

# THE GLEANER:

AND NORTHUMBERLAND, KENT, GLOUCESTER AND RESTIGOUCHE  
COMMERCIAL AND AGRICULTURAL JOURNAL.

OLD SERIES]

*Nec aranearum sane textus ideo melior, quia ex se fila gignunt, nec noster vilior quia ex alienis libamus ut apes.*

[COMPRISED 13 VOLUME

New Series, Vol. XI.

SATURDAY EVENING, SEPTEMBER 25, 1852.

No. 49.

## The Politician.

THE COLONIAL PRESS.

From the Fredericton Head Quarters.  
THE BEST RAILWAY YET.

The shortest Line between Europe and America—by a central Provincial route—favorable to European, American, Canadian, and New Brunswick trade and travel,—and leading to a direct and full development of our great interior country.

After many vicissitudes the question of Railways has attained a development and position which seem imperatively to demand decided opinion and resolute action on the part of all who, from duty or inclination are called to influence the public mind. We approach these vast enterprises with a profound conviction of the momentous consequences which are suspended on them, and a painful consciousness of our utter insufficiency in information and ability to treat them satisfactorily. Yet our office—an honest and hearty love for 'Our native land,'—the time and the exigency of events ask for our faith in Railways, and the reasons on which this faith is grounded. With great humility we lay our faith and reasons at the feet of public opinion, and solicit for them a fair and friendly consideration.

From the first announcement of the scheme, afterwards sanctioned by the Portland Convention, down to the period of the failure of Messrs Hincks and Chandler's mission, we adopted with all our heart the platform of the European and North American Line. Our faith never once faltered in this as the best and most available trunk line; made attainable to us as it seemed by reason of the necessities of the trade and travel of Europe and America, and our own geographical position; and offering us, on the one hand, the advantages of a direct communication by St. John and Halifax with the ports of the old world, and of connexion on the other, with the Railway systems of the United States. These advantages it proposed to confer on us, not only by meeting the necessities, but by engaging the means of the greater world beyond us. This magnificent project was not Provincial, it was not Colonial, it was not National, it was Cosmopolitan; it laid its massive hands on the world's necessities, and finding us athwart the directest practicable land route, proposed for its own great purposes to lay down a road which while created for, and controlled by, these paramount interests, would yet as a fortunate incident, bring us into communication with the outer world, and bestow upon us a base line, from which and with which, to project and connect inter-provincial branches. Had the auspicious unanimity which prevailed in the counsels of the convention been undisturbed in the Provinces, the capitalists of Britain and America would long since have been engaged in this sublime undertaking, but littleness, jealousies, sectional, political, and personal feelings, crept in to mar the concert, and the tide, which taken at the flood had led to fortune, was suffered to pass, and we are left astrand.

The Halifax and Quebec Line, by the Northern shore, was an inter-colonial-national scheme, it was never approved by Canada or New Brunswick, but it was adopted by Nova Scotia and Downing Street for local military uses.

The Halifax and Quebec Line by the Valley of the St. John was inter-colonial purely, recommended to us by every art and influence of our own Government, not as the best line, but as the only obtainable line; the only one in the erection of which, Canada and Nova Scotia would unite, and to which the assistance of the Imperial guarantee could be attracted. It was on this persuasion that this scheme was accepted by the Provincial Legislature.

All these enterprises contemplated advantages, and looked for resources outside of ourselves. They have all failed, and we are now called to consider the subject in a new and more domestic point of view. We are not only permitted, but compelled to enquire what Railway system will best

subserve the interests of New Brunswick, and at the same time fall within the compass of our limited resources and credit.

To meet this question fairly we must start with clear impressions of the advantages to ourselves, which are desired and expected from the erection of Railways, and these may be comprised in

1. The shortest and most advantageous communication by sea with Great Britain and Canada.

2. The shortest and most advantageous communication with the Railway system of the United States.

3. The establishment of such a base line as, while securing these objects, will offer the greatest facilities for branch connexions with important inter-provincial points, and tend to the largest development of the resources of our interior country.

It must be remembered that the whole position of the question is now reduced to the narrow enquiry, how with her own means without risk of bankruptcy or reputation may New Brunswick best supply these requirements.

