

## Communications.

### REMARKS ON THE TIMES.

CONDITION OF NORTHUMBERLAND, THE MIRAMICHI FISHERY SOCIETY.

Bad times! bad times! is the constant cry. But when were the times good? Not during my day, if present opinion is to be credited. Thirty years ago I have seen men pitching *Doubloons* as plentifully as they could pitch *Dollars* now-a-days; but the cry was then, as now, bad times! Nor was this cry unfounded. During these days of *doubloon-pitching notoriety*, the times were really bad! More real misery prevailed then than prevails now; but it was misery of a different kind, and sprung from a different source. Exorbitant wages were paid to be extravagantly spent. Drunkards snored in the gutter, and wallowed in the mire, while sober men looked on and called them "happy fellows" who had got an extra glass aboard. But, alas! familiar with such sights, these sober men little thought of the widows' sighs and orphans' tears which drunkenness never fails to occasion. If it was true that the snorers in the gutter were "happy" fellows their conduct meanwhile was bringing the grey hairs of many an affectionate parent "with sorrow to the grave"—causing many a fond wife to weep bitterly, and many a promising child to go badly fed, badly clad, and badly educated. The times were indeed bad; but what made them bad? Extravagance, Indolence and Dissipation. These things made the times bad thirty years ago. What makes them bad now? "Nothing doing," answer one class. "Wages so low," answer another class. "No encouragement," answer a third class. "The place is going down, and it is time to abandon it," answer a fourth class. Now, let us examine these answers one by one.

1. "Nothing doing." Is this correct? Is there not more doing in the right direction than there ever was doing before. Is not Agriculture extending rapidly of late, and are not our imports correspondingly decreasing? Compare the quantities of flour, oatmeal, pork, potatoes, &c., &c., imported ten years ago with the quantities imported now, and proof of this will at once be found. Are not our merchants and other respectable inhabitants embarking largely of late in the Fisheries; and are not Shipbuilding, the manufacture of Deals, Domestic Articles, &c., prosecuted now with increased avidity? Nothing doing! Why, tell me of a man in this community, able and willing to work, who is doing nothing, or can find nothing to do? There is not one! Well, if every man be employed, there surely must be something doing.

2. "Wages so low," say men, whose services can hardly be obtained for love or money. If you require the services of a carpenter, or a painter, or a plasterer, or a tailor, or a daily laborer, the question asked is not—what are your terms? but—when can you oblige me by doing my work? Six to ten shillings a day are the wages paid to tradesmen. Three and six pence to five shillings per day to a laborer; yet "the times are bad," "wages so low."

3. "No Encouragement!" A protective duty of 20 to 30 per cent. on articles imported from the United States, may be injustice to part of the community, but it is surely encouragement to mechanics. If wages in the United States be higher than here, as is asserted, how comes it that Brother Jonathan manages to manufacture every article, from a Child's Whistle to a Threshing Machine, so cheaply as to be able to compete at such odds with our mechanics in their own markets? If I want a Basket, a Bucket, a Churn, a Harrow, a Rake, a Spade, a Reaping Machine, or a Waggon, I can purchase these articles full fifty per cent. lower in Boston than a mechanic will make them here. Nor is this all: Articles such as I have named, are made and may be purchased at as low a figure in St. John, N. B., as in Boston; and were there a railway connecting us, the former market—for such articles and ten thousand other articles—would be found the preferable of the two.

4. "The place is going down; it is time to abandon it!" If it were true that there is "nothing doing"—that "wages are too low,"—and that "there is no encouragement" given to the mechanic and laborer, then it might be affirmed that the place was "going down," and that it was "time to abandon it." But these assertions are not true: they are false. Instead of going down this county stands at this moment in a safer and more promising condition than it did even during times when *doubloons* were more plentiful than *dollars* are now-a-days.

