

though we are all pleased and proud to remember that the Duke of Marlborough became a humble subject when he was stripped of his command, and even the Duke of Wellington did little with his influence except advising his brother peers to bow to public opinion, we can still honour and admire the man who, in strictness of language, may be said to have triumphed over the liberty—though in fact over the license—of his country, and who has made himself that which we would not tolerate ourselves a day longer than we could help it. But in this Emperor Louis Napoleon we see more than the mere man of iron will and iron hand.—We see the first friend and ally, in a substantial, active, and reciprocal sense of those words, that we have found on the opposite shores of the Channel for many hundred years. We see the man who has restored order, prosperity, and power to his country in two or three years, at a time when it threatened to sink under its own ruins, or to overflow, to the desolation of Europe. We see the man who has committed himself and his fortunes to the task of adorning and improving his capital with every grace and invention of art. We see the man who does what we, with our boasted self-government, our parliament, and all the apparatus of a free constitution, cannot do, whether in the conduct of his armies abroad, or in the execution of great and beneficial works at home. We see the man, who while Englishmen are thoughtlessly and carelessly, not to say disloyally, avowing that the crown is only a pageant, the sovereign only a fiction, and loyalty only a name, cannot even for a moment be regarded as less than a monarch. With our own perpetual jealousy of the crown, with our boasted succession of triumphs over the prerogative, with our expulsion of dynasties, our bills of rights, our acts of settlement, and our constitutional monarchy, it is not for us to quarrel with the choice of a great nation, or to compare the ancestry of M. Bonaparte with that of his contemporary, George III. There are many noble pedigrees in Europe more ancient and less faulty than our own royal line. The Empress of the French herself is one of those Guzmans whom the great Spanish humourist, writing in the reign of our Elizabeth, makes his hero enumerate among the oldest and most glorious nobilities of Europe. But we in this country have agreed, not without reason, to pay no great regard to ancestry without worth. It is not for us, then, to insist that the grandfather of the present Emperor of the French was a private Corsican gentleman; nor, to speak the truth, do we care much about it.—We see in our illustrious visitor the man who has restored his own fortunes and those of France from a seemingly irreparable downfall, and, what is more, the man who taught his nation to believe an active alliance with England neither degrading nor injurious to itself, nor unimportant to the interests of humanity.

THE COLONIAL PRESS.

From the Quebec Morning Chronicle. AID TO THE GRAND TRUNK.

The application lately made to the provincial Parliament for a grant of £900,000 Stg. on behalf of the Grand Trunk, and rumours of the pecuniary difficulties of the company, may justly excite the attention and anxiety of the public, and form cause sufficient for desiring and receiving some satisfactory explanations of the real state of affairs. It is right and prudent that the parties most concerned should meet the question boldly and candidly. This has been done for them by Messrs. Baring, Carr and Glyn, in a letter which those men of the highest standing in the Mercantile world, addressed to the present Inspector General of Canada. This letter appears among the Correspondence and statements relating to the Grand Trunk Railway, which were lately laid before the Provincial parliament. Besides the public causes which have tended to create difficulties in the financial arrangements of the company, such as the war, and the pressure on the money market, the two London Directors allude especially to the deficiency of subscriptions in Canada. Shares and debentures to the extent of more than £800,000 were reserved for the benefit of expected shareholders in the Provinces. This was taken up, and when the period of preference expired, shares had fallen to a discount at home. This alone is a reason why the deficiency thus caused should be temporarily made up by the Province one way or another; and the amount sought for does little more than cover this deficiency. But, beyond this, a large amount of paid up shares of the Grand Trunk proceeding from the amalgamation of various Companies were transmitted from Canada to London for sale, and thus caused a depression of prices, preventing the Company from realising the shares unsubscribed for, and occasioning many serious disadvantages. Moreover in the progress of the undertaking (as stated in Mr Peto's letter to the directors) it became necessary, in order to bring the Railway from Montreal to Portland into proper working condition, to make a large ex-

