

Communications.

THE NORTH.

To the Editor of the Gleaner,

Sir,—After the able and excellent letters of your correspondent, 'Rusticus,' there remains little to be said on the subject of the different routes of the proposed Railway. To any unprejudiced mind his arguments and figures are conclusive, and must carry conviction wherever they are read. I would not trouble you with anything further on the subject, were it not to present something like a short and hasty review on those editors, writers and politicians of the south, and in doing so permit me to quote a line or two from Burns, with a trifling variation from the original.

Oh, wad some power the giftie gie them,
To see themselves as others see them,
It wad from many a blunder free them—
And sair disgrace.

For, surely, sir, nothing can be more disgraceful, and tend more to demoralise a people than their press and writers showing a total disregard to truth or consistency; for how can they assail others for inconsistency and such like, when they themselves are surcharged with like faults, (I allude to the political portion of the press) the New Brunswick alone excepted, which appears to be the only consistent and truth-telling paper in the south, wishing to mete out justice to all parties and to develop the natural resources for the general good and benefit of the Province at large, although met at every stage by the scribblers of the south, who endeavor to thwart his honest intentions, and failing in other arguments, upbraid him with a large fist, a large person, and, they might have added a large mind, having a thorough knowledge of the resources of his country and the subject he writes on, which they have shown themselves totally ignorant of, or, if otherwise, notorious knaves.

Passing over the blockhead's letter, that was made a riddle of for the world to laugh at by your correspondent 'Rusticus,' and taking up the remarks of some of the worthy editors who set themselves up as instructors, and what do we find in the Morning News of the 13th December?—An extract said to be from Mr Young, President of the Board of Works in Canada, together with the Editor's own endorsement and sensible remarks thereon. Mr Young says (according to the Morning News's version of it) that "the proposed railroad, according to Major Robinson's plan of running it along the coast of the Saint Lawrence, through a wilderness for two hundred miles, and making only one Atlantic port, namely Halifax, would never pay." And again, "He (Mr Young) is of opinion that if Great Britain advances us a sufficient sum of money at three and a half per cent, to complete our Eastern and Western chains of Railroads, he (Mr Y.) is of opinion that that it would be to our advantage to meet the offer, yet not to take the route recommended by Major Robinson, for that he does not approve of any but the central line recommended by Mr Wilkinson, and which, while it is the most direct, presents the greatest commercial advantages."

Verily, if the above is Mr Young's opinion, Canada has no great cause to be proud of him as a statesman, as far as his knowledge of the Province in which he lives is concerned. He talks of two hundred miles of a wilderness along the Saint Lawrence, by the Eastern Route. Major Robinson in his Report, and all who have travelled along the St. Lawrence, say it is one continuous village, and from the Saint Lawrence to the New Brunswick boundary, by the Eastern route as recommended by Major Robinson; there is not twenty miles without an inhabitant, much less two hundred. The greatest distance being from the Metapedia Mills, so called, to the forks of the same stream, being only 19 miles without an inhabitant, and then when we enter New Brunswick there is one continuous settlement to the Nova Scotia boundary.

The commercial central route recommended by Mr Wilkinson, and approved of by Mr Young, according to the News, after leaving Shediac, enters an unbroken forest, and with the exception of a few houses at Boies Town, on the South West Branch of the Miramichi, passes through a wild and wilderness track of country until it reaches the Saint Lawrence, a distance of over two hundred miles, without a solitary inhabitant; and, to all appearance, nature intended it should remain so, for a more broken and mountainous tract of country, cut up, as it is, by deep ravines and gulches, I have no hesitation in saying is not to be found elsewhere in the three Provinces, and the cause of this is obvious enough—the waters of the numerous streams which flow into the Gulf of Saint Lawrence and the Bay of Fundy or St. John, intercept or pass each other, causing great mountain ranges totally unfit for cultivation.

