

# 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, July 28, 1851.

No. 40.

TWENTY SHILLINGS ONLY



BETWEEN

Fredericton and Miramichi.

The Subscriber will run a Day Stage as above—leaving Chatham, TUESDAYS, and Fredericton, THURSDAYS, at 7 o'clock A. M.

Arriving at Fredericton, WEDNESDAYS, and Chatham, FRIDAYS, at 12 o'clock noon. W. M. KELLY.

Chatham, 14th July, 1851.

Accommodation Stage to Fredericton.

The Subscriber respectfully informs the public that he has commenced running an Accommodation Stage between

FREDERICTON AND MIRAMICHI, and solicits the patronage of the travelling community.

He will leave Chatham every Tuesday morning at Eight o'clock, and, passing thro' Douglastown and Newcastle, arrive in Fredericton early on the afternoon of Wednesday. Returning, he will leave the North American Hotel, Fredericton, every Thursday morning at Eleven o'clock, and arrive in Miramichi on Friday evening, thereby enabling travellers to obtain a night's rest each way.

He has arranged with Mr William Park, Douglastown, and Mr D. Wetherall, Newcastle, to receive passengers' names; and any parcels left with either of these gentlemen, at the North American Hotel, Fredericton, or at his own residence in Chatham, will be carefully attended to.

Fare—Six Dollars. Each passenger will be allowed to take 40 lbs. of luggage; all above that weight will be charged one penny half-penny per pound.

He will endeavor to be punctual to the hour of starting.

ROBERT ORR.

Chatham, June 20, 1851.

GLASGOW HOUSE,  
Commercial Building,  
CHATHAM, MIRAMICHI.

The Proprietor of this cheap Store begs to inform the inhabitants of Chatham, and the surrounding country, that he has now received his full supply of

Summer Goods.

This Extensive and well-assorted Stock consists of black, blue, brown and other shades of West of England BROAD CLOTHS; beavers and pilots; checked, striped and plain Cassimeres and Doeskins; Vestings; red, white and blue Flannels; Blankets; Bed-tick; Diaper; Table Linen; Towels; Osna-burgs; tartan, worsted, and gala Plaids; printed Drills and Moleskins; grey and white Cottons; printed Calicoes and Muslins; plain, striped, figured, Orleans and Coburgs; regatta and fancy Shirtings; fine bleached Linens; Scotch hollands; damask Table Cloths; medium, mull, book, check, tartan and window-blind Muslins; silk and cotton Pocket-handkerchiefs; checked and black Neckerchiefs; fancy Ties; Bonnets; Ribbons; Laces; Edgings; Nets; Stockings; Gloves; Flowers; black and colored demi-Veils; brown and white Stays; black and white corded Skirts; cotton Velvets; Shawls and Handkerchiefs; shaded Orleans and Coburgs; black Crapes; Cap Borders; threads, silk, twist, and buttons; also, a lot of Cheap READY MADE CLOTHING, and Braees.

As the above Goods have been purchased under favorable circumstances from some of the best manufacturing houses in Europe, they will be sold at such exceedingly low prices as cannot fail to give general satisfaction. The public are invited to call, examine and judge for themselves. As the selling price is marked on every article in plain figures, and no second price, a child will have the same advantage in purchasing as the most experienced person.

M. RYAN, Proprietor.

Chatham, June 17, 1851.

Soap and Candles.

500 BOXES SOAP AND CANDLES of approved quality, now selling at a low price. Please call and see.

WM. ALBRO LETSON.

Chatham, 23d June, 1851.

## Colonial News.

Canada.

From the Quebec Chronicle.

RESOLUTIONS

To be proposed by the Hon. Mr Hincks, in Committee of the Whole on the subject of the construction of a Trunk Line of Railway, through the Province, and the expediency of amending the Act for affording the Guarantee of the Province to Railroad Companies, 12 Vic. c. 29.

