

The Politician.

THE NAVIGATION LAWS.

To the Right Hon. the Lords Spiritual and Temporal, in Parliament assembled.

MY LORDS.—A few words at parting—they are words of truth. Time will show you, my lords, the results of the policy you are pleased to pursue. To such as myself they are already sufficiently apparent. Our daily avocations reveal facts unknown to your lordships. The stern realities of business life can alone be known to those who mingle with them. You know them not, my lords, and you cannot know them except through the medium of the people's petitions—their honest prayers. These the ministers of the Crown have thrown aside worse than worthless. The inhabitants of the great commercial town of Liverpool, were, of all others, the most qualified to give an opinion on the momentous question at issue. Forty seven thousand of the male adult population of that place, ranking amongst them hundreds of names familiar, from their gigantic mercantile transactions, to the whole civilized world—protested against the proposed navigation measure. Their petitions have been trampled under foot. Their prayers have been held in derision, and the opinions of those who are the germ of England's greatness are made the laughing stock of political theorists, and theorists who have signally failed in the management of their own affairs. Such men—legislators, forsooth!—tell us that we know not what is most for our interest. They tell us we will always find it cheapest to build our ships in Britain, and to employ vessels with a British register. They may tell us what they please. We know our own business best; and, however patriotic our feelings, we will go to what we consider the best market for us, though it may prove the dearest to our country.

No sooner did your lordships sanction the second reading of that most extraordinary bill, than I was instructed privately to negotiate for the building of three large ships suitable for the India trade, at a foreign port. Perhaps those capitalists who gave me the orders do not know their business. It may be so, though very unlikely. One thing, however, is certain, that the moment that bill becomes law—if ever it does—my instructions are to expend at least £20,000 in a strange country, for the above purpose, which otherwise would have been expended amongst British artisans; and before twelve months from the date of the enactment hundreds of thousands of British sterling will be thus expended. The political economy of the present age will, therefore, be to enrich the stranger and alien, and make the British artisan a beggar, and his wife and children paupers in our workhouses. God have mercy upon them!

We are further, my lords—so say these political theorists—to find it cheapest to employ British shipping. They are certainly cheap enough at present, so much so, that if their owners cannot find more remunerative employment, most of them will find it to their advantage to keep them unemployed. They will lose by so doing, but however much they may lose, it will be found that the loss to the country will be greater. Cheap as they may be, other ships can be found cheaper, and I found it to my interest to engage on one day this week 1,500 tons of Dutch shipping for my coal contracts at Manilla. For these same vessels I am now instructed to negotiate charters from that port to this country, in anticipation of repeal, at rates which they find remunerative, but which, for reasons too apparent, would be ruinous to British shipping. Eighteen hundred tons of the latter will, in one common and every-day transaction, be thus displaced; and, my lords, I may safely venture to state that hundreds of thousands of tons will thus be thrown out of employment.

If there were other channels of trade for them, or if other countries could and would give to us what we give to them, I would think less of the hardship; but circumstanced as they are—situated as you place them, and as they are placed by others—you, my lords, if you sanction the third reading of that measure, which on Monday next you will be called upon to do, sanction a bill of the grossest injustice. You know, my lords, I write the truth when I say that you do not pass that measure upon its merits. That to maintain a ministry weak from the first, now tottering, and which, under any circumstances, cannot exist over another session—you pass that measure against the voice of the people, against your own better judgments, nay, against common sense itself. You pass that bill merely to keep in office those whom the country already feel to be too weak to hold it, and who, if reports be correct, used I write advisedly—the most unconstitutional means to obtain a majority. My lords, my language may be homely; it is, nevertheless, too true. I implore you, my lords, who are of my opinion, to be at your places on Monday night; and you, my lords, who have voted with ministers, pause before you again do so.

I can well conceive the feeling of dignified contempt which actuated the great Conservative leader amongst your lordships to withdraw his opposition in committee to a measure which ministers had determined from the first to force by such means as I have described, upon the country. But I do trust, and millions bear witness, that his lordship will resist—and with his eloquence, the eloquence of truth—to the very last, the overthrow of the fundamental principles of our Navigation Laws.

