

diture will not be made in vain. Let the weather be ever so bad we may conclude with certainty that it will soon change to settled fair when we see the spider repair the damages which his web has received. It is obvious how important this infallible indication of the state of the weather must be in many instances, particularly to the Agriculturist.

## Communications.

### THE RAILWAY.

To the Editor of the Gleaner,

Sir,—*The Halifax and Quebec Bubble*, is the heading of Mr Fenety's editorial, commenting on the late Railway Meeting at Dalhousie. His arrogance in thus designating a scheme of such vast importance, as to have engaged the serious attention of men of acknowledged ability in British North America, and statesmen of the first rank in Britain, is something so supremely ridiculous, that we leave it to speak for itself, and pass on to take a short notice of his annihilating article. We shall at once take up Mr Fenety's ominous display of figures, a few of which are correct, the others the reverse.

He tells us that the length of the Halifax and Quebec line to be made in this Province is 250 miles. Now, if Major Robinson's report of survey is sufficient data upon which to base our calculations, we will pin our faith to it, instead of the Morning News, and by so doing we find 235 miles as the length of the line in New Brunswick, which will cost, at the very high estimate of £7,000 per mile, £1,645,000, instead of "two millions all to one quarter pounds!" according to Mr Fenety's friend Morton, and stated in grim italics in the News, in the columns of which a handful of miles, or a quarter of a million of money, seem trifling affairs. We only wonder he did not say the cost would be ten millions, all to eight and three quarter millions! It would have had a staggering effect. The interest on the cost of the 235 miles would be, at 3½ per cent, £57,575. The next is the distance from Shediac to Calais, 183 miles; this, at the same rate per mile, would cost £1,281,000, the interest on which, says the News, would be £41,835. Now, as there is nothing we admire more than candour and correct statements, and being aware that Mr Fenety would at the time have made this sum appear as large as possible, we shall therefore take the liberty of correcting his calculation, and giving the amount as £44,835. Mr Fenety next proceeds to give us the sum total of yearly interest, say for both lines £120,822. This looks alarming enough, but the following casting up, we think, will better it a little:

Say Halifax and Quebec line in New Brunswick, 235 miles, at £7,000, £1,645,000 at 3½ per cent interest, £57,575.  
Portland line in do., 183 miles, at £7,000, £1,281,000 at 3½ per cent interest, 44,835.  
Total—418 miles, £2,926,000 at 3½ per cent interest, £102,410.  
Say Portland line in do., including distance from Shediac to the Nova Scotia boundary, 209 miles at £7,000, £1,463,000 at 7 per cent, £102,410.

Now we defy the News to controvert the above calculations; the only objection that can be made is to 7 per cent, instead of 6 per cent, of which more will be said in another place. Mr Fenety's aim is to demolish the platform we have erected; but we are vain enough to imagine that its foundation is too secure to be disturbed by his vague statements and feeble arguments; the substance of which is, that because Nova Scotia will have two Railroads, and ourselves but one, therefore we won't have any; and the debt to be incurred. The one is so childish and incorrect, as to be worthy of the News; and the other held up as a bug-bear, when spoken of in connection with the two lines, but treated as a mere trifle—though still the same in amount—if applied to his favorite line. With regard to the liability involved in the construction of the two lines of Railroad, he asks, "are the men of Restigouche prepared for such a burden?" The reply is Yes. Does he imagine, that in framing their resolutions, and coming to a determination to stand by them, they took no thought of the cost? They did so, and notwithstanding its magnitude, they were not dismayed; for they knew from long experience that the Province in general, and their own County in particular, could scarcely reach a lower depth in commercial depression; and with commerce sinks all other branches of industry.

They believe the Halifax and Quebec Railway to be a great scheme, fraught with certain good for the future—not to be enjoyed by one section of a Province, but by the whole North American Colonies, and they are willing to trust to the future for the means of extrication from indebtedness. They remembered also the great experiments of British Statesmen, in the abolition of the Corn Laws, the introduction of Free Trade, and the alteration of the Navigation Laws; measures which, when first mooted, called forth the prophecy of national ruin, and the malediction of thousands on the heads of those who originated, and all who supported such daring policy. But England has had yet no cause to repent the passing of these measures. The grumbling of a few cannot do away with the fact of increased trade and augmented wealth. Time has but developed the wisdom of those great politicians who entrusted to its care the fructification of those momentous concerns.