penditure on that line; and from this and other works from which the Contractors derived no benefit, a sum of £800,000 was paid out beyond what was provided for, thus creating a deduction to that extent from the fund relied upon as applicable to the construction of the works comprised in the contracts—Mr Peto reminds the directors that the line from Quebec to Richmond was opened a year before the time specified (Dec., 1855); and offers a distinct pledge that, should the aid asked for from the Province be given, the line from Montreal to Brockville and from Quebec to St. Thomas shall be opened before the end of this year, and from Brockville to Toronto in the autumn of next year. Messrs. Baring and Glyn strongly recommend that the aid should be granted, for the completion of this great work so important to the Province and to all concerned. Matters have indeed gone too far to hold back; irresolution or delay would be incalculable injury to the undertaking, and might most seriously affect the credit of the Province. It is dangerous even to hesitate, still people will talk, and our Parliamentary orators must have their say. But this is really a crisis, when all who wish well towards the progress of the country must pull strongly and pull altogether. We cannot afford to go back now, to pause and to put off would be ruinous.—“With this additional aid (say Messrs. Baring and Glyn) we have every confidence in the ability of the Company and Contractors to complete the proposed works in an efficient manner within the proscribed period.” * * * * * The security of the Province seems to be placed beyond the risk of danger by the first claim on the receipts, and the first mortgage on the road, and this security is increased and improved with this additional loan rather than by the imperfect and deferred condition of the line with a similar extent of aid.” We conclude that the prosecution of the Victoria Bridge is given up for the time. It was in fact premature to commence that extraordinary undertaking till the line was brought up in working order to the banks on both sides of the river.—Such, we know, was the prudent practice in England. The Great Northern Railway from London to Edinburgh was constructed throughout long before the magnificent bridges at Newcastle were commenced to any significant extent. We do not wish to say anything ungracious about the vast undertaking at Montreal, whatever our private opinion may be, but we are certain that a bridge across the St. Lawrence near Quebec might just as profitably have been begun simultaneously with the construction of the Quebec and Richmond line. It is manifestly an instance of prudence on the part of the contractors to discontinue for the present the proposed works at the site of the Victoria Bridge. Let the line be finished to the river's edge on both sides; it will then begin to pay something, which may help forward more freely the same plan or an improvement of it.

From the St. John Courier.

We take the liberty of remarking upon a paragraph in the prospects of the Weekly New Brunswicker, respecting the Government:

“As at present constituted, they are incapable of managing the affairs of the Colony; and by their necessary creation of new Political offices, and by their reckless extravagance and profuse waste of public money, they have justly forfeited all claims to the confidence of the country.”

We shall make no reply to this charge of incompetency; if necessary the opinion of the New Brunswicker might be quoted in favour of some prominent members of the Government; the energy and talent and success with which their movements were conducted in the Legislature during the last Session, is sufficient proof of their ability. The second charge, however, is more definite—“Their unnecessary creation of new political offices.” This charge in various forms, has been reiterated by the opposition papers, and one of them, a couple of weeks since, enumerated a lot of new offices created, which we certainly never heard of before, and which probably never entered into the head of any one but the editor of that paper.

But let us carefully examine the facts.—During the last session one new office was “created,” and another already in existence was made political—the Commissioner of Public Works, and the Postmaster General. Here is the sum total of the “new creation!” If there is any other new Provincial salaried office, we have not heard of it, as neither the Legislature nor the Government have authorized it.

The office of commissioner of Public Works, it is admitted, is really necessary—the whole House voted for it; the only amendment to the Bill was one moved by Mr Gray, disqualifying members of the Legislature from being employed subordinately. All parties agreed that the office is required, to secure a general and uniform supervision of expenditures for public improvements throughout the Province, as well as for the sake of economy in making their expenditures.

