

delivered), to draw an order on the County Treasurer in favor of the Teacher of such School for the amount then due him; provided nevertheless, that it shall be in the power of the Inspector of the District at any time, and he is hereby authorized, on good cause to him apparent, to prohibit the Trustees from giving such order; in which case no order shall be given until the opinion of the Provincial Board of Education shall be had thereon.

19. And be it enacted, That should the inhabitants of any Parish be desirous of introducing the principle of assessment or taxation for the support of the Parish Schools therein, on the application in writing of twenty five resident freeholders within the said Parish to the Town Clerk, it shall and may be lawful for such Clerk, and he is hereby required as soon as may be thereafter, at the expense, costs and charges of the signers to such requisition, to call a public meeting of the resident tax payers on property within the said Parish at some convenient and public place therein, for the purpose of taking the subject into consideration, at such time as he may appoint between the hours of ten o'clock in the morning and four o'clock in the afternoon, on giving thirty days previous notice of the time and place of such meeting, and the object thereof, by posting up printed or written notices in ten or more of the most public places in such Parish, which notices shall contain a copy of such requisition and the names of the signers thereto; at which meeting the said Town Clerk shall preside, and shall appoint a Secretary to such meeting; and if at such meeting so called, there being not less than thirty tax payers upon property present, it shall be determined by a majority of the resident tax payers upon property then present that the Parish Schools within such Parish shall be supported by assessment according to the principles hereinafter provided, it shall then be the duty of the Clerk of the Parish to certify the proceedings and result of such meeting to the Court of General Sessions for the County, under cover to the Clerk of the Peace for the said County, to be by him laid before the then next Court of General Sessions of the Peace for the said County; provided always, that if less than thirty of such tax payers be present at such meeting, or in case there be not less than that number present, and there shall not be a majority at such meeting in favor of assessment, then the said meeting shall be dissolved; but another meeting upon the like notice, and under the like terms and conditions, and for the like object, may be called at any period not less than three months from the date of the last meeting, and so on as often as such meetings may be called.

20. And be it enacted, That upon its being so certified to the Court of General Sessions of the Peace of the said County, by the Clerk of the Parish as aforesaid, that there was a majority (there being not less than thirty present of the tax payers upon property at such meeting) in favor of the principle of supporting the Schools within the said Parish by taxation, it shall in such case be lawful for the Justices of the Peace, at their next or any subsequent Court of General Session, and they are hereby required annually thereafter, during the continuance of this Act, to order and direct an assessment for each School within the Parish, to an amount equal to the Provincial allowance which each School within the said Parish shall be entitled to receive for the current year, according to the apportionment of the Provincial Board of Education, as directed by the sixteenth section of this Act, and to issue a Warrant of Assessment to the Assessors of Rates of the said Parish, to the end that the same may be assessed and collected in the same manner as other taxes for the Parish are or shall by the present or any future law be assessed and collected; and the money when collected shall be paid into the hands of the County Treasurer, to be by him carried to the School funds of the Parish for which collected, subject to the order of the School Trustees of the said Parish as hereinbefore provided in the eighteenth section of this Act.

[Remainder next week]

## Colonial News.

### New Brunswick.

**Great Railroad Contract.**—Our neighbors in the United States are at present taking measures for the construction of long lines of Railroad, leading to the Western Country, especially those which tend toward St. Louis, the contemplated starting point for the proposed Railroad from the Mississippi to the Pacific. We find the following announcement in a late Boston paper:

"Mr George Law of New York, in connection with Mr Seymour of Utica, and others, have closed a contract with the Cincinnati and St. Louis Railroad Company, for the centre survey, grading, bridging, superstructure, iron, depots, equipage, &c., of their road, for \$9,000,000. This road is about 330 miles long, and is to be delivered in complete working order, in all respects, within five years, for that sum; \$3,500,000 in cash, and the remainder in stock and bonds."

At the price stated, the cost of the Cincinnati and St. Louis Railroad will be £6,518 currency per mile, including expenses of every description, for a road in complete working order. It will be observed that little more than a third of the contract price is to be paid in money, the rest being payable in stock and bonds; and it is but reasonable to

infer, that a very considerable reduction in the price would be made, if the whole amount was paid in ready money.