Mr Hincks moves to resolve, as the opinion of this Committee:

1. That as an act of justice to those who have advanced their money upon Provincial Securities, and as the best means of sustaining the credit of the Province and of readily commanding such further pecuniary assistance as may from time to time become necessary for our great works of internal communication, it is expedient that the Legislature should pledge itself not to allow the public debt and liabilities of the Province to be increased (except as regards any sum to be raised with the guarantee of the Imperial Government), without the consent of the Agent through whom loans have been negotiated in England, or the previous payment or tender of payment of all debentures then outstanding, and therefore that it is expedient to provide that the appropriations proposed in the following resolutions, and the guarantee mentioned in the Act 12 Vic. c. 29, shall be made and given so far as it may be possible so to do without increasing the liabilities of the Province, except under the conditions aforesaid.

2. That provided the Imperial guarantee can be obtained for raising the necessary funds, it is expedient that this Province should co-operate with the Provinces of Nova Scotia and New Brunswick in the construction of a Railroad from Quebec to Halifax, on British Territory, either by constructing the same on joint account with the said Provinces, or by constructing at the expense of this Province that portion of the said Railroad lying within Lower Canada.

3. That provided the guarantee of the Imperial Government can be obtained for raising the funds necessary to construct a Main Trunk Line of Railroad from Quebec to the City of Hamilton, or some convenient point on the line of the Great Western Railroad, it is expedient that the whole of the said Trunk Line should be constructed by the Province as a Provincial work.

4. That if the guarantee of the Imperial Government cannot be obtained for the whole of the funds required for the construction of the said Trunk Line, it will be expedient that one half the said funds, or one half the funds required for constructing that portion of the line for which the Imperial guarantee cannot be obtained, be raised on the credit of the Province, on the best terms on which it can be obtained, provided the remaining half shall have been subscribed for by Municipal Corporations in this Province.

5. That in the case last mentioned it will be expedient that the Funds to be raised on the credit of the Province without the Imperial guarantee, and those to be raised on the credit of municipal subscriptions, be expended as nearly as may be in equal proportions, as the work advances in the several sections into which the Line may be divided; and that for the sums to be raised on the credit of the said municipal subscription, the Receiver General should be authorised to issue Debentures payable in not less than — years, and drawing the lowest rate of interest, not exceeding 7 per cent., at which they can be negotiated at par, such debentures and the interest thereon to be chargeable not upon the Consolidated Revenue Fund, but solely upon the Fund arising from the municipal subscrip-

tions aforesaid, and the Sinking Fund herein-after mentioned.

6. That as well the cost of that part of the said Railroad which is to be constructed with funds to be raised partly on the credit of the Province, and partly on that of the Municipal Subscription Fund, as all the expenses and outlay of any kind to be incurred while the work is in progress, shall be defrayed out of the funds so raised, and that the Municipal Corporations subscribing as aforesaid shall be called upon to pay interest on the sums for which they have subscribed, whenever at any time the said Fund and their share of the profits from any parts of the work which shall have been completed, shall be insufficient to pay the interest on the sums borrowed on the credit of the Municipal Subscription Fund, in which case they shall from time to time pay such sums to the Receiver General as may be sufficient, with any sums he may have in his hands applicable to the purpose, to enable him to pay such interest as it becomes due.

7. That the share of the profits of the said Railroad or any part thereof which may belong to the said Corporations, and shall not be required to pay the interest on the sums raised on the credit of the Municipal subscriptions, shall be invested by the Receiver General, and shall, with the interest thereon, form a sinking fund for the redemption of the Debentures to be issued on the credit of the said Municipal Subscriptions; and that the share of the said profits which shall belong to the Province, after deducting three and a half per cent. on the sums raised on the credit of the Consolidated Revenue Fund, shall be also invested by the Receiver General, and with the interest thereon, form a sinking fund for redemption of Debentures to be issued on the credit of the Province; and the share which the Province and the said Municipal Corporations shall respectively have in the profits of said Railroad shall be in proportion to the sums which shall have been raised on the credit of the Consolidated Revenue Fund and of the said Municipal Subscription Fund respectively.

