

# 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 Vols.]

NEW SERIES.]

SATURDAY EVENING, MAY 24, 1856.

[Vol. XV.]

## Legislative News.

Extracts from the Journals.

Fredericton, April 16.

KENT BYE ROADS.

- £12 10 For the road on Tweedie and Rankin's line towards Sapin.
- 20 For the road north side Kouchibouguac river from Tweedie's brook up stream.
- 5 From the Post road to John Allen's.
- 10 For the road north side Kouchibouguac river down stream.
- 7 10 From Martin Flanagan's to back settlement.
- 12 10 Below Post road south side Kouchibouguac river.
- 7 10 From Post road to Kollock's.
- 12 10 From Johnathan Ostell's to Gaspeaux creek.
- 10 From lower village school house to the Cape.
- 10 From M<sup>c</sup>Gowans to lower village.
- 10 From James Girvan's to Richibuto.
- 7 10 South side big North West from Fireman Cheveris, Junior to Felix Gallant.
- 7 10 From the Forks to John Blanchard's in the back settlement.
- 5 From Clark's to Charles Robishan's.
- 7 10 From Baptist Robishan's to John Richard's.
- 7 10 For a bridge at Peter Babinot's lot.
- 7 10 From little Joe Daigle's to John B. Robishan's lot.
- 7 10 From Kouchibouguac to the back settlement rear of Peter Luke Richard's.
- 7 10 From Butler's towards Cameron's mills.
- 7 10 From Remy Richard's south side the North West down stream.
- 5 For the road on spring brook north west.
- 7 10 From Germain White's to back settlement.
- 7 10 From Placid Maillet's road, between Joe Babinot's and Simon Thibideau's, to the West Branch.
- 30 For a bridge on West Branch near Terrace Curran's.
- 3 From John Christal's out.
- 5 From Joseph Murphy's to Charles M<sup>c</sup>Donald's.
- 5 From Bass River Church to Mrs Thomson's.
- 7 10 For the road north side Mill Branch.
- 7 10 For the road south side Mill Branch.
- 7 10 For the road north side Trout brook.
- 7 10 For the road south side Trout brook.
- 15 For Dogherty's bridge.
- 10 From John Graham's (Irish,) to main road.
- 7 10 From Molus river to Widow M<sup>c</sup>Donald's.
- 5 From Duncan Campbell's to M<sup>c</sup>Caffery's.
- 5 From Caille's bridge to James Thompson's on the Harley line.
- 5 From Stewart's clearance to Wheten's creek.
- 12 15 For a bridge on the new line of road at William Rogers'.
- 5 From Kollocks lower line to Thomas Murray's.
- 1 15 To pay Thomas Stevenson balance due.
- 7 10 From Molus river to Brown's on the main river.
- 7 10 For the road on a line between Joseph Babinot and Simon Thibideau to Joseph Richard's land.
- 7 10 From James Hutchison's to main road south side Molus river.
- 7 10 From main road to Jeremiah Harrington's.
- 5 From John Walker's to Stephen Palmer's.
- 10 For bridge at Herbert Irving's.
- 2 10 For the bridge near James Christal's.
- 5 For the road to Pat Murphy's.
- 10 From Markey's by Alexander Curran's.
- 5 From Spring brook to E. and D. Collins'.
- 7 10 From the Chapel in Ohio to the little Buctouche.
- 7 10 From Marcel Robishan's to Ohio settlement.
- 5 From Ohio settlement to Cocagne river at Simmons'.
- 10 From David Sherwood's to M<sup>c</sup>Laughlan road.
- 10 From Trout brook to Francis Morton's by Sherwood's.
- 5 From Thadie White's to Baptist Legere's land.
- 7 10 From Thadie White's by Louis Legere's, to the Brott settlement.
- 7 10 From Lorong Cornea to John Pulran's.
- 5 From John Pulran's to Belona Cornea's.
- 12 10 From Buctouche river to Sheridon's.
- 7 10 For the road upon Tallan Collet's to Rawley's.
- 7 10 For a bridge at Michael White's on Black river.

- 10 to Leon Allan for repairs on bridge.
- 20 From Chockfish to Saint Nicholas river.
- 5 For the road to Cornelius Collins'.
- 5 For the road to James Wilson's south side the West Branch.
- 7 From Silvan and Marcel Cornea's to the Brott settlement.
- 7 10 From John M<sup>c</sup>Eachran's down stream.
- 7 10 From Leon Melanson's to Michael Merzerall's.
- 15 For the road and bridges from Peter Burk's to William Dixon's.
- 7 From Marcelan Brott's to the back settlement.
- 10 For the bridge near Abraham Allan's to the head of the bay.
- 15 For a bridge near Galland's mill.
- 15 From James Connors' to the Cape.
- 15 For bridges and road south side Cocagne river from Long's mill up stream.
- 25 For the road leading from the great road from Fredericton to Richibucto up the Big forks, Parish Harcourt.
- 8 15 To John M<sup>c</sup>Williams, to pay balance due.
- 16 1 8 For the road from the shore by Harrington's mill, to the post road.