We avow our deliberate conviction that they will be supplied most advantageously by the adoption of the harbor of Miramichi as a terminus, and the pursuit of a line at once, central and direct therefrom, toward the railways of the United States.

This line accommodates all the objects stated. It offers the shortest and most advantageous communication with Great Britain, not only from New Brunswick, but when all questions of accessibility by land and water are duly reckoned, from America also, and is so admirably situated as regards its sea-port termination, and its land direction, as to place us in easy contiguity with Canada, and every important point of our province, and throughout that summer season which engrosses nearly all the travel, and probably not less than eighty or ninety per cent. of the traffic of the whole year between the two continents, offers a safe and easy entrance from the ocean. It presents the shortest and most direct communication between such a sea terminus as has just been described, and the entire series of American Railways. No line has been or can be suggested which will offer equal inducements to the trade and travel between the United States and Europe, and these invaluable facilities are associated in this scheme with a central route through the Province, possessing every characteristic and requirement of a serviceable and convenient base for branch extensions to every desirable Provincial and Colonial point, and at the same time opening for settlement and trade, the very heart of New Brunswick, both in position and value.

As a means and encouragement to the development of external trade, and the settlement of our wild lands; in the number of counties which will participate in its advantages; let the cost and extent of this line be brought into comparison with the other schemes; lay expenditure and advantages side by side together, and its superior value as a Provincial enterprise will at once be apparent. For example, let the cost and advantage of this line, and one which would connect St. John and Calais by the shore route be placed in juxtaposition, and how overwhelming is the evidence in favor of the Miramichi line.

Regarding then, the Railway experiments now to be engaged in, in the new character of purely provincial undertakings, without compromising or withdrawing a single opinion which we have ever held respecting the European and North American in its larger character, we confidently present this new proposition as one combining more advantage with a more just economy than any which has been proposed, and as such entitled to adoption.

It affords us great pleasure to re-produce the admirable article suggestive of this scheme, which originally appeared in the Reporter of the 3d current. Every discriminating reader will have noted the many evidences of a ripe intelligence which speak out from every sentence of this article; still, it seemed due to the writer, to his noble theme, and the momentous consequences dependent on a just appreciation of his project that the influence of his name and reputation should go with it, and we gladly avail ourselves of the discretion accorded to

us to give this name in that of John Wilkinson, Esq. We are very sure our readers will acknowledge that 'there is something in a name' in such matters, and we have little doubt they will also agree with us in believing that no name could entitle a Railway project to more favorable consideration than the one we have just announced.

Mr Wilkinson is at home with all the elements which go to constitute a just conclusion. Whatever in science in practice or in knowledge of the country is essential to a thorough understanding of the actual merits of these several schemes, he is familiar with them all, and in addition he possesses the rare combination of intellectual and moral qualities, which entitle his opinions to respect and confidence.

The sanction of his deliberate judgment is in itself a strong warranty; in this case it comes supported by facts and figures, arguments and prospects which, we think it will be difficult, if not impossible to resist, and these together, at the very least, demand from every man who is concerned in the prosperity of New Brunswick a calm and full consideration.

To the Government, the Legislature, the People and the Press, they appeal for hearing and discussion; they ask for that hearing and discussion now, and they ask to be heard and discussed in a spirit chastened from jealousy and selfishness, a spirit commensurate in its capacity and freedom with the great issue which they bring before us.

Can we evoke a spirit as large as New Brunswick, and which while it dispossesses itself on the one hand of the interests of the great world beyond us, and on the other hand, of the interests of the little world lying here or there within our borders, will take the Province, the whole Province, and nothing but the Province as its field of survey, and with a wise patriotism devote itself to the enquiry, what will produce the greatest good to the largest portion of our country.

Will our Executive, in their care for the common interest realise the new phase, character, relations and policy in respect of Railways, which now claim their counsel? They possess at this instant a tremendous power, which can neither be exercised or unemployed without a terrible responsibility. Capital and labor are at last within our reach, these great desiderata await our invitation.

Railways, the type of national civilization and progress, must be had, and to the limit of our honest means and credit, will be had; whence and where these shall run, is substantially in the direction of the present Government.

