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Old Series]

Nec aranearum 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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Miramichi, Monday Evening, February 17, 1851.

No. 17.

FERRIES.

At a Court of General Session of the Peace, of our Lady the Queen, held at the Court House, in Newcastle, in and for the County of Northumberland, on Tuesday, the thirteenth day of January, in the year of our Lord one thousand eight hundred and fifty-one:

ORDERED, That the following Rules and Regulations be made and established in pursuance of the authority vested in the General Sessions by Act of Assembly, 13th Victoria, cap. 30.

Public Wharves, Ferry and Ferry Landings.

I. Ordered, That a Ferry be established at the residence of John Rennie, commencing at the Slip at the end of the lane leading from the Highway to the River, in front of his residence, and thence across the Miramichi River to the Slip known as Coulson's Slip.

II. And be it Ordained, That the Rates of Ferriage for the said Ferry shall be as follows, viz:

For each foot passenger,	4d.
Horse and Man,	10d.
Each Horse, Ox, or other neat cattle, Calves excepted,	6d.
Each Horse and Waggon, Cart and other carriage, with luggage and driver,	1s. 3d.
Each Calf, Sheep, Goat, Pig or Barrel,	1d.

III. And be it Ordained, That the Rates of Ferriage for the Ferry at Newcastle, called Driman's Ferry, extending from the Slip at his residence in Newcastle, to the Public Landing on the Chatham side, at Lawrence Kenna's, be as follows, viz:

For each foot passenger,	4d.
Horse and Man,	1s.
Each Horse, Ox, or other Neat Cattle, calves excepted,	8d.
Each Horse and Waggon, Cart and other carriage, with luggage and driver,	1s. 3d.
Each Sheep, Calf, Goat, Pig, or Barrel,	2d.

IV. And be it Ordained, That the Rates of Ferriage for the Ferry across the North West Branch of the Miramichi River, commencing at Beaubair's Point, and extending over to the Slip near the residence of Thomas Little, be as follows, viz:

For each foot passenger,	5d.
Each Horse, Ox, or other Neat Cattle, Calves excepted,	10d.
Horse and Man,	1s.
Each Horse and Waggon, Cart and other carriage, with luggage and driver,	1s. 6d.
Each Sheep, Calf, Goat, Pig, or Barrel,	2d.

V. And be it Ordained, That a Ferry be established at and from Beaubair's Point, in the Parish of Nelson, across the Tickle (so called) to Beaubair's Island, and that the Rates of Ferriage be established as follows, viz:

For each foot passenger,	3d.
Each Horse, Ox, or other Neat Cattle, Calves excepted,	5d.
Horse and Man,	8d.
Each Horse and Waggon, Cart, or other Carriage, with luggage and driver,	1s.
Each Calf, Sheep, Goat, Pig, or Barrel,	2d.

VI. And be it Ordained, That a Ferry be established at and from Beaubair's Point, in the Parish of Nelson, across the South West Branch of the Miramichi River, communicating with the public highway on the opposite side of the said Branch, and that the Rates of Ferriage be established as follows, viz:

For each foot passenger,	6d.
Each Horse, Ox, or Neat Cattle, Calves excepted,	1s.
Horse and Man,	1s. 3d.
Each Horse and Waggon, Cart or other carriage, with luggage and driver,	2s.
Each Calf, Sheep, Goat, Pig, or Barrel,	3d.

VII. And be it Ordained, That a Ferry be established at the residence of James Hutchison, in North Esk, commencing thereat, and extending across the North West Branch of the Miramichi River, communicating with the public highway on the opposite side of the said Branch, and that the Rates of Ferriage be established as follows, viz:

For each foot passenger,	4d.
Each Horse, Ox, or Neat Cattle, Calves excepted,	8d.
Horse and Man,	10d.
Each Horse and Waggon, Cart or other carriage, with luggage and driver,	1s. 3d.
Each Calf, Sheep, Goat, Pig, or Barrel,	2d.

VIII. And be it Ordained, That a Ferry be established at the residence of William Matchett, in North Esk, commencing thereat, and extending across the North West Branch of Miramichi River, communicating with the public highway on the opposite side of the said Branch, at the residence of the late John Cuppage, and that the Rates of Ferriage be established as follows, viz:

For each foot passenger,	4d.
Each Horse, Ox, or Neat Cattle, Calves excepted,	8d.
Horse and Man,	1s.
Each Horse and Waggon, Cart or other carriage, with luggage and driver,	1s. 3d.
Each Calf, Sheep, Goat, Pig or Barrel,	2d.