Hear Major Robinson on the central route: "The fourth obstacle is the broad and extensive range of high lands which occupy nearly the whole space in the centre of New Brunswick, from the Miramichi north to the Restigouche. Some of these mountains exceed two thousand feet in height. The Tobique river runs through them, in a deep valley or trough, which greatly increases the difficulty of passing them. The lowest point of this ridge, at which any line of railway must pass, is 1216 feet above the level of the sea. Then follows a descent to the river of 796 feet in 18 miles, and the summit level to be gained on the opposite ridge, or crest, be-

tween the Tobique and Restigouche waters, is 920 feet above the sea, or a rise of five hundred feet above the point of crossing the Tobique."

These great summit levels which must be surmounted, Major Robinson considers a serious objection to this route. The fifth and last obstacle to be overcome, and which cannot be avoided, is—"the mountain range" running along the Saint Lawrence, at an average distance of twenty miles, occupying with its spurs and branches, a large portion of the space between the Saint Lawrence and the Restigouche. The exploring parties failed in finding a line through this range, to join on to the direct line through New Brunswick; but they succeeded in carrying on the eastern or Bay Chaleur route, through the fortunate intervention of the valley of the Metapediaic."

Where the "great commercial advantages" are to arise from, totally puzzles me, without it alluded to the blue berries, in a former communication. Mr Young and his friends might be treated to a car load of them once in a while, or a leg of venison from an unfortunate Cariboo which had fallen into the hands of a hunter.

I write, Sir, from a thorough knowledge of the country and not from speculation. It may be very well for those would-be enlightened editors, writers, statesmen, or masters of Boards of Works, to lounge on their sofas and sit on their easy chairs, with a chart in hand, working with a scale and dividers, drawing off fine spun theories, and imagining everything as smooth as the chart they are looking at. But let them be brought to look at the groundwork of their theory and see for themselves. Yes, let those men travel for one week on the route they are advocating, and if they would not be cured of their madness and folly I would give in. But I have extended this letter to two great lengths, without taking notice of what I intended, having been led away by that great man, Mr Young, therefore I must bring the present to a close, but I shall ere long trouble you with another.

Yours,

A COLONIST.

Restigouche, 24th December, 1851.

FROM THE NEW YORK TRIBUNE. FROM CALIFORNIA.

The steamer Daniel Webster arrived at 11 o'clock on Friday morning from San Juan via Havana, with a large number of passengers and \$900,000 in gold dust—about two-thirds of which comes to this port.

Within the past two weeks few cases of crime against property have occurred in our city, and none of violence to person for the purpose of robbery; but a number of personal recoures have taken place, which have resulted in the death of three persons and the severe wounding three others. A man named McCabe had his head split open by a butcher named Wilson. He died from the effects. Wilson was discharged, having acted in self defence.

A Chilen named Exequier was assassinated by a countryman named Gonzales. He received ten wounds in the back from a dirk. His murderer awaits his trial. A difficulty occurred between Charles Brown and a man named Greensfield, which resulted in the death of the latter. Brown is under bonds of fifteen thousand dollars to stand his trial.

Samuel Gallagher, who killed Pollock on the night of the 22nd of June last, has undergone a second trial for murder. The first jury could not agree, the second, after being out about 24 hours, returned a verdict of guilty of manslaughter.

Numerous murders have recently been committed in the northern and southern portions of the State. In the south a number of Indians have been killed, and fears were entertained that an attack would be made upon Los Angeles by the tribes in that vicinity.

From the north, late advices bring us the news of the murder of seventeen men in the vicinity of Marysville within three or four days. These atrocities are supposed to have been committed by an organized band of Mexican assassins. The people of Yuba are greatly exasperated and measures were being taken to capture the murderers.

We were visited by two shocks of an earthquake on the evenings of the 12th and 13th inst. They were slight, and lasted but a few seconds.

We have to record the same favorable accounts from the mines that have been sent abroad for the last three months.

The exports of gold during the month of October was \$6,884,875. The mail steamer of to-day takes about a million and a half dollars.