If anything be wrong 'tis not with the place, 'tis with the population; and *discontent is the cause!* Who have abandoned this place to look for a better? Has it

been men, who, through poverty or oppression, were unable to sustain themselves and families? No! It has been chiefly men who from rags have risen to comparative wealth and independence—men who came to us with empty pockets, but who have carried them well filled away.

Time to abandon it, eh! I remember the story of a fine new ship having struck a piece of ice on the Banks of Newfoundland, while on her passage to this port some twenty to thirty years ago. The crew, fancying that she was going down, hastily abandoned her and betook themselves to the boats. Before a friendly sail hove in sight nine-tenths of that infatuated crew had perished of hunger and thirst; but some time subsequently the ship made her appearance off Cape Breton, with all sail set, and not a foot of water in the hold. Let those who fancy that this place is going down, and intend to abandon it, take care their conduct do not resemble that of the crew of the fine ship so foolishly deserted.

The two great sources of national wealth and human sustenance, are the Soil and the Sea. Now, is it not an incontrovertible fact, that our shores swarm with fish, and that our soil, if equalled, is not surpassed by that of Canada or the Northern States. Why, then, do not those who grumble eternally about their being "nothing doing," do something? Why do they not *Cultivate the Soil*? There is a good and ready market for farm produce of every kind; and for every pound contributed towards their success by farmers themselves, (or by anybody else) the Legislature of the Province grants *three pounds*. Are these things "no encouragement?" I say they are; and I maintain that no class of men in the county have succeeded better, than they who have devoted themselves exclusively to farming; nor is there any class of men who are more comfortable, contented and happy than farmers! Go cultivate the soil, then, ye grumblers. Put your hands to the plough and look not back. Learn to be contented, frugal and industrious, and, my word for it, your sighing for "something to do" will soon cease. Instead of folding your hands and fretting about "bad times," you will learn to sing the good old song:

"We've aye trusted to Providence,  
And sae will we yet;  
We ha'e aye been victorious,  
And sae will we yet."  
(To be continued.)

## Editor's Department.

### MIRAMICHI:

CHATHAM, MONDAY, JUNE 14, 1852.

### EUROPEAN NEWS.

The Mail Steamer *America* arrived at Halifax on the afternoon of Tuesday last, and brings papers to the 29th May. The Mail was received here on Friday, and we have, under the proper head, made some selections from our files of papers, but they do not contain anything of special importance.

### THE RAILWAY.

The latest paper from Halifax received by Friday's Mail, was the Sun of Tuesday morning. This makes no mention of the arrival of the British Mail Steamer. We are indebted to the Saint John papers of Wednesday for the information that the Railway Delegates, Messrs. Hincks and Chandler, had arrived in the *America*, having failed in the object of their mission—the British Government, as we predicted, having declined to guarantee the interest on the funds necessary to build the Great Trunk Railway, by the *Valley of the St. John*. Thus has a great scheme, having for its object the advancement of the Colonies, been indefinitely delayed, if not altogether defeated, by the selfish action of our Government and Legislature.

We copy below the paragraphs as they appear in the Times. The offers of "private capitalists" our readers know by this time how to appreciate.

"The steamship *America* arrived at Halifax yesterday afternoon, bringing Liverpool dates to the 29th. She brought out the Hons. Messrs. Hincks and Chandler, the Railway Delegates, and we learn by a despatch received late last evening, that the Imperial Government have declined to guarantee the money for the proposed Railway, via the *Valley of the St. John*—the great objection being that it approaches too near the American frontier. The Government wished the Colonies to adopt the Northern route, which they would be willing to forward.

"Private capitalists, however, had offered to construct the Line from Halifax to Calais, and through to Canada at a low rate of inter-

est, the full details of which we shall have from the delegates in a day or two."

The following is the Morning News' version of the matter:

"Your agent has ascertained these facts, viz:—that the Imperial Government has refused aid to the *Valley of the Saint John* Railway on military grounds—that the delegates, as an offset have obtained most advantageous offers from eminent English capitalists and contractors, for the construction of the European Line from Halifax to the Maine frontier, and from Quebec to Hamilton in Upper Canada."