We owe no favor to the existing Cabinet, we profess no particular affection for them in their corporate character, but if they will evince a comprehensive Provincial spirit in their dealings with the Railway question, if they will subordinate the Cabinet and its temporary interests to the permanent interests of the Province, if they will do right and take the consequences, we will consent to forgive and forget much that is past, to rein in our desire, for the rapid progress and amelioration in which we cannot, and do not expect them wholly to participate, to look favorably as they will permit us on all they do and leave undone, and when we can conscientiously and honorably, to afford them a cordial support in working for the advancement of our common country.

New Brunswick was never so independent in material circumstances as at this hour—from a point of elevation higher than she ever before attained to, she now poises her wings for a new and bolder flight, the direction of that flight is with the Government, it may lead to fortune and happiness, its issue may be irretrievable disaster and disgrace. We beg to remind our Rulers, that they are entrusted with the destinies of New Brunswick in a season of imminent importance and delicacy. For good or evil their names will be identified with the most important crisis in their country's history; the coming time will judge them; their motives and their conduct, justly but impartially; no device, or management, or subterfuge, will protect them from the searching scrutiny with which the future

will pass upon the conduct they adopt at this time.

We pray them to remember and forecast, to act with wise patriotism in an enlarged spirit, to deal justly with their conscience and their country.

## MISCELLANEOUS.

AN AWFUL TRAGEDY.—We have seldom heard of a tragedy so truly horrible and revolting as one which took place a few days since at Brownstown, Pa. It seems that two brothers, Hiram and Warren Erancisco, well known as respectable citizens, who followed the occupation of clock-peddling, had agreed to meet at a public house in the vicinity of Brownstown. One of the brothers reached the tavern about nine o'clock in the evening, and inquired if his brother had arrived, and was informed by the landlord that he had not. The Cincinnati Nonpareil gives the annex-particulars:

After eating his supper he called for a light and asked to be shown to bed. The landlord informed him that he had no candles about the house, but if he would follow him he would take him to bed. Francisco followed the landlord into a dark room, undressed himself and retired to rest.

The bed seemed to be wet, and having some matches about him, he struck a light. Upon examining the bed he discovered it was wet with blood. Discovering a candle on a table near by, he lit it, and, looking under the bed saw the body of his brother, with his throat cut from ear to ear and perfectly lifeless.

Fastening the door immediately, he proceeded to load a revolver which he had, but before he could do so there was an effort made by several men to enter the room.

Pretending not to be alarmed, he asked them to wait until he had dressed himself. As soon as he had finished loading his pistol he opened the door and the landlord and two other men rushed on him, when he fired two barrels of his pistol, immediately killing the landlord and one of his accomplices, after which the other man fled.

HORRIBLE AFFAIR.—One of those terrible occurrences which from time to time startle the public mind, took place at Truxton, in Courtland County, on Tuesday the 14th inst. The account is thus given in the Syracuse Journal:

The murderer is an Irishman, Patrick Donoghue by name. The victims are the wife and child of Daniel Kinney, who resided near the sash factory, just south of the village of Truxton. A daughter of Donoghue had been missing for several days, he pretended to believe that Mrs Kinney had stolen his child.

On Tuesday afternoon, Mrs K. and her daughter passed Donoghue in the street, near his residence, and remarked to him that she did not believe that he would ever see his girl again,

Upon this D. went into his house, and immediately came out with a shot gun in his hand, and accompanied by his wife, who had a rifle. He followed after Mrs K., and on coming up with her struck her a blow with the butt of his gun on the back of her head which felled her to the ground, and as she was falling he struck her another blow, which broke her neck.

Mrs K's daughter ran with all her speed from the murderer, when he snatched the rifle from his wife and shot the girl dead. D. then re-loaded his gun and went to the sash factory saying that there were two men there whom he would shoot. He finally went to a tavern in the village, and there repeated that there were two persons in the sash factory whom he would kill. He was laughed at and told that he dared not do it. He then told the persons present to go down the road and see what he dared do.

A man then arrived from the scene of murder, and after a brief struggle D. was secured and conveyed to the County prison.

Upon the discovery of the murder of Mrs K. and her daughter, suspicion was aroused that D. was also the murderer of his