

# THE GLEANER:

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OLD SERIES]

*Nec araneorum sane textus ideo melior, quia ex se fila gignunt, nec noster vilior quia ex alienis libamus ut apes.*

[COMPRISED 13 VOLUMES

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## Provincial Legislature OF NEW BRUNSWICK.

### GREAT ROAD GRANTS.

£40 From Nerepis to Gagetown.  
40 From Dorchester to Shediac.  
50 From Shediac to Petitcodiac.  
350 From Richibucto to Chatham.  
150 From Newcastle to Bathurst.  
50 From Bathurst to Belledune.  
300 From Belledune to Metis Road; out of which £20 to be paid Patrick Hayes for work performed on the Cottage Hill, near Dalhousie.  
650 From Fredericton to Newcastle; out of which £325 to be paid for the balance due on the erection of the Bridge over the South West Branch of the River Miramichi, and for covering the same; and £25 to be paid to John Wilson for running his Team Ferry Boat across the Miramichi River for 1850.  
500 From Shediac to Richibucto, including Bridges.  
500 From Barker's Landing to Richibucto, via Newcastle and Gaspereaux; £125 of which to be laid out between Fredericton and Newcastle River, £175 from Newcastle to the Kent County Line, and £200 from Kent County Line to Richibucto.  
100 From Newcastle to Bend of Petitcodiac, being part of the old Line of Road laid out between Fredericton and Petitcodiac.  
265 From Bathurst to Miramichi, via Pokemouche, to be expended as follows: £100 to be expended on that part of said Road situate in the County of Northumberland, and the remaining sum of £165 to be expended on that part of said Road situate in the County of Gloucester.

### GLOUCESTER BYE ROADS.

£6 From the Great road to the Church at Tracaday.  
20 To continue the road up the south side of Little Tracaday.  
15 From Lousier's bridge to Point Aux Boileau.  
20 From the upper Ferry at Little Tracaday towards the main road on the south side.  
150 For completing and finishing the bridge over the South River, at Pokemouche.  
10 For repairing the road from Shippigan towards the Blackhall Portage, via the Plains.  
40 For the Blackhall Portage.  
20 For the road from Shippigan towards Saint Simeon Settlement, on Little Pokemouche.  
25 For the road between Lots 10 and 11, granted to Peter Therieau and Dom. Pinnet, to the third Concession.  
10 From Saint Simeon's Ferry towards Shippigan.  
10 For the road to the St. Paul Settlement, in Grand Ance.  
5 To improve Whelton's landing.  
4 To improve Sisk's landing.  
30 For the Road to the Black Rock Settlement.  
10 For a passage, on Lot 41, to the shore at New Bandon.  
8 To improve the Hickson landing.  
8 For the Hornbrook road.  
30 For the road from Jauville to the Back Settlement, towards Carquet River.  
5 For the road from the main road towards the Rough Water on the south side of Big Nepisquit River.  
20 For the road from the Rough Water towards the Second Concession, on the south side of Nepisquit River.  
35 For the road on the north side of Big River towards the Pebeveau Falls.  
35 For the Little River road.  
20 For the Middle River road, towards Smith's.  
35 For the road from Saint Anne's towards Rose Hill.  
5 From the George farm downwards.  
5 To improve the Loarden Hill.  
5 To improve the road into the Rose Hill Settlement.  
10 For the Rose Hill main road, from Thomas Armstrong's upper line upwards.  
160 For a new bridge over the Teta-gouche River, at the Blackstock's Mills.

£8 From the main Gleanire road, towards John M'Donald's, in Johnstown, through the Clark tract.

10 From the Gleanire Settlement towards the main road, via the Negodo Mills.

10 From the main road to Hadley's bridge.

10 For the Arseneau road, at Petit Roche.

30 For the road between Lots 34 and 35, at Petit Roche

8 From J. B. Roi's Grist Mill, on the north side of Elm Tree River, towards the St. Joseph Settlement.

5 To open a road from the main road, on the line between James Henry's and Patrick Melounghney's to the shore.

5 For the Anderson road.

5 For the Chamber's road.

5 For the Hodgen and O'Brien road.

5 For the Shore road, between Wall's and Loane's.

5 For the road between M'Gowan's and Gular's.

5 For the M'Curdy road.

8 For the main road at Green Point on the Shore, between Lots 19 and 20, in Beresford.

### RESTIGOUCHE BYE ROADS.

£15 On the road between Connor's and Ryan's.