Since the above was put in type, we were favored with the sight of a private letter to a gentleman here, which says that after the Government had given the Quebec and Halifax Railway the go-by, Mr. Chandler entered into arrangements with Brassy and other Contractors, for the immediate commencement of the European and American Line.

THE SEASON.—The season has been a very peculiar one.—Extremely dry and cold, with high winds. On Tuesday night and Wednesday morning we had a few refreshing showers, which were highly beneficial to the growing crops, particularly the grass, which was suffering from the long drought. All the papers in the neighboring Colonies have the same remarks to make respecting the weather. The St. John Morning News of Wednesday contains the following paragraph on the subject. Such a long continuation of dry weather in that city is a great novelty.

"Rain at last.—The first respectable fall of rain since February last, visited us on Monday evening, and continued to fall moderately all night and part of yesterday. Altho' considerable tell, the earth has not been penetrated beyond an inch in depth—it was so encrusted, baked, as it were, from the long spell of sunshine we have had."

QUEBEC.—The Quebec papers furnish the following comparative statement of arrivals and tonnage at that port to the 21st May, inclusive, in each year:

	Vessels.	Tonnage.
1851,	193	82,045.
1852,	170	72,898.

Less this year, 23 9,147.

COLONIAL BUILT SHIPS.—We are happy in being enabled to state, that a number of Colonial built ships, which were on sale at Liverpool, have, by late advices, been disposed of at fair remunerating prices. The demand has been occasioned by the great number of vessels now fitting up under the auspices of the Government to convey passengers to Australia.

P. E. ISLAND.—The Governor of this Colony has issued a proclamation, "recommending Her Majesty's subjects in the Island to discourage orange lodges, and all such secret societies"; and cautions all officers, non-commissioned officers and soldiers from joining or belonging to any such society, as by the Queen's regulations and orders for the army, they are forbidden to institute, countenance or attend orange lodges in barracks, quarters, camp, or elsewhere; and calls upon all Justices of the Peace, Ministers of Religion and Civil officers in the Colony, to use their influence in suppressing such societies, and to discountenance the same in their several localities.

THE COLLINS' STEAMER.—The N. Y. Tribune of June 5 reports, that on the previous Friday, the Senate had "dissipated our doubt concerning the Collins' steamers, by passing the amendment to the Department bill by a vote of 27 to 19. The stipulations of this amendment are, that the Collins steamers shall receive, \$33,000 per trip for carrying the Mails, instead of the present allowance, with the proviso that Congress may terminate the arrangement at any time after December 31, 1854."

NOVA SCOTIA.—The following are extracts from a Letter in the Boston International Journal, under the signature of "Alpha," purporting to be written in Halifax, Nova Scotia.

"Protection is all very well, when one has any thing to protect. But Nova Scotia has little. Of all her noble streams, scarce one of them turns a wheel or drives a loom.—Her minerals are not her own but another's. Her fish are most abundantly protected by the laziness of her people, and their want of enterprise and skill. The day of high duties in this country has gone by. Blue nose will trade with Jonathan, and tariff cannot prevent it. What use are high tariffs here, where we have hundreds of miles of coast, with thousands of bays extending their shelter to the smuggler? Not one-half the goods which now enter Nova Scotia from American ports ever pay duties here. Every wood vessel and collier, every potato craft and fishing smack that touches these shores, runs free or less of Yankee goods. Increase the

present scale of duties, and you increase this evil, for evil it is, and one which, in the end, will corrupt and debase the people who are subject to it. Reciprocal trade, while it would remove the temptation to smuggle, would, at the same time, stimulate the energies of our people, by bringing them more directly into competition with their American cousins. It must come to that, sooner or later, and the sooner the better.

