

# THE GLEANER:

AND NORTHUMBERLAND, KENT, GLOUCESTER AND RESTIGOUCHE  
COMMERCIAL AND AGRICULTURAL JOURNAL.

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

New Series, Vol. X

Miramichi, Monday Evening, September 22, 1851.

No. 48.

## Agricultural Exhibition and Ploughing Match.

The Shediac District Agricultural Society have agreed to hold an Exhibition and Ploughing Match, on the last Thursday in October next, when the following Premiums will be awarded, confined to members of the Society who have paid up their subscriptions on or before the 30th day of August, 1851.

Best aged Bull,	0 15 0
second best do	0 10 0
best milch Cow, which had a calf the past spring,	0 15 0
second best do	0 10 0
best Heifer, from 1 to 3 years old	0 7 6
second best do	0 5 0
best aged Ram	0 10 0
second best do	0 7 6
best pair of Ewes	0 10 0
second best do	0 7 6
best Boar	0 10 0
second best do	0 7 6
best Sow	0 10 0
second best do	0 7 6
best brood Mare, with a Colt	1 0 0
best year old Colt or Filly	0 10 0
best sample of Butter, not less than 20 lbs	0 10 0
second best do	0 7 6
third best do	0 5 0
best roll or printed Butter, not less than 5 lbs	0 5 0
second best do	0 4 0
best four Cheeses	0 12 6
second best do	0 10 0
best two bushels of Red Wheat	0 7 6
second best do	0 6 3
third best do	0 5 0
best two bushels White Wheat	0 7 6
second best do	0 6 3
third best do	0 5 0
best two bushels Black Oats	0 7 6
second best do	0 6 3
third best do	0 5 0
best two bushels White Oats	0 7 6
second best do	0 6 3
third best do	0 5 0
best bushel of Timothy Seed	0 15 0
second best do	0 10 0
third best do	0 7 6
best bushel of Rye	0 6 3
second best do	0 5 3
best bushel of Buckwheat	0 6 0
second best do (not gravelly)	0 5 0
best bushel of Indian Corn	0 5 0
second best do	0 4 0
best bushel of Barley	0 5 0
second best do	0 4 0
best bushel Carrots	0 5 0
best bushel Beets	0 5 0
best twelve heads of Cabbage	0 5 0
best bushel of Onions	0 5 0
best quarter of an acre of Turnips	1 0 0
second best do	0 15 0
third best do	0 10 0
fourth best do	0 7 6
best 6 yards Homespun, all wool, twilled,	0 10 0
ix yards do do striped	0 10 0
best six yards, wool and cotton, plain or twilled	0 7 6
best six yards do striped	0 7 6
best six pairs of Socks, all wool	0 5 0
best six pairs of Mitts	0 5 0
best ten yards Linen	0 7 6

### PLOUGHING MATCH.

First Prize	£1 10 0
Second Prize	1 5 0
Third Prize	1 0 0
Fourth Prize	0 15 0
Fifth Prize	0 12 6
Sixth Prize	0 10 0
Total,	£30 2' 0

Judges of Grain, &c.—John Robb, John Chapman, and James Sims, Esquires.  
Judges of Ploughing and Cattle—Joseph Avard, John G. G. Layton, and Thomas F. Arsineau, Esquires.

H. LIVINGSTON, President  
Shediac District Agricultural Society.  
G. S. JARVIS, D.D., Secretary S.D.A.S.

### Notice.

All persons having any just claims against the Estate of the late PETER MITCHELL, deceased, are required to render the same duly attested to the Subscribers within Three Months; and all persons indebted to the said Estate are requested to make immediate payment to

PETER MITCHELL, } Administrators.  
JAMES MITCHELL, }  
Newcastle, 11th August, 1851. 3m

### For Sale—A Piano Forte.

Apply at the Gleaner Office.  
August 22, 1851.

## The Railway.

HALIFAX, September 6, 1851.

To the Constituency of the County of Annapolis.

Gentlemen,—Your confidence in returning me as your Representative, unpledged on the Railroad Question, demands my earliest acknowledgment, and that I should lose no time in making public my opinion on the mode that ought now to be adopted.

Several methods are open for consideration; but one seems to me so much preferable to the rest that I shall alone refer to it.