I am, my lords, your lordships' most obedient and most humble servant.

W. S. LINDSAY

11, Abchurch-lane, City, May 31, 1849.

United States Press.

From the New York Courier and Enquirer.

CANADIAN AFFAIRS.

The Montreal papers publish the despatch of Earl Grey to Lord Elgin, conveying the Queen's 'entire approbation' of his administration, her continued confidence in his wisdom and discretion, and her 'anxious wish' that he should retain the office which, in his despatch, he had spoken of resigning. This, of course, cuts off all hope which the Canadians may have cherished that Lord Elgin would be recalled, for it is not to be supposed that Sir Allan McNab's representations can effect any change in the sentiments or purposes of the British Government. Lord Elgin will hold his place—the taxes to pay Rebellion Losses will be levied; and we have no doubt they will be paid. There will be no outbreak—no rebellion; for the object sought is not worth such a struggle, nor would its issue be beyond contingency. The numerical strength in the provinces undoubtedly sustains the Governor's policy. Any appeal, therefore, to the popular vote, or to popular strength, would probably be disastrous to the party now in opposition.

But the end of this measure is not reached nevertheless. It may be acquiesced in, but it will exert a decided influence on the future destiny of the Province. It has struck a death blow at Provincial loyalty—at that sentiment of profound devotion to the Imperial Government which has always been the strongest bond of Provincial union. It was this sentiment, ardent and even enthusiastic in its manifestation, which put down the rebellion of '37. It animated the breast of every Englishman, and enlisted him most zealously in the defence and support of the British sway. This Act, and the manner in which it has been carried, have extinguished that loyal order. It compels these loyalists to pay the losses of those who fought against them. It seems to them not less an insult than an injustice; and it comes from the Government which their efforts had preserved. It would be strange indeed if their loyalty were as fervent as before. They will not rebel—but their devotion will cool. They will look upon the British Government as indifferent alike to their interests and their feelings; and calculations of interest will take place in their minds, instead of that impulsive, uncalculated chivalric loyalty which has been so coldly and harshly repulsed.

One result of all this will be that commercial interest will control the destiny of Canada. We shall have less and less of the glorious vaunts about British lineage and the glorious institutions of 'Old England.' The Queen's Birth day may continue to be celebrated for a time, but less and less wine will be drunk, the enthusiasm will gradually diminish, and the cheers will be less uproarious. Monarchy will be less generally regarded as the only perfect form of Government.

The 'right divine of kings to govern wrong' will not be insisted upon with the fervour and emphasis which marked past stages of Canadian loyalty. The line of distinction between Republicanism and Cannibalism will become clearer and broader year by year to the apprehension of our neighbors. All the old prejudices against the people and the institutions of the United States, which England has taken such pains to foster, will gradually die out.

The people of Canada will very soon take the liberty of inquiring why it is that countries divided only by a river, identical in all the essential conditions of growth, should be so widely different in condition. They will also become more and more impatient of the restraints placed upon their commerce, the checks to which their industry is subjected, and all the drawbacks to their prosperity which can be traced to their provincial state.

We have very little doubt that within ten years Canada will form a portion of the United States. Her commercial interest will impel her to seek a union, and that interest is rapidly becoming paramount there, as in every other country in the world. But all her interests lie in the same direction. Her produce would bring a better price if she had a freer market. Her lands would rise in value, her trade would have wider scope, and all her interests, material and moral, would be greatly advanced by such a union. Her public men would have a wider field for their ambition, and all her people would acquire importance, strength and prosperity, by the change.

These things will become apparent as soon as the matter is examined; and the destruction of blind prejudice in favor of English sway which recent measures have effected, removes the only obstacle to its discussion. In various sections of the Province, annexation to the American Union is openly advocated already, and in many others it is secretly regarded as the only course which promises to save Canada from commercial ruin. Every month will strengthen this feeling, and embolden its utterance. And very little time, we are convinced, will elapse before negotiations will be commenced for such a consummation.

