

Louis XVIII. thus witnessed, through the eyes and understanding of one of the most intelligent and most penetrating men in Europe, the acts, the intrigues, the pleasures, and even the amours of this Assembly of kings.

Communications.

To the Editor of the Gleaner,

Sir,—I observe in your Gleaner of the 14th instant, a communication without signature, and to be continued. Your correspondent commences by informing the public of the constant cry of bad times, and then with a degree of self-satisfaction asks "when were they good?" then about one third of his article is taken up by describing the immoral state of society, in which he goes back for the last thirty years. True, men pitched doubloons, but that the community was in great distress, men drunk in the gutters, parents sinking into the grave from distress, weeping wives and widows, starving and unclad children, I deny. Now, the only deduction I can draw from all this is, that the more the productive classes got for their work the worse it was for them. This may suit the feelings and opinions of some, but I fancy the great body of the inhabitants will still be inclined to cry bad times, notwithstanding the opinion of your correspondent, that the less the productive portion of the people get for their work, the better it was for them and their families. Perhaps if your correspondent would look back and fancy what has been done for the last thirty years, he would come to the conclusion that all the people of this country had not occupied their whole time in pitching dollars or laying in the gutter. At the time referred to, this country was a perfect wilderness. Towns have since sprung up, business been created, mills erected, farms cleared, and in many cases good buildings erected, with other improvements, that did credit to the enterprising inhabitants. He then puts the question, in speaking of the times, "what makes them bad now?" He then puts forward the various complaints urged, he says, by the people, as reasons, showing the bad times, such as "nothing doing," "wages so low," "no encouragement," "the place is going down, and it is time to abandon it." Then he says "let us examine these answers one by one." "Nothing doing," he says; "Is this correct?" Then he says "there is more doing in the right direction than there ever was doing before;" then says "is not agriculture extending rapidly of late, and are not imports correspondingly decreasing." This may be good reasoning with some. It may amount to this, that the people are improving the land to a greater extent than usual. But does your correspondent mean to say that because the imports have decreased so much that it denotes prosperity, unless he can show that the farmers are preparing an amount of agricultural produce for export, and that the return is brought back in specie? I cannot for the life of me see how the non-importation of merchandise is a true index of prosperity, for I have been led to believe that a country's prosperity was to be found in the amount of exports and imports; and without seeking better information, the imports of a country is always considered a fair way to estimate a successful and prosperous trade; but not so with your correspondent. He estimates good times because a few acres has yielded to the plough. I should have been much better pleased had he shown how the farmers are bettering their condition. Had he been able to do so he would have conferred a lasting benefit on the country; it might be the means of preventing so many of our best farmers leaving and seeking other homes.

Again he says, "Are not our merchants and other respectable inhabitants embarking largely in the fisheries; and are not ship-building, the manufacture of deals, domestic articles, &c., prosecuted now with greater avidity?"

Now, Mr Editor, this is greatly in demand, and selling at excellent prices. How will he answer the first that spruce logs are now selling at the river Saint John for from twenty-five to thirty-five shillings per M. feet, and last season at as high rates. There men are getting far higher wages than here, and that in cash. Compare those prices with the prices here for the last five years. Take last year and this year spruce logs—ten to eighteen shillings—pine logs not much, if any better; and how are these logs paid for? This I leave for your correspondent to answer.

Then, as regards every man getting work; that is his main question, and of course involves the key stone to the whole complaint. No doubt from the fact of so many mechanics and laborers leaving the place, labor is scarce, but I would ask your correspondent what does their work com-

mand? If I am informed rightly, 3s. to 4s. 9d. for laborers and carpenters, in most instances payable in goods at the employers prices—in some instances a small portion in cash. Can your correspondent be aware of the great distress for want of cash to pay the public rates with, the collection of which I fear will be attended with great suffering. That the people are willing to do what is right no one can doubt—this must be apparent from the way rates have been paid heretofore; but their complaints this year is very much to be deplored, because they say money they cannot get.

In your correspondent's second communication he says: "Wages so low, say men whose services can hardly be obtained for love or money." He says "the question is not, what are your terms, but, when can you oblige me by doing my work?" Again he says—"six shillings to ten shillings a day is the wages generally paid to tradesmen, and three shillings and six pence to five shillings per day to laborers, yet the times are bad, wages low. Now, see, can anything equal the barefaced inconsistency as conveyed in the above?"

Your correspondent knew right well that no such wages are paid, even in goods; and should he not, in common honesty, have at once stated how the wages are paid. If his statement was only for the observation of persons here, a contradiction would be useless, as every one knows the fallacy of such statements. Then he gives a dish under third head—"No encouragement." He says very truly that some articles pay twenty to thirty per cent duty. Then he asks "how comes it that Brother Jonathan manages to manufacture every article from a child's whistle to a threshing machine?" Why, Mr Pierce, the answer is on the lips of every school-boy, that is, that mechanics and laborers get cash for their work in New York and Boston; and consequently, as a natural inference, men work more, better, and with greater satisfaction when they work for cash, because they know what they are getting; and is your correspondent not aware that many of our best mechanics are now working in those cities, making articles for this very place? The question may be asked why? The answer is at hand:—Because they could not get money for their work there, and consequently went where it could be got.