The St. John papers have already more than once given to the public an outline of an offer made by C. D. Archibald, Esq., on behalf of capitalists and contractors in England to lay a railway through some part of the British North American Colonies, at their own expense and risk, on receiving a certain extent of ungranted land along the line, and a provincial engagement for a limited period, and to a limited amount, towards making good to them an interest at six per cent., should the road fail to realise that amount of remuneration.

This proposal would give Nova Scotia every advantage that any scheme can offer. The formation and working of the line, with money introduced into the Province, and the benefit of its expenditure—increased revenue—developed resources, &c.

It would facilitate and render more certain the extension of the line both to Quebec and Portland.

The annual sum pledged would be of such amount as never essentially to endanger our ordinary expenditure for Education and Roads, and the Province being untrammelled by a heavy debt, would be free to seize the first opportunity of extending the line West and East.

I trust it is yet within our power, if the proper means shall be immediately used, to secure the advantages of this offer for Nova Scotia.

If such shall prove the case, I am prepared as your Representative to give the scheme my heartiest support, and to vote a liberal sum—say £20,000 a year, for a definite period—say 20 years—toward securing the Company an adequate interest on their outlay, if their earnings should prove deficient—on the condition that the Railway shall be of a substantial character, be kept in repair, and be efficiently worked.

It is to be regretted that this scheme had not been officially presented to the people of Nova Scotia previously to the recent elections, as there are I believe few constituencies that would not have preferred it to the one offered for their adoption.

I have the honor to be,

Your obliged and faithful servant,

J. W. JOHNSTON.

To the Constituency of the County of Cumberland,

Gentlemen,  
The Leader of the Opposition having, since the close of the Elections, addressed a letter to his Constituents, on the subject of Railroads, it may be expected by you and the public generally, that I should make a few observations on that letter.

The time is rapidly approaching, when every public man must make up his mind on the great question which is now before this country. The Platform, Politician, or Railway Amateur, may still continue to express a new opinion every day, and advocate either policy, as interest or personal feeling prompts, but those who are members of the Legislature—the “regular actors,” must soon deal with the railway question in a very different style.

The plan which Mr Johnston now puts forward is no novelty. It has not even the claim of originality to recommend it. To your minds it must be sufficiently familiar, as

it was discussed at all the public meetings recently held in Cumberland: being ultimately abandoned there, as it had been previously in Halifax, with singular unanimity, all the members elected pledging themselves to sustain the policy of the Government, which Mr Johnston, it would appear, condemns.

From 1844 to 1850 we were occupied with various plans, the basis of them all being the assumption that an English or Colonial Company could be formed, who would take grants of Lands and Money, and give us Railroads. My old constituents can bear me witness that I never opposed any of these plans. I acted for years as a member of the Halifax committee, of which Mr Cogswell was chairman, steadily supporting every proposition that appeared to promise a practical result, and as a member of the Legislature I voted all the facilities and subsidies which any body had the conscience to ask or the courage to propose.

For six years the scheme was open to all the adventurous. During that time we had Mr Young and Mr Bridge's company and scheme. We had Mr Timmis's company and scheme. We had Mr Campbell's company and scheme. We had Mr Cogswell's scheme—and it is said that Mr Cunard had offered certain suggestions to the British Government, predicated, like all the others, upon heavy grants from the Imperial and Colonial Treasuries, and large concessions of Colonial lands. These schemes (with the exception of Mr Cogswell's, whose views were, I believe, submitted to Earl Grey by Mr Uniacke) had the advantage of being pressed upon the capitalists and governments of England, by their promoters in person. They all failed, and even when the governments of Canada, New Brunswick and Nova Scotia, had granted large sums of money and vast tracts of land, the grants lay like dead letters upon the statute book. The government of England civilly declined the risk—the capitalists of England (and Mr Archibald was in the midst of them all the time) never offered to assist us.

This was the state of things in August, 1850, when I propounded that policy which Mr Johnston now condemns, but which, in less than a year, has, to say the least of it, drawn upon Nova Scotia the earnest gaze of our British and Colonial brethren—has breathed new life into every portion of British America; and what is more, produced seven millions of pounds sterling, and a scheme of inter-colonial improvement, which the most imaginative person, a year ago, would scarcely have believed we should live to see accomplished.