10 On the road to the Sugar Loaf Mountain Settlement.

30 On the Road to Lily Lake Settlement.

20 On the road to the Loch Broom Settlement.

15 From Donald Crawford's to the Colebrooke Settlement.

25 On the line to the 3rd Concession in rear of Colebrooke.

15 On the Breast road through the Colebrooke Settlement.

25 On the road from Alexander Laing's to David Ross.

20 To explore and open the road from Point LeNimn to the Breast road, leading from Eel River to the Colebrooke Settlement.

10 On the road from the Shore to the Highway between Lloyd's and Ryan's.

20 On the road leading from Eel River Road to the Settlement at Gillespie's.

5 On the Road from the Highway to the Forks at Eel River.

15 On the road west side of Eel River from Conley's up.

45 From the Forks of Eel River to the Colebrooke Settlement.

40 From Glenburnie Mills on the Breast road to meet the road at the Forks of Eel River.

5 For the road to the Marl Lake.

25 From the Great road at Poirrier's towards the Glenburnie Mills.

15 From the Bridge at River Charlo west of M'Pherson's to the Settlement in rear.

10 On the road from Alexander M'Pherson's to the Settlement in rear.

30 For the road from the Highway to the 2d Concession, between Murchey's and James Hamilton's to the Settlement at David M'Connell's.

7 10s On the road to the shore, past Benjamin Mills, to the Cove.

7 10 On the road east side Benjamin River to the shore.

7 10 On the road to the shore between Connacher's and Malally's.

20 To open a road from the Highway to the shore, east side of New Mills, as laid out by the Commissioners of Roads.

20 For the Breast road through the 2d Concession, from the Settlement in rear of Nash's Creek, towards the Doyle Settlement.

20 On the road between Black's and Archibald's to the Settlement in rear.

15 On the road to the shore between Doyle's and M'Millan's, east side Jacquet River.

20 On the road to the 2d Concession between James Rority's and James Russell's.

20 On the road to the Settlement between Ulican's and Quinn's.

20 To explore and open a road through the Settlement on Heron Island.

7 10s To open a road to the River from the highway between Miller's and M'Kenzie's.

50 For the road from Kiddell's towards

the mouth of Upsalquitch, by the River.

10 To open a road from the highway to the shore at Alexander M'Donald's.

10 To open a road to the River near Jameson's.

3 On the road to Limestone Point.

10 On the road round the shore, near Alexander M'Intyre's to the mouth of the River Charlo.

5 From the highway to the shore, near John Brown's.

15 To explore and open a road on the line between P. Deverix and Archibald Hamilton's to the settlers in the rear.

30 15 For the road leading to the Upsalquitch past Boyd's.

### HIGHLAND SOCIETY OF LONDON.

On Thursday evening the members of this venerable society held their anniversary festival, in commemoration of the victory of Alexandria, at the Freemasons' Tavern, when an elegant dinner was provided for the occasion by Mr Bacon, the proprietor of the tavern; a haggis (chief-tain of the pudding race) having been sent all the way from Dingwall, for the feast.

The society was established in 1778, and incorporated in 1815, for preserving the martial spirit, dress, music, and language, the remains of Celtic literature, and the antiquities of the ancient Caledonians; encouraging a kindly feeling between Highlanders in all parts of the world, and in other respects promoting the general welfare of the northern parts of kingdom.

Lieutenant General Sir James Macdonnell, K. C. B., presided over the festivities of the evening.

The company consisted of about one hundred gentlemen, many of whom were dressed in military, naval, and Highland costume; and the gallery, across the foot of the magnificent room in which the festival was held, was filled with a number of elegantly-dressed ladies. The band of the Caledonian Asylum boys, played during the dinner, and subsequently the Queen's piper and his brother, the Society's piper, played several airs, appropriately filling up the pauses in the entertainment.

We have seen a larger proportion of the company present arrayed in the Highland garb on former occasions; but the festivities of the evening were carried forward with unusual spirit, and the sense of enjoyment never appeared to lag for a single moment.

