

giners opens an era of great interest to Egypt on account of the great advantages which will be derived from the connexion of the two principal towns of Egypt by a railway passing through the Delta, and they have come at a favorable season, as the cool weather is beginning to set in, and the river being at its full height and covering this year a greater extent of country than it usually does, it will show what measures they will have to take to guard against an extraordinary inundation.

Communications.

THE NORTH.

To the Editor of the Gleaner,

Sir,—The two schemes of constructing the Railway by a joint stock company, or as a Provincial undertaking, having been so fully discussed by the Press, and at public meetings held in almost all parts of the Colonies, where the advantage of having it built by the government in preference to all other means has been clearly shown, it seems strange that there is still a portion of the Press of this Province which pertinaciously cling to the project of a company. They must surely have allowed themselves to become hirelings to serve private ends, or they are wanting in thought and observation, and unworthy of being looked upon as exponents of public opinion, or vindicators of the public rights; for young as our country is, we are not without many proofs of the ruinous effects of monopolizing companies. Look at Nova Scotia, with its minerals in the hands of a private company, but only for a limited period of sixty years, the half of which has already expired; yet the people there find themselves sorely aggrieved, and defrauded out of a large revenue. Look at the beautiful Prince Edward Island, once called the granary of Canada, granted for some trifling service to a few individuals, in lots of 20,000 acres each, thereby giving them a complete monopoly of the whole Island, and preventing the settling of the country without the unfortunate applicant submits to the terms of the landlord, which is twenty shillings per acre at least for an outright sale, for wilderness land, or become a tenant, and depend on the tender mercies of the landholder, causing contentions and bickerings between the people and their rulers, fighting year after year for an escheat, frequently verging on a civil war. Look at the Seigniorial territories of Canada, granted in the same manner, which the people are suffering under, and the abolition of which must take place. Look at the North West Furring Company, with their chartered rights, accumulating and amassing wealth, commanding a boundless tract of country, to the exclusion of all others. Yet in the face of all this, and at our very doors, we find a number of individuals straining every nerve to place the great trunk railway, which is hereafter to become the main artery of the Province, in the hands of a company, to enable them to become masters and dictators, and domineer at will, and not only that, but actually paying them for it, giving them £20,000 a year for 20 years, which only amounts as one item at the end of the above period to £400,000, yet this falls far short of the evils attending a company. Our Legislature offered 10 miles on each side of the railway, together with the right of way and stations through all granted lands, and seeing their liberality, Mr Archibald, the leader of the would-be company, only asks them to double the grant of land, with all that is valuable above and below ground for ever. Truly a modest demand. Indeed, if such a request was granted, it might be called the father of all the monopolies that has yet appeared in America. It may be said the wilderness land is at present valueless, and that they may as well be in the hands of a company, if they would do anything with them, than let them remain as at present, in the hands of the government. Never was there a more erroneous idea. If a government cannot settle wilderness land, depend upon it a company will not, until they find it to their advantage to do so, and it has been too much the practice heretofore, either from ignorance or something else, to grant great tracts of wilderness land to individuals, for trifling considerations, their limited views leading them to believe that such a country is all but unfit for anything. We find, in the early history of Nova Scotia, after its first conquest from the French, the whole Province, embracing all that is now known as New Brunswick, granted, with all its treasures, for some trifling service, comparatively speaking, to a Sir William Alexander. And had it not again fortunately fell into the hands of the French, by which means a second conquest became necessary, thereby cutting off the right of the said Sir William Alexander, the whole country would yet have remained in the hands of his heirs. Yet it could have no worse effect than to place the present gigantic scheme in the hands of a company, embracing one seventh of the whole Province, equalling in area the whole of P. E. Island, to enable them to become dictators and rulers. Create such a monopoly, and Governor and Legislature may cease to exist, and all may fly to the ruling power to make their peace with them. And it becomes our Governor and Council at once to retrace their foolish step, and petition Earl Grey to withhold his assent to the Facility Bill, thereby forcing our friends in the south to adopt the only legitimate and proper course for constructing the Portland railway. No man would invest a dollar in an undertaking which would not

