

they are mutually bound to each other, or whereby either of them shall have endeavored to impose an obligation on the other of them, shall be and be deemed "a Contract."

XII. And be it enacted, that this Act shall not come into operation or take effect till the first day of May next.

THE RAILWAY.

To the Editor of the Gleaner,

Sir,—The St. John Morning News of the 29th ult., contains a lengthy article on the subject of the Quebec and Halifax Railway, together with a communication signed "Verity," which formerly appeared in the Frederickton Reporter. It is evident from the tone of Mr Fenety's remarks that he is at length convinced the project will be carried out, *maigre* all his futile attempts to frustrate or retard it. Accordingly we now find him bringing all his energy to bear on the question in regard to the route to be adopted.

In the article signed "Verity" we have a formidable array of lines and distances, and the writer endeavors to show the advantages to be derived to the "City of St. John" by the adoption of the particular line he advocates. But there happens to be other interests involved in the decision of this question, which cannot be overlooked by the Government. To make it promote the general interests of the Province, it should combine the double purpose of opening up the best land for settlement, and forming a means of intercourse and traffic between the different mercantile towns and settlements on the rivers which empty themselves into the Gulf and the Bay Chaleur, and the cities of Quebec, Halifax, and St. John. That this is the intention of the Home Government in promoting this great work, cannot for a moment be doubted, and they have wisely reserved the right of deciding in the matter.

That the North Eastern route is the best, and the only one which combines these advantages, is no baseless assumption. The able Report of Major Robinson, wherein he clearly proves its vast advantages over the other two lines, will no doubt be more reliable than the statements of the Reporter's correspondent; and the favorable remarks of Professor Johnston as to our agricultural capabilities, should be satisfactory on that head.

But setting aside all claims on the score of pre-eminence, would it be wise or politic on the part of the Government to sanction any scheme of Colonial Railway through this Province, that would cut off such an important section of the country from all participation in its benefits? To be sure some of the wise-acres who oppose the North Eastern line propose to give us a branch. One writer in the *Freeman*, some few weeks ago, would give a branch from the Grand Falls, on the St. John, to Bathurst, thence to Miramichi. Rather a circuitous way of connecting with St. John, I should say; something like going round-about for shortness. It would appear that although they have the strongest objection to the trunk line coming by this route, they would give us a hundred miles or two of a branch, just by way of accommodation. But it won't do; the people in the North know a thing or two, as well as their neighbours.

It may be said that the Northern route does not promise as great an amount of local traffic as the Southern one; but that is an assumption that is easily controverted. Independently of other things, the article of fish, which, next to lumber, forms our greatest export, would form a large item in Railway traffic, as it would afford the small dealers a ready access to market at any season of the year, without meeting the delays which often arise from the difficulty of obtaining a means of shipment to Quebec or Halifax, as the man who has but a small quantity to dispose of will have the same facility of sending it to market as the one who has a larger; and in most cases they will prefer doing so, instead of disposing of it at home. The same will apply to many articles of agricultural produce and lumber. It is well known that some hundred cargoes of mackerel are annually caught in the Bay Chaleur by American fishermen; and there can be little doubt, that if the trunk line, and the European and North American, were only in operation, the greater part of these fish would be sent over land to the States. This alone would form no small source of traffic. According to the information obtained from the fishermen, each vessel engaged makes three voyages in the season; it is therefore quite evident if they had the means of sending in this way, they would do so, as they would then save time required for carrying home their two first cargoes, and returning, and the time so saved could be devoted to the further prosecution of their fishery.

That we possess valuable mineral resources has been established beyond a doubt; the rich specimens of copper, manganese, and coal produced in the County of Gloucester sufficiently attest that fact; and the latter article abounds also in the Counties of Northumberland and Kent. Possessing as we do these essential elements of wealth and prosperity, with a fertile soil, two of the finest Rivers in the Province, the Miramichi and the Restigouche, and extensive Fisheries, I opine that we present strong claims to consideration in any projected measure that has for its object the general interest and advancement of the Province; and the people of the North feel assured that their interests will meet with that regard in the councils of the country which the extent of their population and resources so justly entitle them to, the

fulminations of the Morning News to the contrary notwithstanding.

I remain, Mr Editor,
Your obedient servant,

A NORTHERNER.

Chaleur Bay, December 3, 1851.

Editor's Department.

MIRAMICHI :

CHATHAM, TUESDAY, DECEMBER 16, 1851.

☞ We assure our contemporary of the Gaspé Gazette that the Gleaner is regularly mailed every Thursday, and if he does not receive it, the fault does not lie with us, or the Postmaster here.

☞ ROBERT HUTCHINSON, Esq., has kindly consented to collect our Outstanding Debts in the County of Kent, and has been furnished with our Accounts. As we are much in want of the *needful*, our subscribers in that quarter will oblige us by an early settlement.