Mr. C. Cooper, on the special request of the chairman, sang the fine old Jacobite song 'Heigh Johnny Cope,' with so much of true taste and genuine nationality of feeling, as to elicit the enthusiastic acclamations of the company over and over again. Upon Mr. Cooper the mantle of Wilson the Scottish vocalist, whose death we had recently to deplore, may be said to have fallen. He sings the airs of Scotland with a pathos and a beauty scarcely, if at all, inferior to poor Wilson, and which point to him as his only legitimate successor.

Departing in some measure from the prescribed list of toasts, the chairman gave to the festival a pleasing absence of formality, which would not otherwise have characterised it. The usual loyal toasts having been drunk—

The gallant chairman next gave 'The navy and army.' He cheerfully gave the precedence to the sister service, because he himself belonged to the army.

Captain Forbes, R. N. returned thanks for the navy, and in a vivid and true sailor-like style, described the landing of the British force, as he had witnessed it under the cover of the English fleet, on the beach, prior to the memorable battle of Alexandria.

Major-General Sir John Rolt returned thanks for the army in suitable terms.

Mr Guthrie, in a very able speech, proposed the health of the chairman, and in doing so, made honorable mention of the heroic conduct of Sir James Macdonnell, while defending the farm of Hougoumont against the French at the battle of Waterloo.

The Gallant Chairman responded to the toast in a corresponding spirit.

The Chairman then rose to give the

toast of the evening. He said as there were strangers among the company, he would take the opportunity of stating that, from the commencement of this corporation it had annually commemorated the victory of Alexandria, with the view of doing honor to those who had taken part in that memorable achievement. He had now to propose to them that they should drink to the memory of Sir R. Abercrombie and the heroes who fell with him in Egypt.

The toast was drunk by the company standing, in solemn silence.

Captain Forbes, R. N., acknowledged the toast.

Colonel Crabbe, of the 74th Regiment, returned thanks to the toast of "The Visitors."

The Chairman then gave "Prosperity to the forthcoming Exhibition of arts and Manufactures in 1851," to which Mr Westmacott responded.

The toast of "Chiefs and Clans" having been given from the Chair, and drunk with the greatest enthusiasm,

The Chisholm rose to acknowledge it. He said he had hoped on that occasion there would have been present another individual of that order to which he himself was proud to belong, another Highland chief, who would have relieved him from the duty which had now devolved upon him. But to speak the truth he (the Chisholm) had so often been called on to respond to that same toast, and generally before many whom he now addressed, that he found it somewhat difficult for the hundredth time to play on the same chord, and to produce a varying sound. He would assure those whom he now addressed that the topic was one of which he should never become ashamed.

And why was he proud to stand there, as one of the order of chiefs and clans, to respond to that toast in the name of the order, and in the name of the clansmen who formed the most material part of that order? Why was he proud to stand there to answer for them? It was simply because he believed national institutions to be the real basis of the character which his countrymen had earned, and which, up to this day he was proud to say they had never disgraced. He might be asked, as he had been asked recently, why should he in the present day, whilst they as well as others acknowledged the integrity and unity of this country, take part in any society the object of which was to keep alive any peculiar sentiment of nationality? His short response to such a question was this—because he was proud of nationality? But in these days of utilitarianism he might be expected to give some better answer than that, and his answer was, because he believed a spirit of nationality to be so essentially a mainspring of action in promoting emulation among the various classes and the various nations which form our united kingdom, and to give so essential a stimulus to their exertions, that he thought it was useful to keep it alive. That nationality was already recognised in the services which represented by the Gallant Chairman himself and other gallant gentlemen whom he saw around him—they found in the British army, that the spirit of nationality might be carried even still further into the sister profession.—

He could not forget that a certain frigate was manned by some of the natives of this isle, who had been cradled on the billows, which wash our northern and our western shores, and that, that frigate and that crew were sailing under the command of a certain rum Commander of the name of Napier. And it would take a good ship and a smart crew either to capture or to outsail her. But they were not allowed to dwell on theories. They had practical experience before them, and the British army furnished them with that experience. They had heard this evening allusions to Corunna and to Sir John Moore. He (the Chisholm) spoke in the presence of those who had had more experience than himself, and whose military education might, perhaps have enabled them to form a better judgment than his own; but he knew no name he would pay greater homage to than that of Sir John Moore. They saw the ad-