

Communications.

PUBLIC MATTERS.

To the Editor of the Gleaner,

Sir, In my last I gave an extract or two, taken from Mr Chandler's speech in the Council Chamber, when a bill was passed to carry the trunk railway by the Valley of the St. John, notwithstanding the most strenuous opposition of the Northern members. Mr Chandler, at once, followed Mr Hincks to Downing Street, there to try "THE VOICE OF THUNDER," but the Officials of Downing Street were not to be terrified by any such "thunder," and by a few well put questions, showed they knew more about their country than the Delegates themselves did; for however much they might deceive in the Colonies, they were not to be allowed to carry it through Downing Street, when HINCKS shook the dust off his feet at them. But where was Mr Chandler at this time? Oh! as usual, his modesty prevented his interference. When this was noted they entered into the Jackson job, now becoming so celebrated in Canada, and by the means of our Government, forced on New Brunswick, which the people may yet have cause to repent of. As assertions are the arguments of all fools, I shall produce facts which are stubborn things, to place those characters in a true light before your readers, and to show more fully the truth of the expression of one of our Northern Members on the floor of the House, when he said "that to nature would be beholden or indebted for a Railway in place of the honest intentions, and fair dealing of the Government." To show the correctness of the above expression, I shall cull a few extracts from the Commissioner's Report of the Canadian Public Works for 1850, in their endeavours to connect the waters of the St. Lawrence with the head waters of the St. John, either by means of a Canal or Railway, and after a patient, careful and persevering survey of two eminent engineers of Canada, we find in their reports, page 101, appendix E, "The Commissioners, after showing a summit elevation of 944 feet between River du Loup and Lake St. Francis on the St. John, and in that 300 feet is attained in the first mile," goes on then to show the nature of the country for 50 or 60 miles. "The continuation," says the Commissioners "of the Temiscouata portage from the St. Francis to the Lake, is in point of profile, much more objectionable. The elevation of the present travelled road, at the Grand Fourche, and Montagne Boud, cannot be less than 1,500 to 1,800 feet above tide water. Long steep and rocky hills, where every attempt at improvement is destroyed by the frequent rains, are separated in many instances by Beaver meadow swamps, or rocky Brooks; the spring freshets or heavy autumnal rains, after cutting the scanty soil from the surface of the road, and leaving it, bristling with boulders or a ragged quarry, collect upon the narrow valleys between the hills, floating the bridges and corduroys, or wooden paves, as they are here called, until the rain subsides.

"The general sterility of the soil immediately adjoining the present portage, forbids all hope of these lands, as would insure the maintenance of the present road, while the impracticable character of the hills, will always be a barrier to the extension of traffic by this route. Annual rations of flour are still supplied to several settlers, upon condition of their residence upon, and maintenance of the road; but in consequence of their inability to effect this, these rations will probably be stopped. One toll-gate is maintained at the Green River Bridge, the receipts of which are scarcely sufficient to cover the expense of collection. I was informed by one of the Commissioners, that they are in debt to the gate-keeper for salary."

After a lengthy description of this wild, barren and mountainous country for fifty or sixty miles, the Commissioners observe in page 102, "This portion of the highway, connecting the Provinces of Canada and New Brunswick, baffles all description, and is only travelled by the Pushtman, whom long experience and native hardiness, bring through in safety." Further on same page, speaking of the head waters of the Trois Pistoles, "The surface of this reservoir, when filled, would stand about six hundred and twenty feet above the River St. Lawrence, and the Lockage required to connect that River with Lake Temiscouata, by this route, would exceed seven hundred and fifty feet, being about 200 feet more than the required Lockage on the St. Lawrence from the Sea to Lake Superior." There can be little doubt, therefore, that this route possesses, the lowest summit to be found between those waters. Observe, Sir, this is between the Trois Pistoles waters and Lake Temiscouata, the summit elevation as already given is from 1,500 to 1,800 feet above tide water, of that range of country, as in page 102, and further on in page 102 we find, "the average elevation of the central portion for fourteen miles, ranges about 1,000 feet," and the conclusion came to was, "that to connect those waters by means of a Canal or Railway, was wholly out of the question, yet in the face of all this, which cannot be denied, and which the Government of New Brunswick well knows, for we find those very Commissioners applying to them for information touching the River, Saint John, and they giving it to them; yet I say in 1852 we find the government of New Brunswick, and their blind rotaries, forcing a Railway over impassable barriers.