A telegraphic despatch from St. Andrews, received at the News Room, states that parties in England have contracted for the construction of the Railway from St. Andrews to Woodstock. Our friends in St. Andrews are entitled to the highest credit for their energy and perseverance, and we rejoice that they now stand in so favorable a position with regard to their Railway.—*St. John New Brunswick.*

**St. Andrews and Quebec Railway.**—It gives us much pleasure to perceive in the St. Andrews Standard an official letter from Mr Julius Thompson, Manager of the St. Andrews and Quebec Railroad Company, authorising the announcement that a contract has been closed in England, by the London Board of Directors, with Mr Shaw, of Leeds, for the immediate construction of the remainder of the Railroad to Woodstock. Mr Thomson states, that from private letters he is led to believe the Agents of Mr Shaw will arrive in this Province by Christmas, or soon after, for the purpose of commencing operations.

We quite respond to the hearty joy of the Standard on the prospect of this road soon becoming a "fixed fact," and the fondest hopes of the people of Charlotte being fully realised. There can scarcely be a doubt that this Railroad will be of the greatest possible benefit to the South-Western section of New Brunswick, and greatly advance its trade and general prosperity. It is equally certain, however, that the opening of a direct Railway communication from Woodstock to a shipping port at the distance of only 80 miles, will not at the outset be very advantageous to the port of Saint John, distant from Woodstock by the river about 150 miles, and by the post road 135 miles. The lumbering supplies for the upper St. John, especially those for the American lumbermen, will without question, pass by this railway, either from St. Andrews, the Ledge, or St. Stephen, to Woodstock, and thence up the river, without entering the port of St. John at all; and much freight from the upper country will also pass from the Province in that direction. The low rates of freight charged by the empty schooners returning from Boston, and other ports to which are continually engaged in carrying lumber from the St. Croix, will add greatly to the traffic in that quarter, as well as the shorter time in which supplies can be forwarded by that route to their destination in the forest, by a cheap Railway.

We are not of those who wish to detract from any public undertaking which will be of advantage to a portion of the Province, because all its advantages are not to centre in the City of St. John. Whatever advances the general interest of New Brunswick, and promotes its improvement and prosperity in any direction, must inevitably, and sooner or later prove beneficial to St. John. It must be so, from the peculiar position of this City, and the very nature of things. Whatever may be effected in the interior of New Brunswick toward opening up its valuable and fertile lands and developing its abundant resources, will benefit its commercial capital and increase its growth in due time.

Our contemporary of the Standard has evidently been misled by the statement in the Courier, with regard to letters by the dozen having been forwarded from this City to London, making certain representations relative to Railways in this Colony. We believe that there is no foundation whatever for the statement in the Courier, and that paper ought, in common justice, to make a more precise statement, in order that the truth or falsehood of its allegations may be fairly tested.

**Reciprocity.**—The question of reciprocal free trade between these Colonies and the United States appears to gain ground steadily with both political parties in the United States. The Whigs as a party, are inclined to a stringent protective policy; while the Democrats, as a body, are as strongly inclined to the doctrine of free trade. Yet we find the Boston Post and the Boston Courier diametrically opposed in their political opinions, now uniting cordially on the question of reciprocity with the British Colonies, and strenuously advocating its introduction, on grounds altogether distinct, either from free trade or protection to home industry. In the Post of the 10th instant we find the following sensible remarks, with reference to this subject:

We take some credit for having so long and so strenuously argued in favor of reciprocity. From what we can gather from the columns of our contemporaries generally; it is fast growing into public favor; and we do not hesitate to say that if men would but forget all political theories, and decide upon the matter, as upon the soundness of a customer, the purchase of a house, or the goodness of a plough, it would find still fewer opponents.

The evidence upon the subject should be weighed, and the probability of future advantage considered. Neither free trade nor protection should be mentioned. The question is simply, whether we shall do all we can to keep Canada where she is, (though she will go ahead in spite of us, if we do our worst)—whether we shall be satisfied with our present limited intercourse, with the British North American Colonies—or whether we shall do our utmost to help their progress, by allowing them to pay for the use of our railroads, canals and shipping, and for the employment of our laborers, clerks, seamen, and merchants—whether in so aiding them to the utmost and for our own good in the process, we shall not increase our mutual intercourse ten fold, as they become richer, more energetic and more prosperous. This is the ques-

