

you possessed of similar information, although not to the same extent, would either willingly carry his instructions into effect, or not receiving any, be prepared to suggest such actions as our case required; but in both these anticipations we have been disappointed. Again I ask what has become of our Petition? You, Sir, are the person to whom we have a right to put this question, as from your position in the Government you are responsible for its acts. I and others in this county, receive with delight the intelligence of your having taken the helm of the new Bark *Responsible Government*, feeling assured from your expressed principles and known abilities, the noble ship under the guidance of her gallant commander, and such a goodly crew as he might obtain, would steer clear of the *Compact* shoals and rocks in *Obstruction Bay*, and having easily weathered the cape of *Official Responsibility*, upon which the old "*Tory Bark*" was cast a hopeless wreck (Captain and crew saved, part having taken to the boats destined for the new ship, and the remainder having clung to the wreck, until taken off by the life boat of *Downing Street*. Passenger, Provincial Secretary, swamped) would safely arrive in the port of *Constitutional Government*, where her commander having completed his crew, and received his charts, would, with the *responsible flag* proudly flying, start upon his voyage of Political Reform, and being accompanied by the good wishes of a large majority of the inhabitants, be certain of success. How far, Sir, as commander of the ship, you have, since you started on your voyage, justified the confidence reposed in your integrity and skill, I will not now stop to enquire, although this I will "*en passant*" remark: We were much surprised and disappointed to learn from your despatches since received, that you have no intention of reducing the wages of either yourself or the other officers of the ship, notwithstanding a "*reduction of salaries and general retrenchment*" is one of the standing orders in the list of qualifications for active service. Commencing with the supernumerary officers, and confining the action to them, is certainly not an indication of the most generous and disinterested policy. Under the most favorable auspices, with a free wind and a flowing sheet you commenced your voyage, and we all augured confidently of your success; but soon a change came over the spirit of our dream: anon, with your visit come reviving hope, and 'twas said all will soon be well, a personal knowledge of local circumstances, will ensure immediate executive interference, ominous appearances to the contrary notwithstanding. Hope told the flattering tale, but Time has not verified its correctness. This and other circumstances have, I am sorry to say, caused a doubt to arise in the minds of the admirers of your political principles, as to the sincerity of the man, a doubt which has not been diminished by a recent appointment in this county, recommended solely by those, who have ever shewn, in both their political speech and action, anything but admiration for *Responsible Government*, its principles or supporters; an appointment made to the exclusion of others having stronger claims, and who were better qualified to perform the duties of the office. These things, Sir, have excited a fear, that instead of navigating our noble ship by the constitutional chart, you have trimmed your sails to court each passing breeze, and in order to enjoy a fair wind and keep all sail set, you are not particular as to whose chart you steer by. This fear having arisen it is high time we should know what we have to expect; I therefore again ask what has become of our Petition? In my next I will offer some remarks upon the qualifications of the parties recommended, and will attend to the subsequent rather anomalous conduct, of one or two of the petition's most active supporters, &c., &c.

With all due respect,  
I am Sir,  
Who I am,  
A LIBERAL.  
Res ignouche, 22d March, 1849.

Editor's Department.

MIRAMICHI:  
CHATHAM, TUESDAY, MARCH 27, 1849.

The Subscriber having been compelled to consume a large amount of time, and incur considerable expense, in his too often fruitless endeavours to collect his far-spread Outstanding Debts, hereby notifies all persons to whom he is not indebted, and with whom he has not a running account, that orders for advertising in the Gleaner, and for Printing in future, must be accompanied with the CASH otherwise they will not meet with attention.

JAMES A. PIERCE.

TRANSMISSION OF THE MAILS.—The subject of the withdrawal of the English Express Mails after the 10th April, and the conveyance of the British Canadian Mails through the United States Territory is creating considerable surprise, more especially, as it is admitted, that the work is well performed, and the Canadian people obtain their mails more regularly, and at an earlier day than they formerly did while the mails were conveyed through the neighboring republic. Every day's experience teaches us, that the interests of the Colonies are but poorly represented

in the Mother Country, and whether they prosper or go to ruin, appears to be matter of little moment with the British Ministry or people.

