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Nec araneorum 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, Tuesday Afternoon, November 18, 1851.

No 4.

The Railway.

NOVA SCOTIA LEGISLATURE.

RAILWAY BILLS.

Hon. Provincial Secretary asked leave to introduce the following Bill:—

A Bill, entitled, An Act to make provision for the construction of a Trunk Railway through British North America.

Whereas the formation of Railroads from Halifax to the Rivers Detroit and St. Croix would consolidate and strengthen the Provinces of British America, develop their resources, multiply their social and commercial relations, and afford increased facilities for rapid inter-communication with the British Islands, and with all parts of this Continent:

And whereas Her Majesty's Government is prepared to advance the funds required to construct a portion of these works, on certain conditions:

And whereas Canada has made liberal provision for one third of a Trunk Line from Halifax to Quebec, and for the extension of that line to the River Detroit:

And whereas there is reason to anticipate the co-operation of New Brunswick in the completion of both lines passing through that Province:

I. Be it therefore enacted, That provided the funds necessary for the purpose shall be raised by loan under the authority and guarantee of the Parliament of the United Kingdom, or advanced as a loan to this Province under the said authority, or subscribed or loaned by individuals, as hereafter provided, it shall be lawful for the Governor of this Province in Council, to enter into such arrangements as he may deem conducive to the interests of the Province, with the Government of the United Kingdom, and with the Governments of the Provinces of Canada and New Brunswick, in reference to the construction of a Railway from the City and Port of Halifax, in Nova Scotia, to some point opposite the City of Quebec, either by constructing the same on the joint account of this Province and the said Provinces of Canada and New Brunswick in equal proportions, or by engaging to construct at the expense of this Province that part of the said Railway lying within Nova Scotia, or by making such other arrangements for the construction of the said Railway as may be agreed upon with the said Government of the United Kingdom and said Provincial Governments; and for facilitating such arrangements, all the ungranted lands within this Province, lying within ten miles on each side of the line of the said Railway, are hereby placed at the disposal of the Governor of this Province in Council, to be appropriated, pledged, or otherwise dealt with as he may think best for the interests of the Province with regard to such arrangements as aforesaid, it being understood and hereby declared that the Province will confirm and carry out by such Legislative enactments as may be necessary to give full effect to the same, any arrangement and agreement which may be made by the Governor in Council, in the spirit and for the purposes of this Act.

II. It shall be lawful for the Governor, out of the funds to be raised or advanced for the purpose as aforesaid, to pay such sums as may be required to defray the expenses of making that part of the said Railway, which shall be to be made at the expense of this Province, under any such arrangement as aforesaid, or any other expenses which, under such arrangement, shall be to be borne by this Province.

III. Whenever the Governments of Canada, New Brunswick, and Nova Scotia, have completed the arrangements necessary, and determined on the construction of the work, contemplated by this Act, it shall be lawful for the Governor in Council to appoint Commissioners, with full powers to construct such work, in conjunction with Commissioners to

be appointed in the other Provinces, who shall be empowered from time to time to draw upon the Receiver General for any amount not to exceed one third of the funds required for the same.

IV. The said Main Trunk Line of Railway, or such part thereof as may be made under the provisions of the preceding sections of this Act, shall be a public Provincial Work, and all the powers vested in Road Commissioners with regard to the taking of lands required for Public Works, and all other powers vested in them under the provisions of the Revised Statutes, and not inconsistent with this Act, shall apply to that part of the said Railway to be made as aforesaid; and the said Railway shall be made, through this Province, on such Line and in such places as the Governor in Council shall determine and appoint as best adapted to promote the general interests.

V. If any Corporation, or any individual, shall desire to invest monies in the Railway Fund, applicable to the construction of this work, at their own risk, sharing with the Government the hazard and the profit of the enterprise, it shall be lawful for the Receiver General to issue Scrip, in sums not less than £25, bearing no interest, but entitling the holder or holders to a share, proportioned to his or their investment, in the Tolls and Revenues of the Road.

