIVERPOOL TO THE CANADAS AND WESTERN AMERICA.

Liverpool Albion, Oct. 3.

We are informed that a scheme is now privately in agitation for the constitution of a line of steamships of large carrying capacity, between the Mersey and Quebec, in order to promote the prosperity of the Canadian Provinces and the comfort of emigrants and passengers to the settlements of the Far West, of Canada and the United States. Several documents bearing on the project have been placed in our possession by the gentlemen from whom it has originated, but our restricted space will not permit of any detailed description. We believe the leading features to be, however, the formation of a steam line as indicated; and the advantages may be summed up in the following brief space:—First, extension of steam enterprise into a new region; second, tendency to throw emigrants into the British Colonial Possessions rather than those of a Foreign Power; third, greater comfort and welfare to emigrant passengers who, instead of being landed among the shippers who throng the Quays of New York and the interior of the United States may be carried up to Quebec in any sized steamer, and there transferred to steamers of 500 tons burthen, and at once be forwarded to the Far West of Canada, or via the River St. Lawrence, Lake Ontario, Welland Canal, and Lake Erie, to the Far West of the United States, or finally, via the Ohio, Missouri, and the Mississippi Rivers, even to Oregon, California, New Orleans, and the Gulf of Mexico, fourth, tendency to cement the union of the parent country and her magnificent Dependencies—to foster the Canadas as sources of Timber supplies in the event of an interrup-