Agricultural operations have proved remarkably profitable during the past year, and in consequence, a much larger tract of land has been taken up and will be cultivated the present season. Some of the farmers have availed themselves of the late rains to commence planting.

Highland Society of New Brunswick, at Miramichi.

The ANNUAL MEETING of this Society will be held at Hamill's Hotel, Newcastle, on TUESDAY, the 13th day of January, 1852, at 11 o'clock, A. M.

The Directors are requested to meet one hour previously.

A. LOUDOUN, Secretary.
Miramichi, December 22, 1851.

Editor's Department.

MIRAMICHI:

CHATHAM, TUESDAY, JANUARY 6, 1852.

THE RAILWAY.

We publish in this day's paper the Resolutions passed at a Railway Meeting held at Bathurst, in the County of Gloucester, in accordance with a requisition addressed to the High Sheriff. We would again urge upon the inhabitants of the other Northern Counties the propriety of holding similar meetings for the purpose of strengthening the hands of their Representatives on this question.

When we find so much rancour displayed by the Press on the other side of the Province, and such absurd statements circulated therein, respecting the North Eastern route, and these Counties, it behoves the people to speak out in contradiction. Although the ridiculous assertions and pretended arguments of this branch of the Press have been well exposed, and the facts in favor of Major Robinson's Report plainly stated by several of our correspondents; and although these arguments remain unanswered, and the challenge given by Rusticus to discuss the question upon its merits prudently declined, it is nevertheless important that the voice of our united population should be given to substantiate what cannot be denied.

We are inclined to think that the Fredericton Press has declined an open discussion for two substantial reasons: 1st, because the arguments of Rusticus were unanswerable; and, secondly, from a dread that by the attempt to reply, the public might be drawn to investigate the case, and the truth be made more manifest in its strength, and become more widely diffused. Discretion is sometimes "the better part of valor."

We are glad to find that instead of insisting upon any particular line, or condemning any route, as has been done by our Southern neighbours, the people of Gloucester are so confident of the justice of their case, and of the preference which must be given to the North Eastern route, that they are willing to leave the question to disinterested and competent Commissioners. But if this be honesty, and the confidence arising from the conviction of rectitude, what must that conduct be termed, which admits that if so left, the Eastern line will be adopted, and yet calls upon the people to refuse any aid or sanction to a Railway, unless the line be first fixed upon, and that line to pass through their own Counties. Such has been the conduct of the St. John people.

The inhabitants of the Northern Counties have been somewhat amused with an editorial in a late number of the St. John Courier, which first asserts that the Hon. Mr Howe's scheme will never be sanctioned by the British Government—that to a certainty it will prove a failure; and then proceeds to abuse the Eastern route, and urges the necessity of adopting that by the Valley of the St. John, for the Railroad to be built under this very scheme.

We have been more than once asked why so much fuss should be made by the St. John Press about the line, if they are certain that the whole scheme must fail. We have sometimes observed a child persuade another that a sugar-plum was nasty, in order that when thrown away by the one, it could be eaten by the other. This, however, will not do with the North. We are not all children.

COUNTY OF GLOUCESTER.

A Public Meeting of the inhabitants of this County was held at the Court House, Bathurst, on Friday, the 2nd January, instant, pursuant to a Requisition addressed to the High Sheriff, "for the purpose of collecting the opinions and wishes of the community on the subject of the Great Trunk Railway, for the guidance of the Representatives in the General Assembly."

The HIGH SHERIFF was called to the Chair, and WM. NAPIER, Esq., appointed Secretary, when the following Resolutions were unanimously adopted, viz:

On motion of Mr Mehan, seconded by Mr J. O'Brien,

Resolved, That in the opinion of this meeting, the project for connecting Halifax with Quebec by a Great Trunk Railway, passing through New Brunswick, is one of such vital importance to the future well-being and speedy advancement of these Colonies generally, and of this Province in particular, that every exertion should be used by the people, as well as the Legislature, to accomplish its execution.