We shall illustrate the last particular by a

reference to the mode hitherto followed.—For every purpose of this kind, Commissioners have been appointed, and they have been individually paid for their services. Confining ourselves to last year we find that one Commissioner alone received the following amounts at different times. We extract the statement from the charges among the Warrants, pages 6 to 10, in this year's public accounts:—

- 1854—
- Aug 5—Col. Hayward, £25 “Surveying.”
- 15—Do, £25 examining roads, &c.
- 18—half of £50 to Hayward and Light, £25. do., do.
- Sept. 5—half of £50 to do, do., £25 “Surveys and reports.”
- Oct. 23—half of £15 to do. £7 10s.
- 25—Col. Hayward, £200, “Inspecting, &c., Great Roads.”

Making a total of £307 10s.

In addition to this sum Colonel Hayward expended £31 5s. and 3d. on Oromocto Bridge on which we presume he charged his Commission, and we are informed that he claims about £200 now as a balance due him.

We have given but one case; if our readers will take the trouble to look, they will find, besides this £307 10s., charge after charge of a similar kind, of money paid to other Commissioners during the year. It is therefore obvious that the appointment of one responsible officer to attend to this service, was absolutely necessary on economical grounds. With respect to the Postmaster General's office, it is not a new one—the Legislature have only made it political and whether for good or evil, both the old government and the new voted for the change. But whatever advantages may ultimately arise to the public service therefrom, it is generally understood that the government will not make any appointment until it is considered absolutely necessary and until it can be justified on economical grounds. So much then for the new offices. Our readers will see what all these assertions amount to, which have been made on this subject for some weeks past.

The charge with respect to “reckless extravagance and profuse waste of public money,” is directly contrary to the truth. The present Government are in no respect guilty, and we defy the New Brunswicker to make good his insinuation. We want nothing concealed, nothing kept back; if this charge is true, it can be proved. If proved, we shall unhesitatingly acknowledged it. In the meantime, we warn the New Brunswicker that his friends shall be faithfully dealt with, for while we dispise misrepresentation, we shall claim our right to enter into some particulars with respect to those matters which the public are hardly prepared to expect. Let it be understood that we do not volunteer this service; but we shall not shrink from performing it, if it is rendered necessary by the conduct of our contemporaries.

From the Fredericton New Brunswick Reporter.

FARMERS ATTEND.

Within the present week a large amount of Timber has floated in loose pieces down the river, and is now of course properly secured in the Fredericton Boom, from whence it will be forwarded in rafts to St. John, where, after remaining as a worthless drug, in the market for some time, it will finally be sold for about one half its cost, by the thrifty owners. In the mean time, commencing with the opening of the spring and continuing for the season, the steamers—five or six in number—and the country teams, will be, as they are now, busily employed in conveying American produce to every district along the line of the river and its tributaries!

We have often, Cas-andra like, warned our readers against that course of action which is ever sure to terminate in a crisis like the present; but never before had our rural population such cause to look with deep regret at the insane course which so many of them have been pursuing. In a country where a large surplus might at this day be on hand for exportation to the United States, the produce of the field has approached the verge of famine prices, and much indeed are we mistaken, if in the three months to transpire previous to the advent of the new crop, the country shall not have expended half a million of money for bread alone, every farthing of this immense sum being sent to a foreign country. This is a sickening conclusion to arrive at, but it is founded in facts so frequently and painfully authenticated, that it admits of no extenuation.

To tell a farmer that his system of labour is apt to give him offence; but surely in the present season when a few persons who have devoted their exclusive attention to the soil for some years past are rapidly rising to independence, and when others are so reduced that they cannot at the present time procure seed for the land, a few observations made in the purest spirit of friendship, cannot be taken amiss. Even among those who devote a reasonable portion of their time to work on their farms, we often not-

ice a tendency to complain, when these partial failures which are common in all countries under the sun, leave them an unfavourable result for their labours. Last year's summer's drought was necessarily followed by scanty crops on dry lands, while the low lands were in many places rendered half useless by the spring freshet, which rose to a pitch hitherto unknown in the large rivers and intervale lands on their borders. Be this as it may all other persons as well as farmers are subject to reverses in their respective callings; and the only remedy which we know is continued perseverance.