SPECIAL GRANTS.

- £25 For the road from Coates' to the M<sup>c</sup>Laughlan road.
- 30 For the approaches to the bridge on the Buctouche river at the Big Island.
- 45 For the bridge at James Beattie's near the Town of Kingston in the County of Kent.
- 80 For the bridge on the east branch St. Nicholas river.
- 75 For the road from Point Sapine to Kouchibouguac.
- 35 13 4 For the road from Joseph Tibous' to Cameron's mill south side the Kouchibouguais.
- 30 For the road from the Post road on the south side the Kouchibouguac river, down stream.
- 25 For the road from Scovil's mill on the Cocagne river towards the County line and Irishtown.

## News of the Week.

WEDNESDAY'S MAIL.

From English Papers by the Atlantic at New York.

EUROPE.

In regard to the threatened Ministerial crisis in England, and Parliamentary affairs, we find the following in the London correspondence of the New York Commercial:

It has been mentioned in former communications that reports were circulated by the opposition that the position of the Ministry was insecure. The impression has subsequently gained strength, and the fact that Lord Derby as the leader of the conservative party, and Lord Palmerston as the head of the Government, yesterday called meetings of their respective supporters, in order to ascertain their relative strength, gave confirmation to it.

It appears, however, that the result of these meetings was such as to discourage the opposition from immediate action. They are aware that Lord Palmerston, if outvoted, would immediately dissolve Parliament, and appeal to the country, and it seems that their prospects in that event are not sufficiently inviting to give them boldness. For the present, therefore, they are to continue a policy of expectation. The direct question on which they had contemplated an overthrow of the Government, was in connexion with the fall of Kars. A motion condemnatory of the Ministers for their neglect to support the gallant defence of General Williams, was fixed for last evening, and so strong is the public feeling on that point that there was ground to believe the decision might be adverse. It is now inferred that the motion will not be pressed to a division. It has been brought on, and adjourned, and will continue to be discussed probably for several evenings, but the tactics of the opposition will be confined to speeches of a damaging character, and a direct collision such as would provoke a dissolution, will be avoided. The position of the Ministry on this question is embarrassing, because there is little doubt that the difficulty which caused the delay in sending assistance to General Williams chiefly originated with General Pelissier and the French Government.

The most interesting political question of the day was about to be brought under discussion by Lord Lyndhurst in the House of Peers, but has been postponed. Lord Lyndhurst, although 84 years of age, is still one of the most efficient orators in Parliament, and possesses from his talent, combined with his age, greater power of

arresting attention than any other member. He has now in fact taken a position in the House analogous to that previously occupied by the Duke of Wellington. Great hopes were therefore excited among the liberal party by the statement of his intention to move the following resolution:—

'That the House should take into consideration the state of Italy and the continued military occupation by Austria of extensive portions of that country beyond her own limits, thereby creating great and general dissatisfaction, disturbing the political equilibrium and endangering the peace of Europe.'

Additional interest was given to this motion by the fact that Lord Lyndhurst belongs to the conservative party, his voice on the side of freedom being therefore of double value. Last night, however, Lord Clarendon asked that it might be postponed. He made the request, he said; upon public grounds alone, and with the conviction that by granting it, Lord Lyndhurst would best promote the cause they were both anxious to aid. In reply, Lord Lyndhurst consented to defer his motion, but stated that he should watch with considerable anxiety the course pursued by the English Government to alleviate the intolerable grievances under which the people of Italy labour.

It is presumed that the object of Lord Clarendon in asking for delay on this subject, is to give Austria and the other Italian powers time to consider the remonstrances that are believed to have been addressed to them as the result of the opinions expressed at the recent conferences.

CANADA.

*Fall of the Montmorenci Suspension Bridge.*  
—At a quarter to 9 o'clock on Wednesday morning, the new wire suspension bridge, erected by the Turnpike Trust over the Falls, carrying with it three persons and a horse and cart.

The structure having been delivered over by the constructors, for traffic on Monday week, the old bridge, a short distance higher up, was closed from that date, and all passengers were compelled to cross by the suspension bridge.— On Wednesday morning at the hour above mentioned, Ignace Cote, a farmer of some means, coming to market with his wife Angeline Drouin, had got half way over the bridge. They were both on foot. Cote being alongside the cart, and some fifteen paces in advance of his wife. A young man named Louis Vezina, aged 15, was returning from the baker's to his house, (the first on the east side of the bridge) and had got nearly across. Mr Louis Cloutier, a farmer of Chateau Richer, was about to cross from the east end, but his horse being startled at the sight of a winch on the bridge, he was awaiting the arrival of another cart behind him, in order to follow it. He had hardly turned his horse's head when a terrible clanking of chains as they slid over the summit of the western piers, warned him of the fall of the bridge, and immediately afterwards he saw the opposite end of the structure swing into the river, and as quickly carried by the heaving torrent over the precipice, and all upon it thrown headlong into the abyss beneath?