The proposition would unquestionably excite great agitation, and encounter strong opposition in this country. It would be connected at once with the question of slavery. But that very connection would insure its success. Precedents upon that point have already been established, sufficient to control the issue in such an emergency as that which we believe is not far off.

At the meeting of the Presbyterian Church in Scotland, held recently in Edinburgh, a resolution disapproving of reading discourses from the pulpit of that church, was carried by a majority of 165 against 121.

Editor's Department.

MIRAMICHI:

CHATHAM, TUESDAY, JULY 3, 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.

THE SEASON.—All the New Brunswick as well as Nova Scotia papers speak of seasonable rains, which have extinguished the fires that have been burning for some time, and destroyed much valuable property. They have also revived the drooping crops, particularly the grass, which had suffered severely from the long drought. All accounts from our neighborhood are most cheering respecting the growing crops. Should kind Providence favor us with a bountiful harvest, it will tend much to remove the despondency which exists, superinduced by repeated unpropitious seasons, and depression in that branch of trade on which we have foolishly depended to the exclusion of almost every other—the effects of which have been bankruptcy and loss of property to all those who have been engaged in it. We have seen several severe crises since we resided in Miramichi, but the one through which we are now passing, has been of longer continuance, and more ruinous than any previous one ever experienced.

It will be seen by the annexed article copied from the Quebec Gazette, that the hot weather we experienced during the week ending on the 23d ult., has been also felt in Canada.

For a few days past the heat has been almost intolerable, the thermometer ranging from 90 to 100 in the shade. The thunder storm of last night has however, effected a grateful change, and this morning we have a refreshing westerly breeze—thermometer, at 8 o'clock, 76 in the shade; barometer 29.55. At Montreal and Three Rivers the heat has been equally intense: a correspondent at the latter place, gives us the state of the thermometer on the following days:—

Wednesday, 20th, 123 in Sun, 92 in Shade.
Thursday, 21st, 123 “ 94 “
Friday, 22d, 124 “ 100 “

The heat on the foregoing days, had been the most intense they had experienced there for the last three years.

ENGLAND AND THE COLONIES.—The following extract which we clip from a 'leader' in a late number of the London Times, furnishes us with a graphic account of the little interest taken by the British Parliament and Press, in the affairs of the British North American Colonies, and the ignorance that exists in the old country with regard to all matters concerning them, until a violent disturbance takes place, or a threatened rebellion calls their attention to the state of affairs in these distant regions.

We are now deluged with information relative to what are called, in Parliamentary phrase, 'the affairs of Canada.' Never did so recent a topic swell into such sudden bulk. The handful has been rolled into a mountain. It is less than a month since the British public were gravely informed that—*vo victus*—the Canadian Legislature had exercised the right of the majority to bring in a bill compensating the rebels of 1837 for their losses in the rebellion. Immediately there were a thousand questions, and not one to answer. Her Majesty's Ministers professed to know nothing about the matter. Nobody knew anything about it. There were no despatches, no newspapers, no letters from Canada to be found in the kingdom, though there was much hue and cry, and any price would have been given. So slight is the real connection and communication between England and its chief British colony! All that we could learn of a formidable quarrel in British America, threatening all sorts of ill consequences, and affecting all the new world in its possible results, were filtered through the greedy comments of the New York papers, and dribbled in angry letters received from military gentlemen stationed in Canada, and, of course, most furiously 'loyal.' Each new arrival brought a fresh accession to this scanty intelligence. Files of Canadian papers were received, and, not being immediately commu-