The following is an extract from a Communication in the Quebec Morning Chronicle, in which the writer speaks of this subject:—

This announcement has been before us for some weeks. It has been noticed in almost every paper in the Province; and just noticed. A few quiet remarks; a sort of half-grumble, half-sneer has been all that it has brought forth as if it were useless saying much about it; we seem in fact to have made up our minds to "*grin and bear*." And, perhaps, we do well to take the matter philosophically, for really Canada and the Canadians seem to occupy little of the Imperial attention; the distant and costly colony merits no notice in a Royal Speech, or in a leading London newspaper; it would be better, says Sir Wm. Molesworth, that Great Britain were rid of the whole concern—not Canada alone but all the colonies—and Lord J. Russell seems in ignorance as to whether we do or not form any part of the empire. Lord John's attention is occupied with other things. We have been favored with a form of government, which permits, in a great degree, of self-rule, and so long as all goes on quietly, Lord John is satisfied. And the Premier is right. It matters not to Great Britain what we do, so long as we give no trouble. If we rebel and talk of independence of manufacturing *etoffe du pays*, we are worthy of attention; for Mr Cobden may allude to the cost of keeping us quiet; our complaints will then surely be attended to and our grievances stand a chance of being redressed; but so long as we are quiet, quietness concerning us seems to be best. What is it to Great Britain whether the money paid for the transit of the mails in America be given to the United States or Canada? It benefits her in neither case. It is so much money expended from the Imperial treasury for a certain object, and so long as there is no complaint it is well. Besides, the British Government has some show of reason for her partiality. Britain has a great trade with her colony, and a little trade with her present American dependencies; the first is rich and powerful: has built steamers to compete with Great Britain herself; the latter are poor and dependent upon England for everything they get; the one considers it something to allow the passage of the mails through her territory; the latter think it of importance to have them passing through; the first needs it not, and it is thrust upon it; the other desires it, and cannot have it. And in this, we must allow, there is something natural if not just.—Compelled to trade with Great Britain alone; obliged to submit to the dictum of her statesmen in all national questions; forced to do as she does and as she wills; to renounce protection and accept free trade at her pleasure, we feel we are not rightly treated in this business.

The Atlantic steamers owe their existence to the enterprise of a colonist; that colonist owes all to the colonies; in them he acquired his wealth and his position; yet, is it of no consequence to improve British North America by expending in Nova Scotia, New Brunswick and Canada, the money paid for the transit of their own mails to and from the Mother Country. We should, however, feel that we are rightly treated; we must be fairly dealt with, for we have not head of a syllable about the matter having been uttered by a single member of the legislature, nor of any movement in this city towards the getting up of a public meeting to agitate it. We know that the passage of these mails through the provinces circulates money, creates a demand for men, for horses and for corn; improves our roads; facilitates communication; in fact, settles the country; but that seems not enough to excite either our attention or the attention of our statesmen. The Imperial government talks of a Great Railroad, and while calculating its profits withdraws a source of revenue to a neighboring country; Canada boasts of British connection and Britain bestows her patronage on New York! Is it then to be wondered at, that in the Canadian Metropolis there should be some whispering about annexation, when annexation only means protection? Far be it from us to think of independence; yet if the inferiority of this country to the States of the American Union be the result of being part of the British Empire, it may be desirable that one part should be spoken of: for what can it profit us to belong to a great nation and be neglected on that account alone? Instead of continuing a little trader, we must protect ourselves; encourage home industry, manufactures and agriculture; carry our own mails, have the benefit of their carriage, so that in time we may become great, and enjoy the patronage, if not the protection, of the greatest commercial country on earth.

NOVASCOTIA.—The Halifax Sun of the 24th instant, reports that the business of the Legislature was fast drawing to a close, and it was expected it would be prorogued on Saturday next.