Our first advice to our farming friends is not to extend their manure over too large a surface. One acre properly cultivated will produce more than four which are just attended to in such a manner as to insure nothing beyond a crop of weeds. Here too there will be a saving of more than half the labour. We would also suggest the absolute necessity not only of the cultivation of oats, but for their use when raised. It is a singular circumstance that while most of the people residing in our Towns use oatmeal, when they can procure it, as an absolute luxury, and also as one of the most nutritious articles of food in the world, the cultivators of the soil, will not in a general way condescend to touch it. This observation extends particularly to the Irish and Scotch emigrants, who although brought up in the habitual use of oatmeal, prefer the use of American superfine flour in their families, feeding their oats too often to a set of old worn out horses which should have been shot down half a dozen years before. It is thus we glut the markets with saw-logs—it is thus we enrich the Americans, and impoverish ourselves.

So firmly convinced are we of the absolute necessity for producing our own bread-stuffs, that we believe so far as it lies within the power of man, such policy should be rendered imperative; and we further believe it would be a happy day for New Brunswick, when the bye-road grants would for a term be diverted to the creation of Oat Mills in every parish of the Province. Nothing less than an entire change in our domestic economy, will suit the purpose, and we know of no other method for its enforcement than the expenditure of the public money, for half a dozen alternate years, upon those domestic manufactures. Many of our farmers will not read, will not learn, anything which is theoretically modern; but place an Oat Mill in their neighbourhood, and necessity, if not prudence, will soon make them familiar with its usefulness.

In full view of the past and present, and in anticipation of the future, we urge upon our contemporaries of the press the serious consideration of the proposition which we have advanced. Would not the great experiment of a change for the wretched system hitherto pursued in this Province, be worth the cost of a years outlay upon the roads? Are there not now numerous sums expended in every section of the Province, not so much on account of the necessity for such expenditures as from the electioneering squabbles in the House of Assembly? And would not the poor back settlers, so often alluded to, feel much more benefited by the erection of an Oat Mill in their neighbourhood, than by a years extra service on the roads? Again we ask, is the plan proposed one which is likely to accomplish its object? We believe it would. We feel convinced that it would to an immeasurable extent stop the great drain which has hitherto carried our money to the United States and that general prosperity and independence would follow.

Communications.

TEMPERANCE WATCHMEN.

The following address was delivered by the worthy Senior on his installation into office:—

Worthy Junior, Officers and Brethren,

It is generally expected that when any brother is elected to fill the chair, he should address the brethren on being installed to office. Feeling it to be a duty I owe to this club, I now rise for the purpose of fulfilling that duty and complying with the usages of our order, though I must say with Scott's famed Bard:—

“But how the subject theme may gang,
Let time and chance determine;
Perhaps it may turn out a sang,
Perhaps turn out a sermon.”

It gives me much pleasure to meet you here for the purpose of instituting a club in this place, and thus adding a few links more to the chain of our honorable fraternity. Having been instructed in our language, you are now in name, and I trust in sentiment also, Temperance Watchmen. May you ever be bright and shining lights to the cause which you have espoused, and faithful to the vows you have thus voluntarily taken upon yourselves. Mark well the progress of the baneful and unhalloved traffic, and strive by every laudable means in your power to check its onward course. Be workmen as well as watchmen. Our work is a noble work, and many of the most eminent men of the age are engaged therein. Our aim being to free mankind from a thralldom worse and more degrading than African bondage, when we look around us and see the wretchedness, the equal misery, that is caused by the traffic in ardent spirits, surely it behooves us to strain every nerve, and exert every faculty of our souls to check the tide of intemperance, and to ameliorate