icated, as heretofore, to the waste paper basket, were found to contain whole pages of frantic nonsense, the greater part by Sir Allan McNab. The Colonial Office then ransacked its stores, and by this time had despatches. So first we had a thickish return, intitled 'Copies or extracts of documents and correspondence heretofore received, relating to compensation for rebellion losses in Canada.' Then we had 'papers' beginning with Lord Elgin's account of the Royalist *auto da fe* at Montreal. This was followed by further papers in continuation, of which the chief was a second despatch received from Lord Elgin, and given in our columns last Saturday, relating to the history of the Rebellion Losses Bill. To cap the whole, we have now on the table before us, a pamphlet by Mr Mackay, the well-known author of the 'Western World,' entitled the 'Crisis in Canada, or a Vindication of Lord Elgin and his Cabinet;—an able pamphlet, rather partisan, but making a very good stop, and showing the sort of stuff these Canadian 'Loyalists' are made of. *Ole iam satis*—we have had enough. If we are to read all or a quarter, of what comes out, we trust there will be no more pamphlets or returns.

UNITED STATES AND THE COLONIES.

—The New York Courier and Enquirer, in allusion to the Slavery abolition question, thus concludes an article:—

The depth and nature of this feeling, and the manner and degree in which it will make itself felt, may be imagined by anticipating, by a few years, the natural course of events. Suppose that within ten years Canada applies to be annexed to the American Union. Ten years since it was a prevalent opinion at the north that we needed no more territory. Mr Calhoun's policy has rendered that opinion obsolete. The annexation of Texas, and the acquisition of California and New Mexico, have established the opinion of the country in that respect. The North apart from this general and exploded principle, has no reason for being opposed to the annexation of Canada. The South could not oppose it except upon the single ground of its opposition to the pro-slavery policy of Mr Calhoun. And the first intimation of such an objection, would make the whole North and North West unanimous in its favor. The controversy upon that point has been greatly narrowed—has been in fact settled—by the history of the past five years.

The annexation of Canada, would, of course be the death blow to slave ascendancy in our national councils. And the way to that annexation has been paved and made inevitable, by the ultra pro-slavery policy of Mr Calhoun. It is not, therefore without reason and just ground, that Col. Benton charges Mr Calhoun with being the most zealous, able, and efficient abolitionist of the age.

THE COLONIAL PRESS.—The following is taken from an editorial article in the Quebec Chronicle, which paper is now published daily, and has within the last month been enlarged. There is much point as well as truth in the remarks of the Editor, which deserve the serious consideration of Colonists.

* * * Well we do hope that the suggestions in our last issue, relative to the construction of a Railroad between Quebec and Sherbrooke, will meet with serious attention. The Province wants something to revive it; hourly things are becoming worse, and it is incumbent upon us to be up and doing, to depend less upon others and more upon ourselves. We have been in the habit of looking to England for everything, and England has been accustomed in consequence, to regard us as wholly dependent upon her, and as yet, in leading strings. How is it that a Colony is more dependent and less attended to than a Foreign Nation? simply because nations are represented at the British Courts by their own countrymen, and Colonists are not. The United States has its Minister Plenipotentiary, France, even Turkey, ambassadors, while Canada is wholly dependent for the advocacy of her interests, upon a Colonial Secretary, who knows not what her interests are, or whether the route from Canada to New York is by New Brunswick and Nova Scotia, or by Lake Champlain and the Hudson. If Canadian interests are not known, then on whom lies the blame; with ourselves, certainly, for no effort is made to make our interests known. The Railroad from Quebec to Halifax has fallen through, not because the scheme itself was not feasible, but simply because the Colonists did not themselves see to the matter with sufficient earnestness. Every effort should have been made to have obtained the money, and its construction would have been now progressing—not that we would advocate Pennsylvania repudiation; not at all, but had it really appeared to the Colonists to be of as much advantage to his country as he desired to show it would be advantageous to the mother country, in a military or political point of view, it would surely have been in progress. The merchant either in Canada or the United States, can raise money to build a ship, and the speculator in Canada could in like manner raise money to make a railroad; if only he would convince himself that the speculation was likely to turn out well. In the matter of the Quebec and Sherbrooke Railroad, steps should be immediately taken to arrest the attention of the public. Railroads diminish distance. As a first step to worldly independence and prosperity, there is nothing like improving inland communication.