The House resolved itself into committee on the 23d instant, for the purpose of further considering the Resolutions touching the Halifax and Quebec Railway. The Hon. Attorney General, the Speaker, and the Hon. G. R. Young, addressed the house in favor of, and the Hon. Mr. Houghton, Messrs. Killam and Fraser, against the resolutions. The discussion of this important measure was to be resumed on the following day, when it was expected it would be brought to a close.

All the papers agree in stating that the Resolution guaranteeing the sum of £20,000 annually, will pass.

TRADE WITH THE UNITED STATES.—The Editor of the Montreal Gazette reports, on the faith of private information, on which he has the greatest reliance, that constituted as the United States Congress now is, there is no chance of the Reciprocity Bill being taken up for action the next four years.

GAZETTE.—In justice to the Editor of the Gaspé Gazette, we publish the annexed article which appears in his paper of the 15th inst. Our cotemporary is in error in stating that the "falsehoods" of a Teacher were "endorsed" by us: we inserted the letter alluded to, without any comment.

"A few months ago, a gentleman in Gaspé, to whom we are under many obligations for his kind exertions in favor of our paper, inclosed to us a communication, signed A Teacher. We knew not who had written it, but it being on the subject of Education, in which we feel considerable interest, we most cheerfully, after some little alterations as to style, orthography, &c. complied, the object of the writer being considered by us praiseworthy. Our paper of the 4th January, contained the spirit although not the exact language of the communication. We heard no more about it until last week, when, to our surprise, we read in the Miramichi Gleaner, a communication signed 'A Teacher,' to which was added a postscript, stating, 'that the above article had been forwarded to R. W. Kelly, Esq., the manufacturer of the Gaspé Gazette, for insertion, but by some strange transmutation or twirling of his machinery, it was wrought into that tasty and fashionable material which is to be found in his paper of the 4th January, signed a Teacher, comparing men without Education, to the brute creation and saying that nine-tenths of the inhabitants of Gaspé are not able to sign their names to a petition.' The postscript further adds, 'that the latter is very false, and the former shows both the want of good breeding and education in the writer.'

"As the Editor of the Gleaner has been pleased to insert the above, relying on the truth of his correspondent, the 'Teacher,' we beg leave to inform him that the Teacher's statement is a falsehood, a wilful falsehood. We never received for insertion the article as it appeared in the Gleaner. We have shown to some of our friends the manuscript we received, and it has been compared with that published in the Gleaner, and we find, making every reasonable allowance for a little dressing up, a few corrections, &c. that whole paragraphs have been added, and others left out. So much for the veracity of A Teacher. We would not condescend to notice the above, only that the falsehood has been endorsed by the remarks of the Gleaner, and we hope that for the future, the gentleman in charge of that respectable Journal, will not without some proof, allow a confere to be maligned in his columns by any unprincipled writer who may go out of his own Province to vent his feelings of dislike against an independent Journal that may happen not to please him. This is the second time the Gleaner has been deceived with respect to ourselves, and in both instances by liars."

LEGISLATIVE PROCEEDINGS.—A bill has been introduced into the Assembly by Mr R. D. Wilmer, for the Encouragement of the Fisheries. It contemplates appropriating £3,000 per annum, for this praiseworthy object.

We have published in another page, the Report of the Committee on Railways and we question much if a more inconsistent document ever emanated from a public body. While they admit the great necessity there exists of connecting the three Provinces by Railroad; that they believe that no other measure can be devised which will so certainly consolidate the colonies, and perpetuate our connexion with Great Britain; and 'without it they fear that our position as Colonies will be of short duration; that they think that the plain broad question on this subject is—do the people of England wish to retain the North American Colonies or not? If they do, the Trunk Railway is indispensable, and should be completed at any cost.' To accomplish all these advantages, and avoid the evils so much feared, what do they recommend the Assembly to do? Something generous—commensurate with the magnitude of the enterprise, and the benefits likely to flow from it. No such thing: but to give to any company that may be formed 'the ungranted lands to the extent of ten miles on each side of the railway, and to purchase