IX. And be it Ordained, That a Ferry be established at Nelson, commencing at the Slip below the Chapel, and extending across to the lower end of Beaubair's Island, and that the following Rates of Ferriage be established, viz:

For each foot passenger,	5d.
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X. And be it Ordained, That a Ferry be established at the mouth of Renous River, in the Parish of Blackville, across the said stream, at the residence of William O'Brien, and that the following Rates of Ferriage be established, viz:

For each foot passenger,	2d.
Each Horse, Ox, or Neat Cattle, calves excepted,	8d.
Horse and Man,	1s.
Each Horse and Waggon, Cart or other carriage, with luggage and driver,	1s. 4d.
Each Calf, Sheep, Goat, Pig, or Barrel,	2d.

XI. And be it ordained, That a Ferry be established across the Tabusintac River, commencing at the public highway, at or near James Hierlihy's, and extending across the said River to the public highway on the opposite side, and that the following Rates of Ferriage be established, viz:

For each foot passenger,	6d.
Each Horse, Ox, or Neat Cattle, calves excepted,	6d.
Horse and Man,	1s.
Each Horse and Waggon, Cart and other carriage, with luggage and driver,	1s. 3d.
Each Calf, Sheep, Goat, Pig, or Barrel,	2d.

XII. And be it Ordained, That a Ferry be established across the mouth of Bay du Vin River, commencing at the residence of Thomas Ullock, and extending across the said River, and communicating with the public highway at George Williston's, and that the following Rates of Ferriage be established, viz:

For each foot passenger,	3d.
Each Horse, Ox, or neat Cattle, calves excepted,	5d.
Horse and Man,	7d.
Each Horse and Waggon, Cart or other carriage, with luggage and driver,	1s.
Each Calf, Sheep, Goat, Pig, or Barrel,	2d.

XIII. And be it Ordained, That a Ferry be established across the mouth of Eel River, at Timothy Harrington's, to the opposite side, and that the Rates of Ferriage be established as follows, viz:

For each foot passenger,	6d.
Each Horse, Ox, or Neat Cattle, calves excepted,	1s.
Man and Horse,	1s. 6d.
Each Horse and Waggon, Cart or other carriage, with luggage and driver,	2s.
Each Calf, Sheep, Goat, Pig, or Barrel,	2d.

XIV. And be it Ordained, That proper Gondolas or Scows, and small Boats, duly supplied with oars, and careful persons to go in and navigate them, shall be kept by the said Ferry-men respectively, in readiness, to ply on the said Ferries respectively, for the conveyance and carrying over all Horses, Cattle, Sheep, Swine, Carriages, Carts, Waggons, and other Vehicles and Passengers, when required so to do, at all times from 6 o'clock, A. M., to 10 o'clock, P. M., from the opening of the navigation to the 1st of September; and from 7 o'clock, A. M., to 8 o'clock, P. M., from the 1st of September to the closing of the navigation, in each and every year, unavoidable casualties only excepted, under a penalty of £2 for each offence. And after the hour hereinbefore named, the said Ferry-men respectively, on being requested as aforesaid, shall perform the like services, under the like penalty, be or they being entitled to charge as a compensation, a table rate of Ferriage, (except as to the Ferry in Rule 9, from Nelson to the lower end of Beaubair's Island, on which Ferry only a boat is required to be kept).

XV. And be it Ordained, That the Ferry-men at all the said ferries, shall at all times, keep a Horn, Signal Post, and Signal, at each of the aforesaid Ferry Landings; the same to be kept in such order, and convenient place, that the Horn may be blown, and Signal hoisted, by any traveller, under a penalty of 10s. for each offence.

XVI. And be it Ordained, That any person or persons carrying any Horned Cattle over either of the said ferries, shall be, and they are required to procure sufficient fastenings, and have the said horned cattle well secured, so as to prevent the said horned cattle from injuring or interfering with the foot passengers; and any person or persons refusing to comply with this Rule, shall forfeit and pay a sum of two shillings and sixpence.

XVII. And be it Ordained, That no Ferryman shall use, or allow to be used, any sail or sails, on any boat, or other craft, on his ferry, or used for the conveyance of passengers, horses, cattle, carriages, waggons, carts or other vehicles across the same, under any pretence whatever, under a penalty of twenty shillings for each and every offence, not only upon the Ferryman himself, but upon the hired servant of such Ferryman, conducting the said ferry.

XVIII. And be it Ordained, That no person or persons, other than the Ferryman, (or person or persons employed by him) shall be allowed to ferry or convey any person or persons, animal or animals, goods, chattels, or anything whatever across the said ferry, or across the River at any place in the neighbourhood of the said ferries, or the said Landings, within three miles of the respective ferries, except gratuitously, under a penalty of five shillings for each and every offence.

XIX. And be it Ordained, That the Ferryman conducting the ferry under Rule 4, in addition to the foregoing requirements, shall be required to keep a good and sufficient boat, with a sufficient Ferryman on either side of the river, from sundown, until 10 o'clock, P. M., of each and every day during the season of ferrying, for the purpose of the said ferry, under a penalty of ten shillings for each and every offence.