There have been some large arrivals, lately, of herrings from Newfoundland.—They have been taken there this last winter in great quantities, by sinking nets through the ice, an unusual occurrence; in fact a new feature in fishing altogether. The fish are very large and fat, and the business promises to be lucrative in future. One establishment has taken several thousand barrels this last winter, and was obliged at last to desist for want of salt to cure them."

MEAT, MILK, AND FRUIT.—Under this head the New York Times furnishes the following curious developments respecting the effects which the extension of railways have on market huckstering:

"It threatens to become general over the whole country, so far at least as it finds ready access to New York. South and North West; the papers complain of it as a grievous evil; Chicago is almost deprived of Meats, and Baltimore and Norfolk of Fruits and Potatoes. Our New York hucksters freight the Southern steam packets, while the New York meat men poly burthens the Western Railways. Orders go out in every direction, even by Telegraph, to buy, to buy quickly, to buy at an advance on the local demand, to buy anyhow. The Chicago Price Current says, the Eastern demand has almost drained the country of beef cattle. Every four footed animal in the shape of a hog is engrossed in the same way. Sheep, lambs and calves are also in demand. The firstlings and lastlings of every flock are thrown into the shambles of the Railroad. Butter is scarce beyond precedent, and eggs would be, but that the warm weather is something too much for distant consumption. The Baltimore American says that strawberries are scarcely to be had for city use. The Roanoke steamship carried from Norfolk last trip, ten barrels early cherries, and two hundred and thirty eight barrels green peas. Half a million of dollars will be realised by the Norfolk gardeners from the trade the present season.

"A gentleman informs us that the Harlem Railroad is making \$300 a day freight on milk from the line of road in Winchester, Dutchess, Putnam and Columbia Counties.

"It is certainly strange in the face of all these signs of abundance tending to New York, that marketing of all sorts yet tends to higher instead of lower prices. But so it is at present, and we can only live in the hope that as the season of Fruits and Flowers, and the yield of the fat things pastoral and grazing industry advance in supply, they will, from the very pressure of competition, recede in cost."

PROVINCIAL APPOINTMENTS.—The Frederickton Royal Gazette received by the last mail contains the following Appointments:

"The Hon. John R. Partelow to be a Commissioner of the Lunatic Asylum.

"John Ferguson and Thomas H. Carman, Esquires, to be Commissioners of Buys and Beacons for the port of Bathurst.

"W. Napier and John Ferguson to be Commissioners of the sick and disabled seamen's hospital at Bathurst.

"Erratum.—R. Hutchison, Esq., to be a Commissioner for Light Houses in the Gulf of Saint Lawrence, not the Bay of Fundy, as previously Gazetted."

ANOTHER YANKEE INVENTION.—Brother Jonathan is fruitful in inventing labour-saving machines, as he prefers working with his head to his hands. A late paper says that a new machine for splitting the timber used in making matches, has been lately introduced in Augusta, Ga. It splits, with ease, twenty thousand a minute, or one million an hour, and turns them out into blocks, ready to be dipped.

POWER OF THE IMAGINATION.—A late American paper furnishes the following extraordinary account of the effect of the imagination on a nervous temperament.—

"A year since, Elijah Barnes, of Pennsylvania, killed a rattlesnake in his fields without any injury to himself, and immediately after put on his son's waistcoat, both being of the same color. He returned to his house, and on attempting to button his waistcoat he found, to his astonishment, that it was much too small. His imagination was now wrought to a high pitch, and he instantly conceived the idea that he had been imperceptibly bitten by the snake, and was thus swollen from its poison. He grew suddenly very ill, and took to his bed, the family in great alarm and confusion, summoned three physicians, and the usual remedies were prescribed and administered. The patient, however, grew worse every minute, until at length his son came with his father's waistcoat dangling about him. The mystery was soon unfolded, and the patient, being relieved from his imaginary apprehensions, dismissed his physicians, and was restored to health."