"I trust your kindness will allow me the space of another and last letter, in which I shall correct their deceptive conduct, and draw a few reasonable conclusions, which I think any candid reasoner cannot but admit—that the Government of New Brunswick were the sole cause of all our Railway troubles, here, in Canada, and in Nova Scotia; and to them may be traced the loss of the Imperial Guarantee, and not to Mr. Grey, for there are few Colonists who can hold a more contemptible opinion of him, than the writer of those lines, or of any English nobleman that would lend himself to a parcel of speculators.

Meantime I remain yours,

OBSERVER.

NEW HINTS TO THE PROPRIETORS OF CANADA AND NEW BRUNSWICK.

A rolling stone gathers no moss, is an old and

truthful adage, applicable to the subject we are about to discuss.

The all engrossing topic of the day, throughout these Provinces, is now, and will be for some time to come, the Railroads, and the arrival of Mr Jackson and his staff, to commence operations in New Brunswick, will be hailed with delight, by all classes from Halifax to Lake Huron. Should there be any exception, we pity, and sincerely pity—the narrow-mindedness of the man, whose grovelling spirit and murky intellect, cannot read the bright page about to be added to British North American history.

Our present purpose is not to dwell on the many advantages we are likely to derive from the iron horse, or to trace upon the broad map, the course of the main trunk line—the future branches and extensions. We have a far different end in view. We wish to warn the sturdy yeomen of Canada and New Brunswick to beware, lest, in the excitement of the moment, they may be led to exemplify the fable of the dog and the bone, by leaving the substance for the shadow. The varied and important works, consequent on this great undertaking, will necessitate a vast amount of human labour. High wages and money payments will be a great temptation, and thousands may be induced to abandon the plough for the axe and grubbing hoe, the necessary pioneers in opening up the way for the iron horse. But, to the owner of a few broad acres, we would advise the increasing use of these implements on his own wood land. Now is the time or never. Let the farmers throughout these Provinces continue to clear and cultivate—to add acre to acre—and the result is as plain as the sun at noon day. Let them toil early and late for a few years—even undergo privations if needs be, and they will earn a proud and honorable independence. We have seen a little of the world in our day—we know something of the various professions and callings, which may dazzle the young and unwary, and call forth a sigh of envy from those who know nothing of the cares and anxieties which beset the paths of those who follow professional, mercantile, or other avocations peculiar to cities and towns. We have also whistled at the plough, and can speak practically of seed time and harvest—of all that appertains to rural life. "In the sweat of thy brow shalt thou eat bread" was the curse imposed upon the whole human race. But if the bread of the yeoman be earned by the sweat of his brow—it is sweet. He requires no rich sauces or savoury viands to excite his appetite. He knows nothing of dyspepsia, gout, nervousness or ennui. No narcotic is needed to procure sweet and refreshing sleep. He retires betimes to his pillow, void, comparatively, of care and trouble, and rises in the morning, strong and robust, with a light and merry heart, to renew his daily toil. Let not the farmer then envy the Statesman, the Lawyer, the man of Science, or the merchant—but quietly pursue the even tenor of his way. His is a noble—a happy life.