V. Any persons desiring to invest, on the credit of the Province, monies in the Railway Funds, applicable to the construction of this work, may pay any amount to the Receiver General, under the same guards and regulations as now secure the monies invested in the Savings' Bank, provided that the rate of interest to be paid on such instalments shall be the same as the Province pays for the loans advanced by her Majesty's Government.

VII. Whenever the Railway shall be completed from Halifax to Quebec, it shall be lawful for the Governor in Council to make, in conjunction with the Governments of Canada and New Brunswick, such arrangements as may be suitable for working the said Railway as one line, by a common management, or for working that portion of the line which shall have been constructed at the risk of this Province; such arrangements to be submitted to both branches of the Legislature at the Session then next ensuing.

VIII. The total sum to be raised for the purposes of this Act, upon the credit of the Revenue of this Province, shall never exceed, in the whole, the sum of One Million of Pounds sterling.

IX. This Act shall not go into operation, unless provision be made by the Legislature of New Brunswick for the construction of a Branch Line, from some convenient point of intersection with the Main Trunk Line, to the River St. Croix.

The Bill was read a first time.

The Politician.

THE BRITISH PRESS.

From the Belfast News Letter, Oct. 5.

DESERTION OF SEAMEN.

The desertion of seamen from merchant ships, in foreign ports, begins to assume a serious aspect, and should awaken the vigilance and united efforts of shipowners to check this growing and, to them, very costly evil, as far as in their power, by inflicting the legal penalties, and in aiding each other to arrest and claim the wages which may be due to deserters, on arrival of the ships in which they are sailing under false names.

We understand there are several of this description amongst the crews of the ship York, of Belfast, and the brig Albion, of Cork, both arrived at this port from Quebec—shipping at £12 per month, £2 10s. per month be-

ing their article wages in the ships they had deserted. So far, of these one man only has been identified as a deserter from the ship Herald of Greenock, sailing in the York under the false name of James Jamieson—his real name being Andrew Twaitt; and his forfeited wages have been paid to the agents of the owner of the Herald here, but not until the expense was incurred of sending to Liverpool for an officer of the ship (together with the trouble of obtaining the necessary official documents) to identify the deserter.

We hope that the other deserters in these ships will not escape punishment. We see, by the following paragraph from the Greenock Advertiser, that active measures are being adopted by the shipowners of South Shields to suppress this evil:—

"A case of great importance to the mercantile public generally, was heard before the South Shield magistrates on Friday. The Justices were—the Mayor, Mr John Clay, Mr J. T. Wawn, M. P., and Mr Thomas Forsyth. During the last two or three years, cases of desertion from British vessels, in North American ports, have assumed a most serious character, and the injury done to shipowners may be estimated when it is stated that nearly 2,000 men have run away from their ships, during the past season, and the loss to the shipowner upon each man will amount to £12. A difficulty has been felt in bringing seamen who have deserted, to justice, and it has generally happened that men belonging to vessels on the West side of the Island have come to the East, and vice versa. Mr Melouin, an extensive shipowner and merchant belonging to Newcastle, acting upon the 62nd clause of the 7th and 8th Victoria, chap. 112, which gives power to any person by information and summary proceeding before any justice or justices of the peace in, or near, where the offence has been committed, to recover penalties, &c., determined to assist in putting down the evils of desertion, by prosecuting the first run away seaman that he ascertained had arrived in a North Eastern port. In the early part of the week the Sprite, of Sunderland, Stewart, master, arrived at that port from Quebec, with a fresh crew on board, who were supposed to be deserters. Mr Melouin took steps to ascertain from what vessels they had deserted; and it was found by the documents and tickets, filed at the register office for seamen at London, that five of them had run away from vessels belonging to Glasgow and Liverpool. Their names are James Hamilton, a deserter from the Clansman, of Glasgow; James McDonald, a deserter from the Renfrewshire, of the same port; Samuel Thomas, from the United Kingdom, of Belfast; Thomas Walker, from the Montrose, of New Brunswick, and subsequently from the Clansman; and John Hoy, first a deserter from the William, of Liverpool, and then from the Troy, of the same port. Stewart and his crew had differed at Quebec, and had discharged them, and engaged the men whose names have been enumerated. They had signed articles in the ships they had deserted from at £2 10s. per month, and had been engaged by Stewart at £9 10s. per month. Mr Melouin applied to the Sunderland magistrates for power to apprehend the men, but in consequence of being unable to show a written authority from the owners of the vessels from which they had deserted, the magistrates declined to comply with his request. He then went across to South Shields, and the magistrates in that town having issued warrants, the men were apprehended by Mr Buglass, the superintendent of police at South Shields, as they entered the shipping-master's office at Sunderland, to receive the wages for the run and their discharge. Four of the men pleaded 'Guilty' on Friday, but the fifth, Thomas Walker, having refused to do so, his desertion from the Montrose at Quebec was clearly proved by Captain W. Hemsley, the Sunderland shipping master. The magistrates sentenced Ha-