ELECTRIC TELEGRAPH.

Our Correspondent at Richibucto furnishes us with the following gratifying piece of news from that place:—

"On Monday the 8th instant, the Line of Telegraph from the Bend of Petitcodiac to Richibucto was completed. About 7 o'clock in the evening, a message was transmitted along the line, and to the gratification of all present, it was announced by Mr STEVENS, the Superintendent, that the Batteries, and everything connected with the line, worked most admirably. This gentleman, who, from his experience in constructing and working lines of Telegraph, is an authority that can be relied on, has pronounced the Line to be inferior to none in the Province. The Posts are good, well sunk in the ground, the Wire efficiently strung, and the manner in which the whole line is put up, reflects the highest credit upon the spirited and enterprising contractor, Mr JAMES MOONEY, of Richibucto. During yesterday several persons availed themselves of the operation of the mysterious and subtle element to communicate with their friends on various subjects. The receipts at the office so far affords present encouragement to the Stockholders, and good ground of hope for the future. There is little doubt but that the line will be a paying one, and handsomely remunerate the spirited individuals who invested their money in so laudable an enterprise. It will doubtless prove a very great convenience to our mercantile men, by placing them in immediate communication with all the principal trading towns in British America and the United States. Truly this is the age of progress, and the people of the North appear resolved to possess themselves of the many advantages enjoyed by their Southern neighbors, in having works of a public nature. May success attend every undertaking calculated to promote the happiness and prosperity of mankind. I hope in a few days we will be enabled to converse with our friends in Chatham."

We have to-day the gratifying intelligence to communicate, that the Electric Telegraph is at length established in Miramichi. D. B. STEVENS, Esq., Superintendent of the New Brunswick Telegraph Company, arrived here from Richibucto on Wednesday last, and on the evening of Friday our Line was finally completed, and placed in working order. Communications on that evening were held with Richibucto, St. John, and Halifax, and the line, we are happy to state, works most admirably. This is one step in the right direction, and we congratulate the Shareholders on the successful issue of the undertaking. When will we have another to announce?

THE RECENT APPOINTMENTS TO THE EXECUTIVE COUNCIL.—The Head Quarters in speaking of the late appointments to the Executive, remarks:

"So far as we have yet heard, the recent appointments to the Council have met with general approbation. Mr Gilbert had for upwards of twenty four years represented the County of Queen's, and Mr Wark had ably represented the County of Kent during the continuance of more than one Provincial Parliament. Mr Steves had also a seat for Albert in the late and the present House, and was always considered a good member. Mr Ryan has not, to our knowledge, hitherto been in public life—but one thing is very clear—the County of Kings has been without a member in the Upper House for a protracted

period, and there can be no doubt, from all we can learn, that the selection now made is satisfactory to a majority of that county and the public."

We bear our contemporary out in his remarks relative to the appointment in Kent.—The Government could not have made a selection which gives more general satisfaction to the people in that County.

THE RAILWAY.

By the last mail we were kindly furnished by a Correspondent in Halifax, with copies of two Bills passed by the Legislature of Nova Scotia, providing for the building of the Great Trunk Railway, and one relating to the Incorporation of Land Companies; as well as the joint Address of the Council and Assembly, recommending the two first named acts to the favorable consideration of Her Majesty. The two first we have published.

If the Government of this Province will take up the great question in the same determined manner, as the Government of our sister Province has done, leaving the question of route to be decided by disinterested and competent engineers, appointed by the Home Government or by the Governor in Council, or both jointly, there cannot be a question but that they will be equally successful in carrying the measure through our Legislature; but if they hesitate, show any signs of fear, or allow the question of route to be discussed, there is but slight chance of their succeeding, for a great diversity of opinion exists on this head, and parties will advocate that line which serves their own immediate ends, or will prove advantageous to their constituents.

The people on the Gulf Shore are content to leave the matter in the hands of disinterested parties; but if the House is called upon to Legislate on the question what line is to be adopted, our members must oppose any scheme that may be introduced, which will deprive us of participating in the benefits which must inevitably follow from this great inter-colonial communication, if they value their seats, or have any regard to the unanimous voice of their constituents.

We have been too long cut off from direct communication (commercially speaking) with our fellow Colonists in the City of St. John and the Counties bordering on that river and the Bay of Fundy. This has proved highly prejudicial to us as a community, and the evils resulting therefrom are daily becoming more apparent and more burdensome.—We wish to trade with them, and through them obtain a quicker outlet for such commodities as we send to the markets of the United States. Situated as we have hitherto unfortunately been, we have no bonds of union between us—our interests are separate and distinct. We know nothing of each other—tariffs have been enacted which have proved highly injurious to us, which, had we known each other better, would never have become law. This has begat feelings of hostility, which should never exist between people living in the same Province. This should be remedied; and now, when so favorable a prospect is opened up for rectifying those evils, they will not quietly submit to see them blasted through the intrigues of designing men, or by Legislative enactments based on local feelings.