But if unfortunately, as we fear will be the case, numbers should abandon or neglect their farms, to secure a few bright sovereigns from the rail-road contractors—the fate of the lumbermen throughout the Provinces awaits them. They will relinquish the substance to grasp at the shadow. Let us by way of exemplification suppose two small farmers—immediate neighbours. They settle on their respective lots at the same time, and the tall forest has gradually receded—luxuriant corn fields now exist where giant pines stood but a few years since. The rail road is commenced, money circulates freely—high wages are obtainable—these are great temptations for men, who for years have scarcely been in a position to keep even a few shillings in the house. The one is thus lured from his humble home, by the prospect of immediate gain, he abandons his farm, or sells it for a mere trifle, and starts for the DIGGINGS. His wages are paid every Saturday night, and the sight of so much money induces the hope that he is now on the high road to fortune. But at the expiration of a few months, he finds himself where he commenced. His expenses are proportionate to his earnings. He has now to pay house rent. His wife and family are no longer busily employed as heretofore—they are comparatively idlers, and from producers have become mere consumers, add to those the temptations and inducements to an occasional carouse, a friendly glass and extra smoking match, and we fear that few, very few, at least of the married labourers could boast they had twenty shillings saved at the end of the year. His neighbour in the meantime has stuck to the plough—the increased demand for all his products, has imperceptibly improved his position—Oats, Hay, Beef, Mutton, Pork, Butter, Cheese, Poultry, and Eggs, all sell readily for cash; at remunerating prices—and when the line is opened, he has not only improved his farm, and added a few broad acres of new and fertile land to his previous clearance, but he has money at command, to say nothing of all the little comforts and conveniences which now surround him. The completion of the rail-road has thrown his less persevering neighbour out of work, and he may possibly return to his old haunts, and beg to obtain employment from the man who a few years previous was not in better circumstances than himself. This imaginary case will, we fear, be exemplified to the very letter, in too many instances.

Has not the lumber trade of these Provinces produced like results to thousands. We speak from experience, from actual observation. We remember some four or five years back, travelling with a gentleman, extensively engaged in the lumber trade. We were utter strangers, but his name was familiar to us, and we had the advantage of knowing something of his position and calling. An animated discussion arose, during our journey, relative to the benefits conferred on these Colonies by the trade—and we maintained that however beneficial the lumbering business might be the merchant and ship owners, &c., still as a general question, and on the broad principle of political economy—so far as the Colonies were concerned—a little less lumbering, and more good farming, would be the only true and lasting source of wealth to Canada and New Brunswick. This our fellow traveller most strenuously denied, and we finally challenged him to name one instance of a master lumberer making money by the axe. Our challenge was readily accepted. The house at which we next thinned horses he observed was kept by one, and if we knew anything of the road, we must be aware that an extensive farm, sundry pairs of horses, yokes of oxen, &c., &c., did not denote pauperism. Appearances we observed, were in his favour, but we happened to know that the whole of that property was mortgaged to Mr C—who had himself told us that he would willingly take ten shillings in the pound for his heavy

claim. This is no isolated case—the exceptions we believe are few. Hence our observations. As Christians, as philanthropists, and as men, we deem it our duty to warn the unwary of their danger.

Let the surplus population of the mother country, be brought by tens of thousands, to carry on these stupendous works. Their introduction will benefit us—they become consumers—and as such, their hard earnings will inevitably flow to the natural reservoir—the pocket of the producer—the farmer, the trader, the tradesman, and artisan. In due course of time they will, in their turn, become farmers—at least a vast portion of them—and thus help to populate the new green forest, and add to the numerical strength and importance of British North America.

The advice we now give to our brother Colonists, is equally applicable to the land of gold—South Australia. There the prospect of accumulating a fortune, in a short time, is the signal fatus which lures the masses. Of these, ten out of every hundred at the utmost, who obtain prizes and know how to keep them. The remaining ninety are divided, into three classes. The unsuccessful gold finder. The man whose constitution cannot bear up against and overcome the hardships to be endured—and lastly the reckless debauchee, the gambler, and the drunkard—whose hard earned pelf is scattered to the four winds of heaven in far less time than in which it has been obtained. But the practical man, the quiet, plodding, thrifty farmer, who will be content to whistle at the plough, that is the man after our own heart. His is a far safer and certain road, if not to fortune, at least to comfort and honorable independence. He produces "the staff of life," the foundation stone of all others, on which mainly depends the prosperity of all new Colonies.

Let not our farmers be disheartened, on the contrary, let them redouble their efforts, let them try again. They must remember that a few persons are so favorably circumstanced as not to be aware that life is encircled with perplexities. All attainable advantages have to be gained as it were by conquest. All the satisfactions of the universe require to be purchased, must be resolutely won by vigorous display, by manly force, and are yielded to none save under a stern compliance with conditions. The dominion of nature is despotic; an inviolable obedience to her appointments is indispensable to the success of every action, nor is there any means whereby a man can fulfil his authentic destiny otherwise than by reconciling his aims and aspirations with the necessary tendencies of the natural economy.