milton, Thomas, and McDonald, to one month's imprisonment, Walker to six weeks, and Hoy to three weeks' imprisonment. The whole of their wages for the run to Sunderland, amounting to £25 10s 11d., was declared forfeited to the owners of the vessels from which they had deserted, and Mr Melouin having declared himself the agent of those gentlemen, the money was handed over to him to send to them. The seamen's clothes are also forfeited, but Mr Melouin stated that, with the exception of Walker's clothes, whom he was determined to make an example of, they would be restored. The men, by false representations, having procured fresh register tickets at Sunderland on the arrival of the Sprite, the Collector of the Customs in that port is determined to proceed against them at the Quarter Sessions, and upon conviction, they will be subjected to 12 months' imprisonment. They are also liable to be proceeded against on another charge, two of them sailing under false names, and the whole of them giving incorrect accounts of themselves."

MISCELLANEOUS.

ASTOUNDING INVENTION.—We notice an invention by Mr Solomons, of Cincinnati, says an exchange paper, of what he calls a perfect substitute for steam! From common whiting, sulphuric acid and water, he obtained carbon in the gaseous state; and with the power exerted by this gas, he asserts that he now drives a 25 horse engine, and for one-fortieth the expense of steam, lifts and lets fall 12,000 lbs. five times in a minute. This fluid, without any heat applied at all, exerts a pressure of 540 pounds to the square inch, while water in the same unheated state has no pressure but that of gravity. Water, heated to the boiling point, yields a power of fifteen pounds. This fluid with the same heat, would yield a power of nearly 12,000 pounds. And what is more, a handful of charcoal and a boiler the size of a tea-kettle, will produce, at the expense of a few cents, the whole of this tremendous energy. Fifty dollars expense in carbon will carry one of the Collins steamers from New York to Liverpool.

There is a woman at Campobello, in the Province of New Brunswick, who has lain upon her bed for sixteen years. She was prostrated after a child-birth, became paralyzed, and has never recovered. The child lived, was healthy, and is now a fine young woman. The woman is not capable of moving any of her limbs in the slightest manner, and cannot sit up. She can hear, but cannot speak loud or distinct. What is very remarkable, she appears to be fleshy, has a fair countenance, and a good appetite, though on account of her immobility, her food is given in thin or liquid form. She does not change for the worse, but remains as she has been for many years. Her bed is made by rolling her from one side to the other, and she has no acute pain. Her hands remain crossed upon her breast—her fingers are white and smooth almost as ivory. It is singular that in this inert state of her body, the process of digestion should go on as regularly as it does. Nothing is done for the restoration of this woman. She is now about 40 years old, and during her confinement has seen her husband die in the same room occupied by her. Is not her case a peculiar one?—*Eastport Sentinel.*

A letter from Warsaw says:—"A master tailor, named Michalowski, some time ago obtained a passport for Paris, on the condition that he would not go to London; but, on arriving at Paris, the temptation of the Crystal Palace was so strong that he could not help visiting it. On his return to Warsaw a few days back, he was summoned to the office of the police, and was told that he had been to London, in violation of his promise. It was accordingly ordered that he should receive a certain number of stripes, and they were duly inflicted."