pay, and if a company will invest their money, which they value at six per cent., and get the remainder whichever way they can, surely the Province is more competent to do so, being a company on a more magnificent scale, keeping their land and money, and having the British nation their backers, with money at 3½ per cent.; and it is most remarkable that persons who are continually preaching up reform, are lending their aid to establish a grinding, arbitrary monopoly, worse than the most absolute rule of any potentate in Europe. Legislating to suit private ends is becoming quite too common of late. In Nova Scotia the electric telegraph went begging for over twelve months for a company to take it up, but none would have compassion on it; yet the moment the people proved through their representatives that it would be a paying concern, some liquorish-toothed legislators must hand it over to the tender mercies of a company, themselves going shares. And in our own Province heretofore every yelping cur throughout the length and breadth of the land would bawl out a "do-nothing government," and the moment they offered to be a do-something government, they must stop and become tools to serve private ends and selfish purposes. Out upon such foolery.

A COLONIST.

Restigouche, October 28, 1848.

TO THE EDITOR OF THE NEW BRUNSWICK REPORTER,

Sir,—The great public question of the day, the Quebec and Halifax Railroad has much employed the pens of our Provincial Editors, and not a few have lent their aid to retard its progress.

It would appear that the people on your side of the Province are at length satisfied that further opposition to the main question is useless, and (assuming your Editorial of the 14th instant, to be a reflection of local feeling) they are anxious that the advantages should be Local, not Provincial.

You have certainly not hesitated to make some very bold statements. You say: "To the inhabitants of Canada, of course, the Great Trunk Line after it crosses their own boundary, is a mere point of detail; but the object of New Brunswick is to open up the large tracts of fertile lands in the interior of the country—to form a railway communication through the centre of districts which even now finds the services of seven steamboats inadequate to the task of transporting the trade and produce of the country to and from the seaboard; to give a natural impulse to the growth and prosperity of St. John, &c." You call down woe on the man who would advocate "the random expenditure of money, on the Gulf of St. Lawrence, instead of one of the finest tracts of land in the world!" You advocate "the Line run to the Tobique, and its junction with the Saint Andrews Line," and desire "to identify the Trunk Line with the European by their intersection at some point between St. John and Woodstock." You accuse the North of trying to convince themselves that their own good district is the Province, and advise the people of nine other counties to hold meetings in order to prevent taxation for making a railway round the Province to Canada.

Now, Sir, this might be all very fine were it true. It rests, however, on mere assertion without facts, figures, or argument; it may suit those whose prejudices have blinded their judgment, but will not blindfold the inhabitants of some of the nine counties you mention, because, knowing that the "intersection at some point between St. John and Woodstock," simply means a Line passing through Fredericton. They will be induced to inquire, what are the general or particular advantages of such a route?

The inhabitants, not of the North (as you call them) but of the Eastern Counties of New Brunswick would be perfectly satisfied that independent, unbiased commissioners, having no local prejudices or interests, should, by investigation, and after full enquiry, decide what line should be adopted as the most practicable, and best calculated to advance the interests of the whole Province.

Canada and Nova Scotia are willing that the whole line should be built on the joint account. If it fails to pay they will be joint losers. How, then, can it be unimportant to them whether it passes through the least or most fertile and paying part of New Brunswick? and whether it goes round this Province or by a more profitable, direct and cheaper route? And are they not more impartial judges in the matter than you who claim to have it pass your own doors?

The people of these counties think that the possession of the "River St. John, and seven steamboats inadequate for the transport, &c," is one reason why the Railroad should not go through the same part of the country. That if seven steamboats run "up through the country to and from the seaboard," you have a Railway in effect, and require but a few extra cars.

Our silly people think that while all the counties on the St. John are connected with the greatest "commercial mart in the Eastern Provinces," they must trade with and through that city, and that the "natural impulse to the growth and prosperity of St. John" would be given by making her the commercial mart for that half of the Province from which she is now completely cut off, and with which she can only be connected by the North Eastern Railway and the Branch to the Bend.