the right of way, and the necessary stations on improved and private property.' This is ALL they recommend to be done to facilitate the construction of this great 'national undertaking.' The reason assigned for this parsimonious grant is, 'the Commercial depression at present pervading these Provinces, brought about in a great degree, by the recent modifications of the British Tariff;' but who will believe their report, or give them credit for sincerity, while we find them recommending, that the Province take stock in a local Railway, to the amount of £250,000, redeemable in forty years, with interest: and not content with this liberal legislation to forward their pet scheme, they wish the house to guarantee for 25 years, a rate of interest not exceeding five per cent., on the balance of the sum necessary to complete the undertaking, say £250,000. This is not so bad for an impoverished and almost bankrupt Province. Three of the committee, it appears, would not sign the document.

We cannot believe that the House will act so inconsistently as to adopt these insane recommendations, for if they do, we may bid adieu to the hope of seeing the Halifax and Quebec Railway established, for this Province will have undertaken as much as its circumstances will admit of for many years to come.

A friend has kindly furnished us with the following extract from a letter, dated Fredericton, 23d March. The writer is evidently a strong advocate for the Shediac railway, and has racked his brain to advance reasons why it should be constructed.

"I send you a copy of the Report of the Railway committee, upon which the House have been in debate for the last three days. They resume to-day, and will probably come to a decision to-morrow. The grand struggle is for the Shediac Line, ably supported one side, and stoutly contested on the other. This line is the entering wedge for the Trunk Railway, and would eventually bring about the construction of that; because, if New Brunswick and Nova Scotia, both build to Shediac, as they are both struggling to do, a line will go from there to the north to a dead certainty; it cannot stop there. I regretted to hear Street, Carman and Cranney oppose this line to the utmost. They all deny that one barrel of fish would ever be sent by this railway to St. John. Street tho't nothing from P. E. Island would ever be sent, because P. E. Island had a better market in Newfoundland; but in any case he conjured members, upon no terms to grant facilities to P. E. Island, to flood this province with produce, to injure our own farmers. Cranney repeated the same thing, almost in the same words. They had better build a wall around the Province at once. Carman was not so bad in that respect, but worse in another. He characterized the Shediac railway as another bubble, and gave a history of all bubbles from Law's Mississippi scheme, and the South Sea bubble, down to modern times, to prove that the Shediac Railway was a delusion, and never could pay by any possibility. Such is Legislation in this enlightened country. Instead of bending their energies to getting a line from Miramichi to Shediac, your Members oppose the Shediac railway altogether. The accounts of the state of the country from all parts of the province, are deplorable, and worse than exist in the north, according to your account. In Charlottee, people are ripping up their feather beds and selling their clothes to obtain a little food. In Albert, a traveller found a decent family in a back settlement, just perishing with hunger. He had nearly a bushel of oats in his sleigh, which he boiled, and this unusual food saved the lives of five poor children; but the same story comes from all parts. In the steamer Admiral, which leaves St. John to-morrow evening for Boston, 500 passages are taken. She can carry 700, and will no doubt be crowded in every part. There is a complete panic, and people seem as anxious to fly from the land as if it were the plague. The rush of emigration this spring from New Brunswick will be very great. Among the passengers in the Admiral are seven Farmers with their families, who have among them £2000 in cash. I think the chances for the Trunk Line are just as good as ever, but we must show the Imperial Government that we are in earnest, and willing to do something ourselves before they will move. Until we provide feeders, they will not touch the main line. The Government are sanguine that they will carry the Shediac line, and from the boldness of Partelow's speech yesterday, I think he feels sore. Let the house condemn the Shediac line, and the Trunk is gone forever; it is the touch stone."

TO CORRESPONDENTS.—A Communication from Gaspé, signed 'A Native,' has been received.

We would recommend 'A Subscriber' to call himself on the gentlemen, and ask him for his manuscript, with permission to publish it. He is just as likely to succeed in this mission as we are.

We have been compelled to postpone the publication of the Railway Report, although in type, to make room for important news received by the mail last night. The information thus obtained will be found under the proper head.