We cannot better conclude these hasty remarks, than by quoting the following two stanzas from Eliza Cook's lines on Labour, which first appeared, we believe, in the Mining Journal.

Ho! ye who till the stubborn soil,
Whose hard hand guides the plough,
Who bend beneath the summer sun,
With burning cheek and brow,
Ye deem the curse still clings to earth
From olden time till now;
But while ye feel this hard to toil,
And labour all day through,
Remember it is harder still
To have no work to do.
Ho! all who labour—all who strive—
Ye wield a lofty power,
Do with your might, do with your strength,
Till every golden hour,
The glorious privilege to do
Is man's most noble power.
Oh, to your birth-right and yourselves,
To your own souls be true.
A weary, wretched life is theirs,
Who have no work to do.

New Carlisle, 24th May, 1853.

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY MAY 16, 1853.

TERMS OF SUBSCRIPTION.—15s. in advance—20s. at the end of the year.
TERMS OF ADVERTISING.—Seven lines and under, first insertion 2s. 6d., and 6d. every subsequent publication: from 7 to 15 lines, 5s. the first, and 1s. every insertion afterwards. Longer advertisements in proportion. Advertising by the year as may be agreed upon.

No order except from persons with whom we have an account will be attended to, except accompanied with the cash.

GRAND TRUNK RAILWAY.

We are indebted to the Quebec Gazette of the 2nd, instant, for the following gratifying intelligence respecting the Colonial Railways of gold-mining and agriculture.

We have seen on the Exchange table, a prospectus of the Grand Trunk Railway Company of Canada, from which we have extracted the following information:—The London Directors are—Thomas Baring, Esq., M. P., George Carr Glynn, Esq., M. P., Henry W. Blake, Esq., Robert M. Calmont, Esq., Kirkman D. Hodgson Esq., Alderman W. Thompson, M. P., The Canada Director are—Hon. John Ross, Hon. F. Hincks, Hon. E. P. Tache, Hon. James Morris, Hon. Macdonell Cameron, Hon. R. E. Caron, Hon. H. McGill, George Crawford, Esq., M. P. for Brockville, Benjamin Holmes, Esq., W. C. Ponton, Esq., Mayor of Belleville, W. Rhodes, Esq., Quebec; F. F. Whittemore, Esq., Toronto. Bankers in London—Messrs. Glynn, Mills, & Co.; Messrs. Baring, Brothers, & Co.; Engineer in Chief, Alexander M. Kennedy, Esq., Assistant Engineer, Samuel Keefe, Esq.; Secretary in Canada, O. P. Roney, Esq.; Solicitors in England, Messrs. Swift and Wagstaff, Solicitors in Canada, G. E. Cartier, Esq., M. P., Montreal; John Bell, Esq., Belleville. The capital is £9,500,000.

The description and objects of the Grand Trunk Railway are ably set forth in a copious appendix to the prospectus. The more prominent points therein are—1st. The completeness of the system of railways, comprising, in it does, the traffic of Canada and the State of Maine,

and precluding injurious competition. 2nd. The large amount of government guarantee and of Canadian capital invested, being two millions eight hundred thousand pounds sterling. 3rd. The fact that 250 miles of the Railway are now open for traffic—to be increased to 390 miles by the close of the present year. 4th. The execution of the whole, remaining works being in the hands of most experienced contractors; the eminent English firm of Messrs. Peto, Brassey, Betts and Jackson, have undertaken six-sevenths thereof, including the St. Lawrence Bridge—5th. The cost of the Railway being actually defined by the contract already made, whereby any apprehension of the capital being found insufficient is removed.

THE LEGISLATURE.

We are indebted to the St. John Morning Times, for the following copy of the Contingencies of the Legislature. We should very much like to see the items, and the names of the parties attached, who procured those &c's. Until this be published, we are inclined to think but little improvement for the better, will be effected in this matter. We are surprised, that some member who has some regard for his character as an honest man, has not ere this, endeavoured to place before the public this information, so that the speculation and dishonest conduct of members may rest on the guilty parties. £2,937 3 6 for Contingencies, and £329 10 11 for Postages, is no small matter for the people to pay for one session.