A heavy debt has to be incurred even in the case of the one line—that to Portland; for it is fallacious to argue that £250,000 is all that

the Province will be called upon to furnish towards the undertaking. We have the example of the St. Andrew's line to guide us in this respect, with regard to individual enterprise. Sixteen years ago £10,000 was paid by the British Government for its survey, and only ten miles of the road yet made; application having been made nearly every session of the Legislature, since the commencement of the line, for further provincial assistance and increased facilities.

Let us ask the people of St. John, why are the Americans willing to assist them in their pet line? Is it not because they expect the lion's share of the spoil? And they (or St. John) sanguine as they are, will be satisfied with a partial advantage; a few crumbs in transitu. The folks in Portland, with the line from Halifax, and their own line to Montreal, would have a nice little circle in which to revolve. Portland will be the first real depot of the European and North American Railroad, after leaving Halifax; and its harbour the immediate, and most advantageous outlet for the trade of Canada; leaving us only the shadow of a line, and without any internal communication, except through a foreign state; while all the vast country to the north and east of New Brunswick, and the southern and eastern portion of Canada East, ripe for settlement, and rich in internal and external resources, is to be entirely lost sight of, openly sacrificed, and for what? in order to create wealth for our unfeeling neighbours in Saint John. We do not grudge that city its prosperity. We would rejoice in the improvement of all our sister Provinces. But we are at the same time desirous of securing "the good the gods are willing to give us." Nor do we mean to deny that we are imbued to some extent with that failing peculiar to humanity—selfishness; but we can console ourselves with the reflection, that what suits us here, subserves also the interests of all our fellow colonists.

To return to the heavy liability to be incurred. We admit that there is no getting round it. The only thing to consider is, how we can extract the most good out of the apparent evil; and whether our involvement deserves the fatal character ascribed to it by the Morning News and other "alarmist" sheets about St. John (for no where else, except occasionally a solitary croak in the far west of Canada, and perhaps a distant note through Mr Fenety, from "his much-loved land," will you hear a dissentient voice among the press, as to the propriety of accepting the proffered assistance).

With regard to the first, it has been shown at the beginning of this article, that the interest at 3½ per cent. on the sum requisite to build the Halifax and Quebec, and the European and North American lines in this Province, would be yearly £102,410, supposing the cost to be £7,000 per mile: that the interest on the money necessary to build the portion of the latter line in this Province at 7 per cent. would be £102,410, or exactly the same amount. Vary the cost as you will, the parity of interest is still the same. Say that objection is made to the latter rate of interest, that money can be had for 6 per cent. (which we doubt), what is the result? Taking it at Mr Fenety's own figure, we would have to pay as much for the one short line to Calais, as for both lines—less one per cent on £1,463,000. But we contend that instead of this abatement of one per cent., the two lines, under Earl Grey's offer, will actually cost less than the one line without it. Nothing but the most narrow-minded selfishness could lead to hesitation in the choice, for it is impossible to bank the question. The Province will have to guarantee and pay every penny of interest at the high rate above named, on its portion of the Portland line. The same influence in the Legislature which has hitherto afforded repeated and increased assistance to the St. Andrews abortion, will, from individual interest, in a greater degree, have a like effect as regards the Portland line; and the whole Province will be saddled with the cost of an undertaking which may fill the pockets of a few about St. John, but which will be of no advantage to the rest of the country. With this staring us in the face; a state of indebtedness for one line of Railway, only of local value, and limited influence in New Brunswick, calculated to hamper us to a great extent, now and in future, without any general benefit in return; why should we pause to take a short step farther, (if even a step is required), and secure the Railway par excellence—the vertebrae of a great nation—the only line calculated to invigorate the dying energies of the country from one extreme to the other.

But this consummation is of slight import to the Editor of the News, whose sympathies are all beyond the St. Croix; who scoffs at, and spits upon, the country that gave him birth, and gives him bread; reptile like, he turns to sting the hand that warmed him into life. The query put to the world by the illustrious "Wizard of the North," "Lives there a man with soul so dead," &c. is at last answered in the affirmative. He is found in the Editor of the Morning News; let him sigh when he repeats the rest of the stanza referred to—The wretch concentrated all in self, &c.