If you would condescend to refer the question to argument, lay down the route you intend to advocate from the boundary of Nova Scotia to that of Canada, and your reason for preferring it to the Eastern line. The people

on this side of the Province will admit that the road should be made on that line which at the least expense will afford the greatest amount of benefit to the whole Province, and open up the fertile tracts of land in the interior, "one of the finest tracts of land in the world." The North will only claim to be a part of the Province, ready to yield its local interests for the general good.

You might discuss the question on the supposition that the whole Province belonged to one man, who sought to decide where the railroad should run in order most to enhance the value and establish the safety of his whole estate. You could then take up the map (not made for the occasion) and shew how the Eastern route would go round the Province and not through the interior; and you might refer to the passages in Johnston's or Robinson's Report to prove that it would not pass through one of "the finest tracts of land in the world."

When you have shewn this, and that the Tobique line will be shorter, less expensive, and more profitable; that it will open up the finest and most suitable country for settlement; that, as a National undertaking, it will better subserve our Provincial prosperity and secure British connexion than the Eastern line. Then may the nine counties you speak of be convinced, and the North—the selfish North, admit that the road should go where the salaries are expended, that to him that hath might be given. But until you have done this, believe me, long unmeaning Editorials will neither convert the reflecting, nor serve the selfish among your supporters.

RUSTICUS.

Miramichi, 21st November, 1851.

Editor's Department.

MIRAMICHI:

CHATHAM, TUESDAY, NOVEMBER 25, 1851.

NEWCASTLE GRAMMAR SCHOOL.

The Grammar School taught in Newcastle by John Sivewright, A. M., was examined on Wednesday last, in presence of the Trustees and several of the parents of Pupils. Mr Sivewright, having accepted the appointment of Master of the Grammar School in Bathurst, and being about to leave Newcastle where he has so long taught with such distinguished success, the following Address was presented to him by the Trustees, at the close of the examination, viz:

To JOHN SIVEWRIGHT, A. M., Master of the Grammar School, Newcastle, Miramichi.

Dear Sir,—We, the Trustees of the Newcastle Grammar School, do hereby unite in bearing our testimony to the diligence, ability, and success, with which you have, for a lengthened period, conducted the education of the young, who have been committed to your care. For upwards of fifteen years, you have taught in this Seminary, and by your uniform kindness, and unremitting attention, both to the intellectual and moral training of your pupils, you have secured the approbation of the Trustees, the satisfaction of the Parents, and the affection of your Scholars, to a degree which has seldom been surpassed.

While we are sorry that, from the present circumstances of Newcastle, a sufficient support cannot be ensured to obtain your permanent residence among us, we express our satisfaction at learning that you have been invited to a place, where you are likely to obtain a more adequate remuneration for your labors. And in parting with you, we would express our fervent wish, that, in your new situation, you and your family may be blessed with health, competence, and comfort; and that you may, in your professional labors, continue to find success accompanying your efforts, and that these efforts are duly appreciated by those among whom you are placed.

WM. HENDERSON, A. M., Trustees of the
EDWARD WILLISTON, } Newcastle
WILLIAM FALCONER, } Gram. School,
November 20, 1851.

To which Mr Sivewright made the following Reply:—

Permit me to assure you, that I receive, with no little satisfaction, your encouraging approval of my past services.

During the many years I have been amongst you, I have endeavored at all times to discharge my duty, however inefficiently it may have been performed, to the best of my ability.

To my early friends, who bore much of the heat and burden of the day—to the parents and guardians of youth, who have honored me with their support—to the friends of education, who lately came forward, and at no small expense erected this excellent building, in which we are now assembled—to one and all, I feel deeply grateful.

That health and happiness may attend you—that prosperity may adorn the place, where I have spent many happy days, the feelings of my heart prompt me sincerely to desire.

JOHN SIVEWRIGHT.