8. That if at any time after the expiration of two years from the completion of the said Railroad, it shall appear to the Receiver General that the Sinking Fund aforesaid will not produce enough to pay off the principal of the Debentures issued on the credit of the said Municipal Subscription Fund, at the time when the same shall become payable, it shall be lawful for him to add not exceeding three per cent. per annum on the amount of such debentures to the sum which would otherwise be payable to him in any year by the said municipal corporations, and such percentage shall form part of the Sinking Fund.

9. That it shall not be necessary that any Municipal Corporation subscribing any sum towards the said Railroad should by the By-Law declaring such subscriptions impose any rate in the pound, but that such By Law shall authorize the proper officer to assess yearly on the taxable property in the Municipality, such rates as may be sufficient to produce a clear sum equal to that payable as aforesaid in such year to the Receiver General by reason of such subscription.

10. That if it should be found impracticable to construct the said railroad by either of the modes mentioned in the foregoing resolutions, it will then be expedient to encourage the construction thereof by Private Companies, to whom the guarantee of the Province should be afforded under the Act 12 Vic. c. 29, subject to the modifications mentioned in the following resolutions; but that inasmuch as there is every reason to believe that the said railroad can be constructed by one or other of the said modes, it is expedient that in the charter of any Company to be incorporated for the construction of any railroad which would form part of the said Main Trunk Line, a clause should be inserted suspending its operation until an Order in Council shall be made

and published, declaring them to be in force

11. That it is highly desirable to afford every possible encouragement to the construction of railroads in all parts of the country; but that for the purpose of confining the liabilities of the Province within proper limits, and at the same time ensuring effectual aid to those undertakings which are most necessary to its progress and development, it is expedient to confine the guarantee offered by the said Act 12 Vic. c. 29, to those railroads which may form part of the said Main Trunk Line (in case of its being constructed by private companies) and to the St. Lawrence and Atlantic railroad, which has nearly received the said guarantee, and forms part of the said Main Trunk Line—the Great Western railroad, which has been commenced and partly constructed on the faith of the said guarantee, and forms part of the said Main Trunk Line—and the Toronto, Simcoe, and Lake Huron railroad, for the construction of which certain arrangements have been made in expectation of the said guarantee.

12. That for better ensuring the attainment of the objects proposed in the said Act and in these Resolutions, it is expedient to constitute a Board of Railway Commissioners, to consist of the Receiver General, the Inspector General, the Commissioner and Assistant Commissioner of Public Works, and the Provincial Post Master General.

13. That it is expedient to provide that no Railway Company shall be entitled to the benefit of the said guarantee, until the said Board shall have examined and approved the line selected for such railroad, the intended gauge, weight of rail and general mode of construction of the road and of the larger Bridges, Viaducts, and principal works upon such Line, and shall have reported such approval to the Governor in Council, with their opinion that the road is one which may advantageously form part of such Main Trunk Line as aforesaid; that the Act incorporating the Company contains all such provisions as they think essential to the protection of the public interest, or that the Company have consented to the amendments of their Charter by the insertion of such provisions, and that the road when completed will afford ample security to the Province against loss under the guarantee to be given with regard to it: Except that the Toronto, Simcoe, and Lake Huron railroad company shall be entitled to the said guarantee, on complying with the other conditions aforesaid, although their road does not form part of the said Main Trunk Line.

14. That it is expedient that any company having received such approval as aforesaid should be empowered, if the length of their road exceeds 100 miles, to divide the same into sections of not less than 50 miles each, and being as nearly as the total length of the road will admit, of 75 miles each, and that to each of such sections the said guarantee may be extended as if it were a separate road.

15. That it is expedient to provide, that the said guarantee shall not be given with regard to any road or section until the said Board shall have reported to the Governor in Council that the land for the whole line thereof has been acquired and paid for, that a part of the work thereon has been completed to their satisfaction, and that the fair cost of the part so completed, including the fair cost of the land and of all materials then procured by and the property of the Company, (and not merely the sum the Company may have actually expended upon the same) would not be less than the cost of the part remaining to be done, according to an estimate made upon tenders received and approved by the Company and by the said Board as fair and reasonable, in which case the guarantee of the Province may be granted for the sum necessary to complete such remaining part of the work according to such estimate.

16. That it is expedient to provide, that no contract shall be entered into by any