'Beggarly Provinces' are Canada, Nova Scotia, and New Brunswick, and 'starving cities' are Halifax and Quebec according to the News. Yet, what course does he propose for the amelioration of their condition? Not a scheme, which if carried out, would confer incalculable benefits on all British North America. No! that he is bitterly opposed to. His remedy is "let us hook on to the States." This might suit Mr Fenety very well individually; and when his 'hegira' takes place, we heartily bid him "God speed," and tender

him this *morceau* of advice, that should his contemptible little sheet fail him in the land of freedom, he had better join Governor Quitman, and get up another Cuban expedition.

The men of Restigouche, and all true men throughout the Provinces, desire to see their native land take a proud position before men, either in connection with Britain, or united together as a nation; and the first step towards this position, will be in the acceptance of the liberal offer of the British Government, and the early commencement of the two great lines of Railway. The News argues too, that the Portland line will pay handsomely on capital borrowed at 6 per cent.; if so, what will it not do on capital borrowed at 3 1-2 per cent.? Here is a fund at once of say 2 per cent. at the least, to go towards the liquidation of interest on the Great Trunk Line. Now, the calculation of the most despairing in Canada is, that the greater part of the least remunerative portions of the line will pay 2 per cent., and only one or two sections are set down at one per cent. Major Robinson and others, make the same calculation for the worst portions of the line, that is, unsettled lands, which would not long remain unproductive to the railway. Thus, the two lines taken together, by the shewing of the Morning News, will produce the interest on the capital required; and if this be the case, why should we assume that the principal will ever be called for? In reference to the dire consequences predicted, as the result of our becoming indebted for the means to construct the two lines of railway—in the first place it is yet to be seen whether we are, or are not to bear the whole burthen of the Trunk line to Quebec passing through our territory. This is a question which will no doubt, form an important item in the deliberations of the Delegates at the seat of Government in Canada. And should they there decide that New Brunswick is to bear the whole expense of her own lines, we do not hesitate to say that such a decision would be in our opinion unjust to this Province. But assuming the worst, that we receive no assistance from the other two Provinces; that we become liable for the whole cost of the two lines in New Brunswick, it is an untenable argument, that because the Province is in debt, the prosperity of its inhabitants is retarded. If the debt has been incurred for useful public works, we hold that the reverse is the case. And this all experience goes to prove. The Canals in Canada have only now begun to yield any revenue to the Province, although the vast expenditure for their construction was made many years ago, yet no one denies the great degree of benefit the whole country derived from them long since, and which has gone on increasing up to this time. The neighbouring States afford us many examples of such cases, which being homogeneal, we are surprised Mr Fenety has not profited by. They never scrupled to incur a liability where the fruits are certain, although, perhaps somewhat remote. What says Major Robinson on the subject, in his valuable Report of Survey? "The indebtedness of the several States has been incurred almost entirely in making great internal improvements. And in the boldness and unhesitating way in which they have incurred debts and responsibilities, for the purpose of developing their resources, may be seen the secret of their unrivalled prosperity. The State is in debt, but the citizens have been enriched beyond all proportion." Again: "They do not hesitate to incur debts for making what has been termed 'war upon the wilderness,' employment is given, and by the time the improvement is completed, the property has been created, and the employed become proprietors;" and "until the British Provinces boldly imitate the policy of the States in this respect, any comparison between the countries must be altogether favorable to the latter."

Men of the most profound knowledge and penetration, who have "burned much oil," see in the national debt of England (which never will be paid), the bulwark of the nation; that not only repels invasion from without, but as well compels the malcontents to peace within. The middle classes, of which the real balance of power in Britain is composed, look upon it as the salvation of the kingdom. In fact, arguments and examples could be adduced, *ad infinitum*, to show that there could be no worse policy than to refuse the offer of the Home Government. But to sum up—Do we want Railroads? The cry throughout the Provinces is, We do. And all agree that nothing but Railroads, and that on a great scale, can do us any real good. If so, we must have money to build them. Can we obtain that money on terms at all to be compared to those offered by the British Government? This can only be answered in the negative. Then why hesitate to accept the liberal offer now made to us? It is not tendered by a foreign power, who would demand "the uttermost farthing." It is not proffered by a company of capitalist speculators, who would insist upon "the bond—the pound of flesh;" but by the parent state, than whom a more lenient creditor is not to be found; and from whom we may naturally expect all reasonable clemency—a relaxation of terms; and possibly an ultimate relinquishment of a portion of our liability, in case of absolute hardship.