If our members were not well aware of the universal feeling that is abroad on this great question, we would urge the expediency of holding meetings in every town and parish in the Northern Counties; but they are aware of it, and from what we learn, are determined to do their duty.

MEETING OF THE LEGISLATURE.

The Gazette of Wednesday contains the Proclamation of His Excellency, summoning the Legislature of this Province to meet for the *Despatch of Business* on Wednesday, the seventh day of January next.

CANADA.—Messrs. Stuart and Dubord have been elected members to represent Quebec in the Assembly.

CASH PAYMENT BILL.—Mr Williston has furnished us with a copy of his "Cash Payment Bill," which we have published in accordance with our promise. The Bill in our opinion, will prove a failure, because it is framed to benefit certain classes only. We should like to be informed, why a Farmer on bringing his produce to market, or a farm laborer, should not be entitled to demand Cash for their produce or for their labor as well as the lumberer or the person employed in a mill

or in a ship yard. What we want, to accomplish what Mr Williston seeks, is a larger amount of floating Capital—more Money; and until he, or the Legislature, devises means to introduce this necessary commodity into the Province, by the commencement of public works, the establishment of a Provincial Bank, or by both, we are apprehensive the evils of the "truck system" as it is termed, will be continued. That it is an evil, and one which has a most pernicious effect on all classes of our community, cannot be disputed, and until a better one be substituted, our energies will be cramped and our enterprise retarded. Were the Cash system but once established, there is no fear of our again falling into the old one—as the beneficial effects would at once be sensibly felt; but if the Legislature does not perform some other act with a view of bringing this desirable measure about, than the passing of this bill, we are apprehensive that alone will hardly accomplish it. If it does, we shall be agreeably disappointed.

THE SEASON.—The frost was most intense during the greater part of the week.—Sunday was an extremely cold day, and the ice on our river is now sufficiently strong to admit of travelling thereon with horses and sleighs. The Schooner *Acelaide Victoria*, from Boston, succeeded on Tuesday last in getting up as far as Oak Point, about twelve miles from Chatham, where she now lies frozen in.

YESTERDAY'S MAIL.

EUROPEAN NEWS.—The mail steamer *Niagara* arrived at Halifax at midnight on Wednesday last. She experienced a very boisterous passage. The papers she brings are to the 29th November, but if we except some gratifying news respecting the flourishing state of trade in the mother country, the intelligence they furnish is not important. We have made a few selections.

CANADA.—The Hon. Mr Hincks has been returned for Niagara without opposition.

UNITED STATES.—It appears by recent returns, that the Revenue of the States, under the present law fell off from 20 to 30 per cent. the last year. The balance of trade against them is reported to be about twenty millions of dollars.

THE RAILWAY.—We take the following extracts from the *Courier* of Saturday. Surely if the route recommended by the *Courier* is so far superior to the one selected by Major Robinson, as he would lead us to suppose, the Editor cannot have any objection to let the matter be decided by disinterested parties. This opposition belies his assertions:

"It is generally supposed that the line of policy which our Government means to adopt is, to introduce an Act similar to that passed in Nova Scotia, authorising a loan of two millions sterling, and pledging the revenues for the interest; leaving the question of the route to be settled by Commissioners. This will be equivalent to adopting the North Shore route, for, let the New Brunswick Commissioners be who they will, Imperial interests and Nova Scotia influence will be certain to overrule them. All, therefore, who support an "open route," may be safely set down as enemies to their country. In whichever way the question is carried, a delegation from the Three Provinces will no doubt immediately proceed to England, to force from the reluctant Ministers a modification of the terms. Should this be accomplished, all will go on swimmingly for a year or two, while the money is being spent and the interest paid out of capital. When pay day comes, however, the scene will be changed. So soon as our farmers feel the paw of the taxgatherer they will awake to their gone case, and we very much doubt, will seek a remedy in repudiation and annexation.

"On the other hand, should Earl Grey and the British Parliament insist on the terms already prescribed—'permanent taxes, as well for the interest as for the sinking fund!'—our delegates will return to give an account to an angry and disappointed people, by which if they had remained true, consistent, and united, the only railway which at present require, and the only railway which can be profitable, would to a certainty have been built, without greater risk to the country than could have easily been borne. And the end will be, that with private enterprise disgusted and defeated, and all confidence lost in public honor, prudence and consistency, all who want railways will have to go to toem."

NEW BRUNSWICK.—The New Brunswick-er of Saturday contains the following paragraph. We sincerely respond to the wish expressed by our contemporary. There is ample scope for improvement every way—com-