tion, and we can most assuredly enrich ourselves by Canada, if we merely allow her, duty free, to find a foreign market for her surplus agricultural products—all that she has to pay for our manufactured goods. And we are glad to see our contemporaries beginning to coincide in our views. An able, and to judge from his signature, a respected correspondent of the Boston Courier has recently been doing service in spreading the truth.—The President particularly commends the subject to the attention of congress, and the newspaper press of Western New York, and of the west generally, is active with its peculiar views upon this important matter. We trust that something may be done. Reciprocity with Canada would largely benefit New England, New York, Pennsylvania, and in course of time all the Lake States of the Union, while it would do no harm, but much good, to the growers of wool and cotton, by increasing what may be called the home consumption.—*Dec. 20.*

### Novascotia.

**Severe Gale.**—On Wednesday night, the 26th November, a very severe gale took place, which did considerable damage to the shipping at North Sydney. An American vessel was driven on shore at the ballast heap, and was much injured; and a brigantine was seriously damaged.

The persons employed (15 in number) to save property on board the wreck of the ship Lord Clarendon, stranded at Low Point, after remaining on board for 14 hours, in the most imminent danger, barely escaped the following day with their lives, not being able before to get on shore, the sea making a fair breach over the ship—carrying away the mainmast and the foremast, with what rigging was attached to them; also the fore part of the poop, as well as washing everything on deck overboard, with the stores and provisions. The boats belonging to the ship were driven on shore and dashed to pieces.—*Cape Breton News.*

**Waking up.**—We observe that a gentleman has recently been lecturing at Plymouth, England, on the resources and advantages of the British North American Colonies. A multitude of persons in the old country are waking up to the value of these hitherto neglected and maligned outposts of the British Empire.

### COMMUNICATION.

TO THE EDITOR OF THE FREDERICTON REPORTER.

Sir,—In your editorial of the 12th instant, you refer to writers in the *Miramichi Gleaner*, and prudently waive the argument by declaring yourself neither "able or willing to keep up a running contest with every anonymous writer who chooses to address you through the newspapers."

To illuminate well rounded periods, meaning anything or nothing, yet calculated, if not intended, to mislead those for whose instruction, and by whom the Press is supported, is certainly less dignified than condescending to argument, stooping to facts, or replying to anonymous writers.

If, Sir, the question were to be decided upon the authority of a name, I much doubt the advantage to be gained by either of us appearing in "propria persona." If sound, not sense, were to determine the issue, I might hesitate to compare in euphony my humble cognomen, but

"The rose by any other name would smell as sweet."

To prevent a "running contest" has been my endeavor. My letters reiterate a request that you would cease running, and take up some definite position, entrenched by facts and defended by argument.

"Twas you, Sir, who first made the attack; not "A Colonist" or "Rusticus." You professed to consider the subject all-important, and a refusal to discuss it comes with ill grace from one who condemns without argument, and applauds without reason.

When you condemn the Eastern route, the public have a right to ask, Why? When you advocate a "Central route," you are bound to say where; and unless you answer these questions, I must be allowed to put my own construction upon your acknowledged want of ability or willingness in the matter.

I assure you, Sir, that there is no desire on my part to embark in a paper war. I have simply desired that a great question should be candidly canvassed. This desire arose from a conviction that while the interests of the whole Province would thus be subserved, the Eastern route would gain support from free and fair discussion. You say a "Central route may pass all the way from Halifax to Quebec, by the Grand Falls, without entering on American territory;" yet keep us in ignorance of what you mean by the term "Central line." A line by the Grand Falls would be close to the American boundary, and while you admit the objection to crossing foreign soil, it must be equally cogent against that line which could be obstructed or destroyed by foreigners when most required.

If a central line must be looked for without regard to engineering difficulties, it would be found in a direct line from the South-eastern corner of New Brunswick (where it must enter) to the North-western angle, as the nearest way to Quebec. This would pass through Westmorland, Kent, and Northumberland, to the South West branch of the Miramichi River, by the Eastern route, as laid down by Major Robinson, and from thence through Northumberland and Victoria to the Canada side, leaving untouched Albert, Charlotte, St. John, King's, Queen's,

Sunbury, York, Carleton, Gloucester, and Restigouche, and leaving all those counties on the river St. John unconnected with it by the river. Pray, Sir, is this the central line you would advocate?