X. & Y.

Restigouche, June 2, 1851.

[The above communication did not reach our office until Saturday last.]

The steamship Asia, sailed from New York on Wednesday last, for Liverpool, with 110 passengers, \$1,115,000 in specie.

## Editor's Department.

### MIRAMICHI:

CHATHAM, MONDAY, JUNE 30, 1851.

#### EUROPEAN NEWS.

The arrival of the steamer Europa, at Halifax, on Tuesday last, has put us in possession of our files of British papers to the 14th June. Their contents are not important. We have made a few selections, which will be found under the proper head.

#### DISTRICT OF GASPE.

The Gazette informs us that the Governor General, by Proclamation, has declared Gaspe, New Carlisle, and Amherst Harbor, Free Ports, with the privileges of Bonded Warehouses.

The same paper reports favorably of the success of the Cod fishers in that district. The amount of fish taken is much greater than it has been for a number of years previously.

We perceive that the High Sheriff of the County, in conformity with a Requisition sent to him, has called a Public Meeting at New Carlisle, on the 24th June, "to take into consideration the propriety of expressing their opinions in favor of the proposed Railroad from Halifax to Quebec."

By the mail on Saturday, we obtained the annexed account of a meeting held at Carleton in the same district, which we publish with pleasure. The people are moving—and their voice must sooner or later be heard, and their just demands complied with.

At a Public Meeting held at Carleton, in the County of Bonaventure, Province of Canada, pursuant to public notice given by Joseph Meagher, John Meagher, and Joseph G. LeBel, Esquires, Justices of the Peace, on Wednesday, the 18th June, 1851.

On motion of Richard Norman, Esq., J.P., seconded by Hyppolite Landry, Esq., Colonel of Militia, it was unanimously agreed upon that JOSEPH MEAGHER, Esq., J.P., be Chairman of this meeting.

That Gentleman having taken the Chair, read the Requisition calling this meeting, and explained its nature, as being for the purpose of taking into consideration the offer of the Imperial Government to aid the British North American Colonies in the construction of a Railway from Halifax to Quebec, and to adopt such measures thereupon as may be deemed necessary.

It was then unanimously agreed that JOSEPH G. LE BEL, Esq., N.P. and J.P., act as Secretary to this meeting, and WILLIAM HARVEY be Assistant Secretary. The following Resolutions were then unanimously carried:

On motion of John Meagher, Esq., J.P., seconded by Joseph N. Verge, Esq., and

Resolved, That this meeting has heard with the liveliest satisfaction, the successful termination of the negotiations carried out by the Honorable Joseph Howe with Her Majesty's Government, in reference to the proposed Grand Trunk Railway from Halifax to Quebec, the happy results of which are set forth in Mr Benjamin Hawes' letter of the 10th March last.

On motion of Richard Norman, Esq., seconded by Joseph G. Le Bel, Esq.,

Resolved, That as Railways stand in the same relation to traffic as machinery to manufactures, it is self evident that no country unprovided with them can successfully compete, either in commerce or agriculture, with another country enjoying more or less the advantages they afford; and this meeting therefore earnestly hope that in rendering available a work which ensures so many and such lasting benefits to the three Provinces, all minor differences of opinion will be suffered to merge in a cordial and disinterested co-operation, having for its object the promotion generally of those important interests which are in fact in all material points identical.

On motion of Colonel Landry, seconded by Capt. John Keys,

Resolved, That to the Canadians occupying lands bordering on the Baie des Chaleurs, the boon thus offered is one calculated to produce the most durable benefits; with a soil surpassed in fertility by none in British North America, enjoying a climate scarcely equalled for its salubrity, their energies have been cramped and their industry ill rewarded, owing to the impossibility from local causes of procuring a sale for their produce unless at an expense of time and money so burthensome as to amount to a direct prohibition. The Halifax and Quebec Railway, this meeting is satisfied, will afford a remedy for those evils of which they so long had cause to complain, by providing a rapid and cheap transport for their produce, and opening out sources of demand in different markets which, without such aid, would be long if not permanently closed against them.

On motion of Joseph G. Le Bel, Esq., seconded by Mr Narcisse Gauvreau,

Resolved, That this meeting humbly hope that the Government and Assembly of this Province during the present session will adopt such favorable measures, corroborative with the propositions contained in Mr Benjamin Hawes' letter of date the 10th March last, to the Honorable Joseph Howe, as re-