Your correspondent gives further proof of what I am advancing. He says—"Articles such as I have named are made and may be purchased at as low a figure in St. John, New Brunswick, as in Boston." Why, the same answer can be given—because in St. John cash is paid for labor; and if cash was paid for labor here you would soon find our young men, mechanics and others returning home, and manufacturing as they do in St. John, and could, from the cheapness of the wood, export their manufactures to Boston; and then, sir, what would be saved to the farmers by getting their articles at first cost and without the thirty per cent duty, and the duty would be made up by the consumption of dutiable goods by the manufacturers. Then he, in his fourth question and answer, says: "the place is going down; it is time to abandon it." This, as his his other propositions, he puts forth as the general complaint. He is right that the place will be abandoned. Can he shut his eyes to the fact? Are there not mechanics, laborers, and farmers with their whole families leaving in every conveyance by land or water. Is any proof wanting, then turn your attention to the last census, and you will find that the County of Northumberland has not increased for the last five years in population. I have not the census by me, but I believe that this County stands in the worst position of any County in the Province. Some Counties have I believe increased over fifty per cent. in the same period. Then when we know that logs and other lumber (the staple of the trade of the country) can be got nearer the mills and shipping port than in almost any other county, that we have the same markets open to us that other counties have, our fishing grounds and stations at our very doors, our beautiful juniper timber so close as to be hauled immediately into our shipyards. With all these facilities for trade, why should not the population increase as well as in other counties? The answer is, because the trade is attempted to be carried on with goods, instead of being conducted, as in other places, with cash.

If your correspondent will give any other legitimate reason for the place being abandoned I shall be glad to hear it. Then, he says, if one dare to dispute his arguments, if such they can be called, such will be "untrue and false."

Now what a way to deal with such a question, but I tell him in return that his statements are such as never should appear in the public prints, and can only be intended to deceive, and to quiet the public mind

on the subject now under consideration. Poor indeed is his effort to allay the public feeling. Anything he has advanced militates against what he labors hard to establish.

Now, Sir, I agree with your correspondent when he says—"If anything be wrong 'tis not with the place, 'tis with the population, and discontent is the cause. Who have abandoned the place to look for a better?"

I admit the county of Northumberland to be one of the best counties in the Province, and that discontent is the cause of the population leaving. But, Sir, what is the cause, is the great question, that forces men to leave a county the best in the Province, the place of their birth, their friends and associates, and in many cases the labor of many years on their farms, to seek a better place. Surely an answer should be had from your correspondent before broaching such a subject. He should have been prepared to give a satisfactory one, for I have not heard a person say anything about it but who has condemned it in every shape, and considered as I do, that he is the dupe of others, to try and allay the public feeling; but I can tell him he has sadly come short of his wishes. But it appears that he intends trying his hand at it again. I hope for the credit of the cause he has in hand he will be more successful. But he has still done some good: he has awakened a feeling of enquiry which I hope may not be quenched till he himself will be satisfied that he himself must go to the foundation of the evil, and then lay a foundation on which to build his defence.

I shall soon again resume this subject, meanwhile I remain, Sir, your obedient servant,

A MECHANIC.

NAPAN, June 19, 1852.

Mr Pierce,

Sir,—According to announcement, a meeting of the Freeholders of this settlement was convened at the School House on Friday evening last, for the purpose of receiving an exposition of his sentiments on Provincial Politics, from P. Mitchell, Esq., a Candidate for the vacancy occasioned in the Representation of this County by the death of the Honorable Alexander Rankin.

Although in many instances not more than two hours' notice had been received, Mr Mitchell found on his arrival a large and respectable body of the Freeholders assembled, by whom he was greeted with a warm and cordial reception.

He began by reading his card addressed to the Freeholders of the County, which was received with every mark of approbation, and then taking up the different heads therein embodied, he discarded upon them at considerable length, plainly pointing out the evils under which the country is laboring, and suggesting remedies for their removal; among the most prominent of which were Railroads and Reciprocity with the neighboring States, and urging them in so persuasive a manner as to call forth repeated rounds of applause.

He pledged himself—if returned—to use his best efforts to carry out the views he had enunciated, and such others as might from time to time be required of him; and although no formal expression of opinion was elicited, it was evident from what transpired at the time, that no candidate would be countenanced who refused to pledge himself to carry out the views of his constituents; and however lightly some may attempt to speak of 'pledges,' past experience teaches us that it were well to have them. Those who have known Mr Mitchell from his boyhood have too much confidence in his unflinching integrity and honesty of purpose to indulge for a moment the supposition that he will treat such pledges with the indifference that some would fain insinuate.