Another farmer named Lepine, of the parish of Auge Gardien, was within a few yards of the fatal spot, and had another moment elapsed would, like the others on the opposite side, been hurled into eternity.

The present appearance of the remains of the bridge, enables us thus to describe the accident, as it seemed to have occurred. The seven iron bands connecting the north cable with its western anchor, started above one of the joints on a level with the surface of ground, and just above the masonry, where we should imagine the greatest strain might have been expected. There being but a single anchorage at each chain's extremity, the separation of the cable supporting the bridge on its north side, left the whole strain depending on the south pier and wires, with a side as well as downward pressure from the summit of the tower. Nothing but a pyramid could have stood this unexpected side pressure without displacing the cable that ran over it.

It is said that the unfortunate lad who was washed over, was seen clinging for a time to a portion of the wreck, but the rapid demolition of the woodwork by the superincumbent weight of the falling waters, had equal power to loose his last grasp for life!

The fall of 40 feet, after the second cable had snapped, would probably alone have proved sufficient to dislodge any of the passengers, and so near the brink! their destruction by the current was from that moment inevitable.

Strange to say, although the cart and the body of the horse were found the same afternoon, about half a mile below the falls, the bodies of the passengers have not been recover-

ed up to the last advices. Rumours is that, of four persons drowned over the falls, within the memory of the present generation, none were ever after seen. The man's coat and part of the woman's dress and a parcel of wearing apparel, that they were bringing to their child at school in the city, floated round to the Beauport beach.

The masonry of the north tower, from which the first cable started, stands, like the two eastern towers, uninjured. But the saddle [the technical name for a diminutive but solid iron carriage on four wheels, on which rested the highest part of the cable] remains on the brink of the tower.

Thousands of people visited the falls on Thursday by land and in boats. The road to Beauport has, we dare say, never before presented so animated a scene as since this sad event. The cost of the bridge was £9,000. If the cables be recovered £2,000 may rebuild it.

*Canadian Railways.—Aid to the Grand Trunk Line.*—It is now conceded by the Canadian Government that such assistance must be given to the Grand Trunk Company, as will enable them to complete their undertaking. The Montreal Pilot publishes the following note from Mr Coyley to Napier, indicating the amount of aid which the Government are willing to give, and the manner in which that aid shall be distributed. The editor prefaces the note by saying that "the completion of the Victoria Bridge and the extension of the Grand Trunk Line to Sarnia seem to meet general approbation, but any aid below Richmond is not quite so palatable on the ground that certain portions of the line eastward of Montreal are not remunerative. The objection is good or nothing; for many sections of the Grand Trunk Line will be barren of profit. Still they are indispensable, as forming the great highway of Railway travel. If the Grand Trunk Line from Richmond to Quebec be barren of profitable return, that is the very best reason to render it remunerative by supplying a profitable feeder, in the construction of a subsidiary line from Three Rivers to Arthabaska. This branch line has had a cursory survey, and intelligent gentlemen connected with the Grand Trunk Company have been on the spot collecting statistical information.—they, at least, were satisfied with the utility of this branch, and did not hesitate to say, that in a few years it would be the best feeder to the main line of any in Lower Canada. If we cannot be generous, let us at least be just. The people in the eastern section of the Province must pay no small portion of taxation for the construction of the Grand Trunk Line, and if we deny them any participation in its advantages, let us at least relieve them of any cost in its construction."

[THE NOTE.]

Sir,—I have now the honour, in reply to your request, to furnish you with a memorandum of the terms on which, after much anxious consideration, the Government conceive they would be justified in recommending to Parliament the granting of aid to the Grand Trunk Railway. You, sir, cannot be insensible to the many difficulties which beset this question, or the differences of opinion which exist as to the best mode of disposing of them; and as to the further course of government may materially be influenced by the opinion which you, as the accredited agent of the English proprietors, may entertain of the practical result to be expected from the outline of the scheme which I have sketched, I shall be obliged by your favoring me with your views thereon; which I may submit to the Governor General and my colleagues in the Government. Memorandum—1st,—The Company to be empowered to issue preferential bonds to the amount of £2,000,000 stg. 2d, The bonds not to be issued until the Railway is finished and in operation from St. Thomas to Stratford. 3d, That the proceeds of the £2,000,000 to be paid over to the Provincial agent in London, and released on certificate of the Receiver General, on proof of progress of work. 4th, The proceeds to be appropriated as follows:—

London to St. Mary, Stratford and Sarnia Branch,	£450,000
Subsidiary lines at Port Hope, Coburg and Prescott,	100,000
Victoria Bridge,	800,000
St. Thomas and River du Loup,	525,000
Three Rivers Branch,	125,000

Total, £2,000,000  
6th. The St. Mary and London branch and subsidiary lines to be completed by 1st Sept., 1857; Stratford and Sarnia by 1st Sept. 1858; Three Rivers and Arthabaska by 1st January, 1859; the Victoria Bridge by 1st January, 1860; the St. Thomas and River du Loup by 1st January, 1860.