XX. And be it ordained, That the Ferrymen conducting the ferries under Rules 1 and 3, in addition to the foregoing requirements, shall keep a good and sufficient boat, with a sufficient ferryman, on either side of the said River, at all times during the season of Ferrying, under a penalty of ten shillings for each and every offence.

XXI. And be it Ordained, that the Ferryman conducting the ferry under Rule 1, in addition to the foregoing requirements, is required to keep a good, substantial, and sufficient Steam Boat, to run across the said ferry, and shall cause the same to pass and repass to and from the respective Landings, remaining fifteen minutes and no longer at either side of the said River, during the hours that elapse between the following times, say from 6 o'clock, A. M., to 8 o'clock, P. M., until the 1st September; and from 7 o'clock, A. M., to 6 o'clock, P. M., during the remainder of the

season, unavoidable casualties only excepted, under a penalty of £10 for each offence, unless unavoidably prevented by tempestuous weather or drifting ice; and that such Ferryman shall have until the 1st August next to place the said Steam Boat on the said ferry, fully equipped and prepared for running, under a like penalty of £10.

XXII. And be it Ordained, That all Ferry-men shall be required to ferry all criminals in charge of a Constable, across the respective ferries, free of charge.

XXIII. And be it Ordained, That all Ferry Boats, Gondolas, Scows, Team and Steam Boats, shall be first approved of by a Committee of two or more Justices, to be appointed by the General Sessions of the Peace; and that Alexander Goodfellow and Henry B. Allison, Esquires, be such Committee.

Edward Williston,
Deputy Clerk of the Peace,
Northumberland

European News.

MR HOWE'S MISSION.

From the Hampshire Independent, Jan. 18.

PUBLIC MEETING AT SOUTHAMPTON.

A Public Meeting of the inhabitants of Southampton was held at the Town Hall, on Tuesday evening, convened by the Mayor, in pursuance of a Requisition which had received the signatures of the most influential tradesmen and merchants of the town.

Shortly after seven o'clock the Mayor took the Chair, supported by the Honorable Mr Howe, Major Carmichael Smyth, Mr Sheriff Payne, Aldermen Laishley, Tucker, &c. The hall was crowded throughout the evening and the greatest interest was manifested in the proceedings until the late hour of eleven o'clock, at which hour the meeting closed.

The Town Clerk read the Requisition, and also letters which had been received from B. M. Willcox, Esq., M. P., John Rodney Croskey, Esq., (United States Consul), and T. Powell, Esq., (Collector of Customs), severally regretting that unavoidable causes prevented their attendance.

The Mayor said they were called together last evening, to consider as important a question as had ever occupied their attention—to memorialise the Government to give all the encouragement in their power to free emigration. It had been mentioned to him by several persons that Southampton stands in a prominent position, but the people had not exerted themselves as they ought to have done. He (the Mayor) had waited, with others of the Corporation, on the Honorable Mr Howe; and he was pleased to find that that gentleman had previously named Southampton as one of the two ports in England most qualified for an emigration port. In consequence of their interview with Mr Howe that meeting was got up; and now they would hear from his lips an explanation of his views regarding increased emigration, and the advantages likely to accrue to the working classes of this country. That gentleman would show the advantages of emigration to one of our own colonies, at a comparatively small distance, and little comparative danger to the emigrant ships employed. They must all have regretted to have seen the large number of lives lost in emigration, and that greater facilities should be provided there could be no question. Mr Howe would show the advantages of the port of Halifax, which was one of the finest harbors in the world, and the facilities which Southampton possessed for emigrants departing for that place. If the Hon. gentleman's plan should be realised, they would be able to reach Halifax in ten days. He would at once call upon the Hon. Mr Howe to address the meeting.

The Hon. Mr Howe said they might imagine the responsibility he felt to be devolving upon him, in rising to address that numerous and intelligent community, and through them the 28 millions who inhabited these British Islands, on so important and weighty a subject. He felt overpowered by many emotions and interesting recollections. The memories of those great orators, whose voices, like distant thunder, yet rung in the ears of the present generation, oppressed him not less heavily than did the presence of those skilful and polished speakers whose eloquence aroused and quickened to action the men of the present day. Would that he could as easily invoke the spirit of the dead, as he did in all sincerity and humility ask the indulgence of the living. It was ten or eleven years since that he first visited Southampton, a wandering Colonist, attracted to the town by the beauty of its scenery, and its old associations. When he entered their beautiful water, and saw on the one side the fine old ruin of Netley Abbey, and on the other the New Forest, famed in classic history, he felt that he was approaching a place abounding in interest and honored by its associations. And when he put his foot on the spot trodden in days of yore by the warriors who embarked for the glorious fields of Agincourt and Cressy, and on which Canute reproved his fawning courtiers, he felt his