I am, Sir, yours, &c.,

A NAPANITE.

NOTICE.

The Subscriber would hereby intimate to his friends and the public that his CARDING MACHINE is in full operation, and performing excellent work.

Wool, left as usual with Messrs. Johnson & Mackie, Chatham; John Dixon, Moorfields; Miller & Taylor, Douglastown; Moses M. Sergeant at Newcastle, will be taken and returned without expense for carriage.

Terms, three Pence per pound, when the Wool is picked and greased; or four pence per pound when ungreated.

WILLIAM WILSON.

Upper Nelson, 18th June, 1852.

Crown Land Office,

MAY 17, 1852.

LOT No. 22, Pokemouche Indian Reserve, containing 100 acres, will be offered for sale by the Indian Commissioners, at Bathurst, by Auction, at noon of the 7th day of July next, at the upset price of 5s. an acre, agreeably to the Indian Regulations.

R. D. WILMOT, Sur. Gen.

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, JUNE 28, 1852.

STEAMER FOR THE GULF.

We have been anxiously looking out for Major Norton's boat, but it will be seen by the annexed extract from a letter which has been handed to us, that he has given up the enterprise, and that another party has made arrangements for putting on a steamer. The season is rapidly advancing, we therefore hope that no more time will be consumed in negotiations.

"Major Norton has given up the Osprey, which was found to need extensive repairs which would cost a good deal of money, and take up much time. He has arranged with Captain Sleigh, formerly in the army, who has lately purchased a large property in Prince Edward's Island; and Captain S. has purchased in New York the beautiful steamer Albattross, which vessel will leave that port on Wednesday, the 23d June, for Halifax. The Albattross will be registered at the Island as a British vessel, and will then run from Halifax to Quebec regularly, calling at all intermediate ports when there is freight or passengers."

THE RAILWAY.

Knowing that a great deal of anxiety is manifested by our readers generally, to be made acquainted with the proceedings in reference to this important undertaking, we copy below all the information we can find in our exchanges on the subject. Among them will be found the Memorandum of agreement entered into by Messrs. Jackson & Chandler for the building of the European and North American Line. The one spoken of to connect Miramichi with St. John, we look upon as a mere clap-net to induce us to support the Government in their late decision to expend the sum of £250,000 in addition to the like amount granted by the Legislature to construct this Line. The St. John papers appear to be sanguine that the road will now be built—but we cannot as yet see where the company is to be formed from which a large portion of the funds necessary for such a stupendous enterprise is to be obtained. Time will determine.

Memorandum of a project for the construction of a Railway in the Province of New Brunswick, between the frontier of Nova Scotia and Maine, and passing through the City of St. John, N. B.

1st. The line to be constructed by Messrs. Jackson, Peto, Betts, Brassey and Locke, and such other parties as may be associated with them, they agree to estimate for the work, charging the same scale of profits as they have charged on their lines constructed by them in England and on the continent of Europe.

2d. The line to be constructed at the cost of a Company, and the required amount to be raised as follows:—£250,000 to be taken in stock of the Company by the Province of New Brunswick, to be paid for in Bonds to be issued in accordance with the Facility Bill, which the said contractors will take at par in payment of the cost of the line. In addition to this sum, private parties in New Brunswick, or Municipalities, or the Province will take an additional amount of stock sufficient to cover the cost of the land and damages. £100,000 to be taken in stock by the said Contractors and their friends, and credit for that amount to be given by them in their account for construction; £250,000 to be raised by bonds of the Province, bearing 6 per cent. interest, and being of the same character and privileged in the same way as those issued to Railway Companies under the Canada guarantee, but to be issued from time to time as the work is proceeded with, and to be taken by the said Contractors in payment at par, such bonds to be payable twenty years after date.

"The remaining portion of the cost of the said Railroad to be provided for by bonds of the Company, payable twenty years after date, bearing 6 per cent interest and to be taken at par by the said Contractors.

3d. The proceeds of the land granted by the Facility Bill of the New Brunswick Legislature to be applied to the payment of interest and liquidation of the principal of the bonds of the Company.

4th. In case the Company should determine on making a branch line of Railway from the Bend of the Petitcodiac, or from Shediac to Miramichi River, and that the Legislature of New Brunswick should take stock to a proportionate amount, and grant a loan in like proportion to that branch, the said Contractors agree to construct the same on terms similar to those above mentioned for the main line.

5th. The said contractors will send out, with as little delay as possible, to New Brunswick, competent engineers to examine the surveys of the line already made, to complete them where deficient, and to prepare the necessary working plans and estimates of cost, of construction of the entire line. On the completion of the estimates, they, together