Invoice Stationary, to the House of Assembly, £435 15 0
Henry S. Beek, sundry articles, 5 2 8
Binding Journals, &c., 130 3 11
J. A. Adams, Knives, 6 2 8
Justin Spahn, repairing Clock, &c., 10 1 0
T. Aitken, Cabinet Work, &c., 10 10 11
Chubb & Company, Almanacs, &c., 10 10 6
John S. Coy, Maps, Fluid, &c., 3 0 9
J. Nisbet, Paper cases, &c., 3 1 6
Asa Coy, & Son, Snuff, &c., 6 3 11
S. Barker, Bell Palls, &c., 1 13 9
Ellen Smith, making carpets, &c., 7 0 0
G. Troughton, Biscuits, &c., 2 3 1
C. P. Wetmore, expenditures, 32 17 9
Newspapers—New York Albion, 12 0 0
Quebec Gazette, £2 12 0
Quebec Mercury, £2 10 0
Montreal Herald £17 5 6
Printing Notices—St. Andrews, 10 0 0
Standard £1; St. John Chronicle, 10 0 0
£12 0 0; Miramichi Gleaner, 10 0 0
£1 10 0; Fredericton Reporter £1 10 0
7s. 6d.; Carleton Sentinel £2 10 0
Charlotte Gazette £1 11s. 2d.; St. John Observer £1 2s. 6d.; J. P.
A. Phillips, Head Quarters 13s. 10 16 8
J. Graham, Head Quarters 8 0 0
Joseph Gaynor, sundries 4 10 0
A. W. Rainsford, Woods 32 12 6
B. Parker, do 1 17 6
William Peppers, do 12 16 10
Oder Garra, do 10 0 0
George Turner, Slighs Hire 87 10 0
George Turner, do 2 10 0
George Turner extra Slighs to Government House, &c., 9 2 6
Deceased for messengers, 12 0 0
Clerk, extra services, 4100 0 0
Clerk, preparing Index, &c. during recess, 150 0 0
Clerk Assistant, extra services, 25 0 0
Eccrossing Clerks, T. R. Wetmore, F. A. H. Stratton, and W. H. Partelow, 275 each 225 0 6
Ben. Wolhanpter, Sheriff, opening and closing session, 10 0 0
T. Williams, extra allowance during recess, 15 0 0
ing Journals and debates, 15 0 0
T. Williams, labor before session, 10 0 0
Mark Needham, 12 0 0
C. Turner, attendance last year 2 10 0
C. Turner, do, this year 5 0 0
John McIntosh, biscuits, &c., 16 5 0
James Ross Blacksmith, 1 15 0
J. S. Connor, 13 13 9
F. A. H. Stratton, extra services, 25 0 0
W. H. Partelow, 10 0 0
Thomas Rutter, Tables, &c., 9 5 8
F. Beverly, Binding for house, &c., 13 0 0
Ellen O'Brien, 5 4 0
William Burpe, coals, 13 15 0
Gas Company, burning 20 3 6
Committee of Legislative Library 17 14 3
Wm. Segge, extra Stage Hire, 25 0 0
John McCausland, 17 17 6
Allison & Spurr, Freight 3 3 7
J. McDonald & Co. Carpets, &c., 70 8 2
J. Sullivan, labor and cutting wood 12 0 0
Daniel O'Brien, 5 4 3
Robert Wood, do 5 4 0
William Wallace, do 7 02 6
Gas Company, fittings, 70 17 6

On motion the amount for extra stage hire to Wm. Segge was expended.

Ordered to be paid £1,853 16 0
Contingencies of Legislative Council, as certified by their President 1,083 7 6

Contingencies of both Houses, £2,937 3 6
Besides these contingencies the sum of £329 10 11 was voted to the Post Office at Fredericton, being the postage of the Legislature during the session which will be closed on the 10th inst.

COUNTY OF WESTMORLAND.

The election in this County has just terminated in the return of Mr Landry. The pole stood as follows at the close.

Landry 520
Steadman 502

NEWFOUNDLAND.

Frank Intelligence from this island reports that the Seal Fishery has been the most successful ever witnessed. At the latest dates, a quarter of a million Seals had been obtained, and a number of other vessels were daily expected at different ports from the fishing grounds.