On motion of John Ferguson, Esq., seconded by Mr Packard,

Resolved, That it is the opinion of this meeting that the generous offer made by the Imperial Government, through Earl Grey, to provide the necessary funds for the construction of this great work, on most favorable terms, evincing as it does such perfect familiarity with our wants, and a paternal solicitude to supply them, deserves from our Legislature high respect and grave consideration, and should not be rejected.

On motion of Dr. Bishop, seconded by Mr Forbes,

Resolved, That this meeting observes with pain and regret the hostility manifested in the South and West, to the proposal of a North Eastern route for this Railway, and the falsities and mis-statements which this hostility is every day producing and promulgating. That much of this is the offspring of a purely selfish spirit, there can be little doubt; but it is probable that much more proceeds from a thorough ignorance of the nature, condition and resources of the Northern coast. To confute these mis-statements, and dissipate this ignorance, would not, in our opinion, be a difficult task, and would at the present time be a duty, but that we have every confidence, that a project so vast, so comprehensive, so all important as this, of uniting these naturally valuable Colonies in one common bond of interest, political, social, and commercial—promising all that we can reasonably desire, to extricate us from the comparative obscurity in which we have hitherto struggled, and start us on the highway to eminence and distinction as a people, on something like equal terms with our more favored and prospering neighbours—will not be permitted by the Imperial or Colonial Legislatures to be defeated or delayed through the clamors and misrepresentations of ignorance and cupidity.

On motion of Wm. Napier, Esq., seconded by Mr Malloy,

Resolved, As the opinion of this meeting, that the route of the Great Trunk Railway, through this Province, should be determined by Commissioners appointed by the Crown, and possessing the necessary qualifications of total disinterestedness, and high standing for intelligence and probity, whose decision, after a full investigation of the merits of the question, should be final and irrevocable; and this meeting has every confidence in the Executive Government, that it will consent to no deviation from the route recommended by Major Robinson, unless it be made under such circumstances.

On motion of T. H. Carman, Esq., seconded by Mr Brown,

Resolved, That a copy of these Resolutions, signed by the Chairman and Secretary, be forwarded to the Provincial Secretary, to each of the Members of Assembly for this County, and also published in the Miramichi Gleaner.

HENRY W. BALDWIN, Chairman.

The usual compliment was then passed to the Chairman, and the meeting adjourned.

WM. NAPIER, Secretary.

COUNTY OF GLOUCESTER.—We have been favored with the following synopsis of the population of this county, and its increase during the period intervening between the years 1840 and 1851.

Parishes,	1840.	1851.	Increase
Bathurst,	2171	2913	34 per cent
New Bandon,	700	1144	63 "
Caraquet,	2075	1787	55 "
Shippigan,		1427	
Saumarez,	1591	2376	49 "
Beresford,	1214	1984	63 "
Total,	7751	11,431	51 "

NEW METHOD OF CATCHING RATS.—

Some fertile genius—a Yankee of course—has invented the following novel method of catching these troublesome vermin. We think if some of our fair friends would try the experiment they would find it very exciting amusement; but we much doubt if they would make the desired "grab" when the favorable moment arrived. However, should any of our readers test the utility of the method, we would like to hear the result.

"Locate your bed in a room infested by these animals, and on retiring put out the light. Then strew some strong-smelling cheese, three or four red herrings, some barley meal or new malt, and a sprinkling of dried codfish over your pillow. Keep awake till you find the rats at work, then make a grab!"

CANADA EAST.—A Court for the nomination of a member to represent the County of Gaspé in the Canadian Assembly, took place at the Court House, in Perce, on the 17th December, when Robert Christie, Esq., was proposed by John LeBoutillier, Esq. He was to be opposed by Henry Kavanagh, Esq., but to judge from his (Mr K's) address to the Electors, we should think it high time for him to form a more intimate acquaintance with "the Schoolmaster." The Polling was to take place on Friday and Saturday last.

The Gaspé Gazette has been discontinued, in consequence of the Editor being about to visit Europe. He states that on his return the Gazette will appear in an enlarged and improved form.