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(For the Head Quarters.)

TO MR. THOMAS HILL, EDITOR OF THE "LOYALIST."

Saint David's, Charlotte, 12th July, 1848.
SIR.—You said that I was last year employed on five explorations—this is true.—That for this service I contrived to receive £150 19s 1d. This is not true. I received £57. The travel connected with these services was more than 1200 miles, which was over twenty miles a day for the time employed. This will appear incredible to some, but it is strictly true. I left my own house on the morning of June 22d—roads heavy and muddy—travelled all day and all night, and reached Fredericton the next morning. After remaining one hour, started for Woodstock, and got there at eleven o'clock that night. Started at three o'clock the next morning, and reached the Restook in the afternoon. Here were 180 miles in less than three days. Again, when my business at the Restook was finished, I started just before sunset, and reached Fredericton the next night at eleven o'clock, that made 120 miles in one day.

Mr. Jordan was associated with me on the exploration from Fredericton through the Douglas Valley. The line passes through the counties of York, Sunbury, Charlotte, and Queen's, and is forty-three miles long.—We made a careful exploration and survey, with a plan and report of the same, giving a minute description of the country, and exhibiting the courses, distances, elevations, and depressions of the line, which, with certain proposed alterations, also laid down in the plan, extend the exploration and survey to fifty-five miles. The two lines from Loch Lomond to Sussex Vale, in the counties of St. John and King's, which were in like manner surveyed and reported, with certain proposed alterations, made twenty-six more, amounting to ninety-one miles in all. Besides these, there were three explorations for the sites of Bridges, in places far distant from each other, and the whole cost to the Province amounted to £149. Now, look you here!—If there can be found, under any similar appointment as much done for double the money, I will return the £57 which I received.—Compare this with the cost of some other explorations. Take, for example, that from Oak Bay to Woodstock, made by John Wilkinson, Esq., in 1837. The distance was 69 miles—the cost £310 9s 10d and not finished. The plan and report alone cost £35. A further exploration of the same line was made by George Wightman, Esq., which cost £109 7s 5—still the work was not completed; and it was finally finished by Mr. Ramsay, under the direction of the Supervisor, Mr. Rainsford, at a further cost of £204 9s 2d. Here was £624 6s 6d for exploring and laying out a line of 68 miles, and no fault found, that I know of.—The service, I know, was difficult, but look at the expense! The road from Red Rock to the Nerepis, a distance of twenty-eight miles, was explored and laid out by Patrick Clinch, Esq., and cost £199 16s 4d, a considerable portion of the sum (£40) being for the services of a surveyor. A line from Miramichi to Grand Lake was explored, but not completed, by Messrs. Goodfellow and Crocker, 56 miles—cost £160 14s 5d. A line from Tatteogouche to Eel River was explored by David Crocker, Esq., cost £117 8s 5d, distance not mentioned, and work not completed. The sum of £563 1s was paid for explorations made by Messrs. Wightman and Hansard in one summer. These are a few common cases, and I am sure mine will bear comparison with them at all events. But you say, my accounts carry on the face of them the marks of fraud, because, although they are all sworn to, there are not vouchers for all the charges. The Government sent me on those services without money—all that I paid out was my own, and there is neither law nor usage requiring me, in such a case, to furnish vouchers. I deemed my time too precious to wait for receipts for every trifling paid to ferrymen, coachmen, inn-keepers, and

steamboats—merely marking down in a note book the sums paid, and charging them accordingly. I never dreamed that any man would doubt my statement under oath, though you are utterly astonished that my oath should be believed! Are receipts, then, the only security? No. The integrity of the person employed is, in such a case, the only security. Who was to vouch for the number of days that I charged? Here was room for extensive fraud. I might have spent a day or two extra in taking receipts for every penny, and then have charged a number of additional days, at £1 each; and so, perhaps, this "straining at a gnat, and swallowing a camel," might have been to you satisfactory. Again, instead of travelling night and day, I might have taken it very easy, and in that way obtained many pounds more, without reaching the maximum of any of the charges before quoted for similar services. But you say, there are other marks of fraud about these accounts, there being in one case a charge for seven days labor, and eight days board, and in another, twelve days labor, and thirteen days board, and for these charges you call me a "public robber" living in a christian land; you must know that of eight consecutive days, one, at least, must be Sunday, and so of thirteen consecutive days; and you could not allow me the frugal sum of five shillings to pay my Sunday's board, although you and I boarded together at Fradsham's one of those very Sundays, without charging me with robbing the Province, to bestow the money on "chambermaids!" Sir, there is a God who judgeth in the earth, and your high-handed wickedness cannot escape! You make, as a lumping charge in my account, the following, within double commas, thus:—"To stage fare, steamboat fare, travelling expenses, and board, including a little Brandy," £17 13s 11d. I never made any such a charge. The account is in detail and contains a great number of items, most of which are vouched. That you saw the detailed account is certain, because one of the items, is a Chain and Compass, and that you have quoted correctly. There was a bottle of Brandy in one of the bills sent to the Audit Office as a voucher, and as it has furnished you with much interesting matter for the "Loyalist," "Satirist," and "Commercial Times," you shall now have its true history. When on service, one of the party was seized with a species of Cholera then prevailing, and fatal in some cases. Brandy in the first stages of the disease, was said to be a cure, but there was none within twenty miles of us, other remedies were resorted to, and the man recovered. Some time after, it became necessary to make a preliminary exploration through the wilderness, from Chestnut's mills, in the County of York, to Peabody's mills, in the County of Sunbury. The supplies which we provided for the service consisted of some loaves of bread, a lump of cheese, and a bottle of Brandy. These we packed into a knapsack, put them on the back of an attendant, and started. We drank the Brandy when the exploration was finished and left the bottle at a house in Sunbury. Next comes up the Compass and Chain, price thirteen shillings! I have, during my wanderings, put the Province to the expense of three Compasses. The first cost five shillings, and was smashed in the service by the falling of a tree, the second cost seven and sixpence, and became so uncertain, by long usage, that "the thing called the needle" would point to the East as readily as it would to the North; and so I left it at home, and last year bought a new one, price five and sixpence. The Chain which I bought and paid for with my own money had to be tied together in several places, and so I bought a new one. Three applications were made to me by Surveyors for employment on those lines, but having in my youth obtained what was then considered a good nautical education, I soon learned to do my own surveying, and saved the Province many a pound thereby. Only look at the above charge of £40 for surveying 28 miles, and look at