You will bear in mind then, that, during the six years, from 1844 to 1850, Mr Johnston proposed nothing—that Mr Archibald proposed nothing—that what others proposed ended in no practical result—and that this very scheme, which Mr Johnston now wishes to substitute for mine, was proposed in 1849, and that the grant of £20,000 for 20 years, and ten miles of land, which he asks us to renew, has remained on the statute book, inoperative, ever since.

What authority Mr Johnston has for using Mr Archibald's name, or referring to his plans, I know not. What I do know is, that, up to this hour, no proposition, such as Mr Johnston refers to, has been made to Lord Elgin, or to either of the Provincial Governments, with my knowledge. Mr Archibald, while at Toronto, offered certain suggestions for obviating the difficulties which had arisen in New Brunswick. When Mr A. himself makes these public, it will be time enough for me to state the objections I entertain to them, looking to the simplicity of inter-colonial arrangements, and to the honor and interests of New Brunswick alone. It is enough for me to say here that, as regarded Nova Scotia, Mr Archibald proposed no relief from any obligation which, up to that moment, she had assumed. She was to borrow all the money she required to

construct the line across her own territory, pledging her own revenues and resources for principal and interest. The company which Mr Archibald proposed to form, were to have the expenditure of this money, under arrangements which would secure to them the contracts.

Mr Johnston refers to the New Brunswick newspapers. He might as well have referred to this paragraph, which appeared in the St. John organ of the New Brunswick government on the 2nd inst. The Editor of the New Brunswicker, commenting on the Courier's version of Mr Archibald's scheme, says:

“The Courier states that the proposal was endorsed and recommended by Earl Grey; this is wholly untrue. The statement of the Courier that the proposal offered to construct the Halifax and Quebec Railway on the guarantees formerly offered by the Colonies, is equally untrue. No such offer is or has been made; the statement of the Courier on this point is a pure invention. The Courier's representation, as to the proposal for the construction of the European and North American Railway, is altogether a mis-statement. The ‘solitary writer’ of the Courier has quite exceeded himself on this occasion.”

Of the scheme itself but little need be said. By risking £35,000 a year, for a few years, Nova Scotia can secure railway communication with the entire continent, and ultimately own a road which will yield an immense revenue. Mr Johnston would have us give £20,000 sterling a year, or £25,000 for 20 years, and 10 miles of land, and ultimately own nothing. By the one mode we must continue to pay till the road yields 6 per cent. By the other we have nothing to pay when it yields 3½ per cent. When it yields 6½ it will pay for itself, and the province will then own a property which will produce a million of money every 22 years.

I have but one word more to say about schemes and companies generally. Had Mr Archibald, (who is a personal friend to whom I am indebted for much courtesy while in England) or any body else, come to me when I entered London, with a company prepared to build our railroad at their own risk, or even upon the terms already granted by the Colonial Legislatures, my task would have been simple, and my labour light. On the contrary, I found lots of embry companies, and individuals, zealous to spend money raised upon our credit, and to speculate in colonial lands. I found none who were willing to run the slightest risk, or to advance funds not guaranteed by the Colonial or Imperial governments. I labored to work out my own policy in the full conviction that none were to be found. When I had succeeded, and it was known that so large a sum, advanced, or guaranteed by the imperial government, was to be expended in the colonies—the question “who should spend it?” became deeply interesting. It is deeply interesting now. The interest we have in it, my friends, is this—having got the money cheap, to make it go as far as possible. Assuredly it is not to embarrass ourselves with companies and associations who shrunk from us “in our extremity,” but who appear very anxious to aid us now that we can do without them. Entertaining this opinion strongly, I still adhere to the belief which I expressed at the Mason's Hall in May—which was reiterated at St. John, Toronto, Montreal and Quebec, that if we can bring into these provinces British contractors of eminence, on fair terms, it will be sound policy. If they come, as contractors, I see no reason why they should not expend, for their own and our advantage, the whole seven millions. If they come as partners, we shall be at their mercy, and involved in complications and embarrassments which I desire to avoid.

The course which Mr Johnston and some of his friends have taken on this question, I deeply regret. The Portland company has been the excuse for obstructing and embarrassing the Government for nearly a year. That has now ceased to animate the hopes of any rational person, even in New Brunswick.