RETIREMENT OF MR. SIVEWRIGHT FROM THE NEWCASTLE GRAMMAR SCHOOL.—This gentleman, so well and so long known throughout the Province, as the popular and efficient Teacher at Newcastle, left Mirami-

chi last week for Bathurst, to take charge of the County Grammar School at that place. This step, how much soever to be regretted by the friends of education in this quarter, Mr Sivewright felt himself actually compelled to take, for reasons which it is not necessary perhaps to mention. During a residence of fifteen years in this place, Mr Sivewright has won golden opinions from all who knew him intimately. They could not therefore allow him to depart from among them, without an open and public declaration of their sentiments in this regard; and this was done by several of his friends meeting him at the Grammar School on Wednesday evening last, when an Address was presented to him, which was met, on the part of Mr Sivewright, by a suitable Reply. Mr Pierce will oblige some of his numerous friends here, by publishing the Address and Reply in his next paper.—Communicated.

To JOHN SIVEWRIGHT, A. M., Master of the Newcastle, Grammar School.

Sir,—We, the undersigned, inhabitants of Newcastle and Douglstown, regret deeply and sincerely, that you are compelled, by a prudent regard for your own interests, to bid adieu to Miramichi, and to take up your residence in another part of the Province.

At all times, it is painful to part with a valuable member of society. At the present time, it is especially so to us. Our population, already small, can ill bear to be made still smaller by the loss of its best members. For this reason, Sir, your departure hence will be truly regretted by us all.

A resident at Newcastle, for a long term of years, you have won our high respect and esteem by the exhibition of your many virtues, and by your assiduity, devotedness and success in the great cause of Education.

In now bidding you farewell, permit us, Sir, to perform a grateful office—to tender you this testimonial, as a proof of the high estimation in which we hold your character and services—and to express our earnest wish, that, wherever your lot may be cast, your usefulness may be continued; that your health, and the health of Mrs Sivewright and family, may be preserved, and that success and prosperity may crown and reward all your labours.

Newcastle, November 19, 1851.

W. Henderson, A. M., Colin Nevin,
T. C. Allan, John Wright, Senr.,
H. B. Allison, John Wright, Junr.,
Wm. Loch, John Miller,
A. A. Davidson, Wm. J. Fraser,
T. P. Bourne, M. D., Wm. Falconer,
P. Watt, Edward Farrell,
John Wyse, William Gremley,
P. Mitchell, J. Brander,
George Watt, M. M. Sargeant,
James Mitchell, P. Wheeler,
Hiram Fish, E. Williston,
T. B. Maltby, Alex. Mitchell,
O. Willard, D. McGruar,
R. McKenzie, Thos. Vanstone,
J. Rust, James Fish,
D. Witherrall, John Ellis,
Wm. Masson, J. Chalmers, M. D.,
John Bagnall, R. Hutchison,
Wm. A. Black, C. McNutt,
John Rundle, R. T. Miller,
Wm. Matheson, Alex. Jerriman,
D. Johnstone, John Porter,
C. Wishart, George Porter,
R. Johnson,

Mr Sivewright's Reply.

Gentlemen,—It affords me the highest satisfaction to carry with me a recommendation so unexpected, and at the same time so agreeable to my feelings, as the one you now present.

This highly complimentary mark of esteem, is a tribute, which, however desirable to receive, I feel that I scarcely deserve.

The steady support given, and the warm friendship shown me during a residence of fifteen years amongst you, merit my best acknowledgments.

Instead of indolently awaiting a golden opportunity of attaining sudden and complete success in their studies, I have ever endeavored, however inefficiently, to impress on the minds of pupils entrusted to my care, the necessity of patient application and persevering effort.

My reasons for resigning the charge I have had the honor so long to hold, your own expressions of regard for my welfare, I trust, sufficiently explain.

I beg to add, that your friendly regards for myself, Mrs Sivewright and family, are highly appreciated, and will be long and affectionately remembered.

JOHN SIVEWRIGHT.

Newcastle, November 19, 1851.

GASPÉ.—We copy the annexed paragraphs from the Gazette of November 13:—

"The Miramichi Gleaner, who knows nothing of the customs and institutions of Canada, is finding fault with parties addressing the Electors after Church on Sundays. This custom prevails throughout most parts of Lower Canada, and we really see nothing immoral in the practice. The Gleaner ought to know that in Catholic countries, that such puritanical observance of the Sunday is not followed. They consider it the Sunday of the Christian, not the Sabbath of the Jew. This being a matter of religion we do not wish to touch upon it, and it would be well for a paper published in another Province to