other similar charges, and say that the poor sum of thirteen shillings is lost money. But because I did not deposit this Compass and Chain, and take the empty Brandy bottle in some public office, for your inspection, I am "a thief and a robber!" You notice yet other matters in these accounts which bear the marks of fraud, for you see "travelling expenses" added to stage fare, steamboat fare, and board, and so conclude that those expenses must be Brandy smuggled in under another name. I shall answer this by an extract or two from my note book.—"Went on board the steamer at Fredericton and went to St. John in the night." "Went to Scamwell's and entered by name as a passenger in the coach for Westmorland. Some confusion, caused by the expected arrival of the English mail, prevented the coach from starting at six in the morning, the hour appointed." "Started at eight in the evening—came on rain and total darkness, so that neither road nor horses could be seen—driver alighted and led the horses, but was unable to keep the road, came to Roch's got a lantern, which I held in the front seat, which answered well—passing through Sussex Vale the high horse partly fell through a brook and dangerous Bridge—inspected the Bridge by candle light—got a strong fence pole, lifted back the coach and the female passengers, forded the river and went on, threatening to break the supervisor—got another candle and drove on to M'Leod's, where I left the coach, tired and sleepy, 60 miles from St. John." "Sunday morning—enquired for my fellow Commissioner, Mr. Wallace—found he was a Baptist Preacher, and was told he had gone to the Association at Wakefield, 150 miles up the River St. John. Hired a waggon and started at once to Steves' in Salsbury, where I learned that Mr. Wallace is out on Butternut Ridge to-day preaching, and will start tomorrow for Wakefield, by way of New Canaan—hired a horse to go in pursuit of him early in the morning. Went off early in search of Mr. Wallace, found him on the Butternut Ridge—returned the horse and rode with Mr. Wallace into the Parish of Coverdale to the site of the intended Bridge over the Petticoat." "Mr. Wallace went home and I hired a conveyance to Pitfield's, at the head of the river where I remained for the night." "Hired a conveyance from Pitfield, who sent his boy, horse, and gig with me to Sheek's in Sussex Vale—engaged my passage to St. John in the stage, and expected to travel all night, but the stage did not arrive." "Stage passed at five in the morning, and being full could not take me, so I paid my reckoning, shouldered my travelling bag, and went of on foot; fell in with my countryman Mr. King, who kindly took me to Caldwell's in his waggon—got into the stage—went to St. John—posted off to India Town—got on board the night boat just starting from the wharf, and lodged at the house of Mr. Lyon in King's County, opposite the Nerepis, and ready to commence on that service the next morning." "Here you will perceive, that the waggon-hire from M'Leod's to Steves', the horse hire to Butternut Ridge, the waggon hire from Coverdale to Pitfield's and the gig-hire from Pitfield's to Sussex Vale, were "travelling expenses" over and above "stage fare," "steamboat fare," and "board!" But you say these things mean "BRANDY!" Well this is hard, but I would rather bear the slander than be the slanderer.

Having thus calmly and candidly corrected a number of your most prominent misrepresentations, and having no more room, I now close this letter.
Yours,
JAMES BROWN.

COOLNESS—TALE ABOUT A HEAD.
JAKE was a little negro who belonged to Dr. Talliaferro; and was said to have in his little frame a heart as big as General Jackson's—to say nothing of Napoleon Bonaparte and Zack Taylor. He didn't fear even old Nick; and as for coolness—he was as cool as the tip-top of the north pole.
One day Dr. Talliaferro, upon the occasion of the commencement of a medical college, of which he held the chair of anatomy, gave a dinner. Among the guests was a well-known ventriloquist. Late in the evening, after the bottle had done its work, the conversation turned upon courage, and the Doctor boasted considerably of the lion heart of his favourite man, Jake. He offered to bet that nothing could scare him; and his bet the ventriloquist took up, naming at the same time the test he wanted imposed. Jake was sent for and came. (see last page.)

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