The Eastern route does not go "round the Province," but from South to North, while that by the Valley of the St. John would first pass along the southern end, and from thence along the western line, and the borders of the State of Maine.

By adopting the Eastern route the Canadians would build 100 miles along the Saint Lawrence, which by the other would be built across the southerly end of New Brunswick, thus enabling us to build from the Bend via St. John, and through Charlotte, to the State of Maine, whereby we should get the commercial advantages of the European line; and those of the Quebec line, for less interest than the European line alone would cost, if built on the credit of the Province, and by which also we should possess a bond of Provincial union and wall of national defence. Should the Eastern route not be followed, four counties must be excluded which have not a river St. John to connect them six months in the year, and the Province will have a line partially beneficial during peace, and at the mercy of a foreign power during all time.

Your co-temporary of the Head Quarters says:—"The inhabitants of this Province to be directly benefited by the erection of a trunk line via St. John and Fredericton are in the ratio of 124,153, by the Valley of the St. John, against 32,009—Who might prefer the Northern route?" He takes the census for 1840, and supposes the increase of population in all the counties equal and about 25 per cent.—Yet, in the same paper he publishes the Kent census for 1851, shewing one of the Eastern Counties to have increased 52 per cent in that time. Again, in his estimate he includes Charlotte, which the Line does not touch, 15,178, and Westmorland, which he excludes from the Eastern route, though equally crossed by both, 17,686.

As you have laid claim to arguments in the Head Quarters, I shall proceed to answer this.

The route via Saint John would include Westmorland, St. John, King's, Queen's, Sunbury, York and Carleton, and that part now Victoria, which (taking his own figures) contain 105,975 inhabitants. The length of this line by the post roads, from the Bend would be:—Bend to St. John 94 miles, to Fredericton 65, Woodstock 62, Grand Falls 73, Madawaska Falls 38; in all, 332 miles. But supposing the Line to run up the Valley of the St. John by the river's course, it would be much more,—the distance from St. John to Fredericton alone would be 80 miles instead of 65.

The Eastern route through New Brunswick from the Bend, would be Bend to Richibucto, 48 miles, to Chatham 40, Bathurst 48, Campbellton 67, in all 203 miles, thus making a difference of 129 miles in favor of the Eastern route through New Brunswick. But if the Eastern route be adopted, we can also build 94 miles to St. John, and 65 miles from thence to St. Andrews, thus making the Eastern route to Quebec, and the European and North American line through New Brunswick, both from the Bend, 362 miles, while the Quebec line alone by the St. John route would be 332 miles. Again, on these two lines there would be the inhabitants of Westmorland, Kent, Northumberland, Gloucester, Restigouche, St. John, Charlotte, and King's, together 116,294, to which add one half of Queen's, Sunbury, York and Carleton, which would be connected six months in the year, 19,934, making 136,228 by this route, against 105,975, and connecting by railway and steamboat all parts of the Province, as well with the Canadas and Nova Scotia, as with every State in the Union.

Will it be contended, Sir, that we should build 332 miles of railroad to Quebec only, and leaving untouched one half of the Province, when by 30 miles additional rail we can connect the whole Province, and build our portion as well of the European and North American, as of the Quebec and Halifax line. But, Sir, this is by no means the strongest point of view in which our case may be put. If the windings of the St. John be followed, the two lines would be even shorter than your one, to say nothing of the 88 miles to be built by Nova Scotia, and the St. Andrews road to Woodstock, which would connect York, Carleton, and Victoria by rail.

The question would resolve itself into this:—Shall we build the Quebec line only by the valley of the St. John, intersecting one half of New Brunswick, or shall we for less money have both the Quebec and European roads, intersecting the whole Province? Let public spirit and public economy answer the spirit.

I am, yours,

RUSTICUS.

Miramichi, December 22, 1851.

### PARISH OFFICERS.

Notice is hereby given, that a Meeting of the Rate Payers on Property, in the Parish of Newcastle, will be held in the Mechanics' Institute, in the Town of Newcastle, on TUESDAY, the 6th day of January next, at 10 o'clock in the forenoon, for the purpose of electing PARISH OFFICERS for the said Parish, for the ensuing year, as required by law; of which all persons interested will please take notice and govern themselves accordingly.

DANIEL WITHERELL,

Town Clerk.

Newcastle, December 15, 1851.