

constituency. That point when patience ceases to be a virtue has been reached, and an enlightened and injured people call loudly for his resignation. Matters of comparatively minor importance, wherein he has violated his promises, they have overlooked; but when in the all-important matter of the Railway he forgets his constituency, and proves recreant to his professions, they can bear his treason no longer. Rising in the majesty of injured right, they present his Honor with a Requisition, requiring him to resign at once the Representative trust they placed in his hands.

As a Freeholder of this County I signed that Requisition. I did so because I believed John Ambrose Street, in Railway matters, had not represented the well-understood wishes of his constituency—that he violated his pledges in maturing and supporting the Railway measure that has just been passed. To show what these pledges were, I will merely refer to his speech of July, 1843, wherein addressing his constituents he says:—"When I forget you, do you forget me; and if ever I betray your trust may God forget me!" and to his speech in May, 1850, wherein he says:—"You may rest assured that the very moment that I find, from the circumstance of non-residence or other causes, I may not be able faithfully to discharge my duties to you as a Legislator, that moment I will retire from the field."

Now, I conceive it was his duty as Representative of the county, although Leader of the Government, to have staked his political existence on the Eastern Railway route, and if he found himself in the minority, to have resigned his Attorney Generalship and his seat at the Council Board. Had he pursued this course, how different would his position now be! Instead of the censures of the people he would receive their hearty approval and support. This one honest act would have washed out his former political sins. He would enjoy the proud consciousness of having done his duty, and hold a place in the affections and confidence of his constituency never before attained.

Had he merely been an M. P. P. he would undoubtedly have gone with the other representatives of this county, for the Eastern route. Being Leader of the Government and Attorney General, with £600 a year, 'tis easy to discover the motives which induced him to differ so widely from his colleagues in Railway policy. Verily, Ambition and Pocket make some men act strangely.

But our Attorney General, in his own opinion, never acted wrong in his life, nor will he admit he is wrong in this instance. In answer to the requisition he will declare his faithful fulfilment of his pledges. In proof he will refer to speeches made after his election, at different periods (which speeches go for nothing) wherein he declared that, while in local matters he would conceive it to be his duty to represent the wishes of the people, though contrary to his own opinions, in all national or matters affecting the Province generally, he must and would be free to act as he thought proper. He will build his defence no doubt upon some nice distinction between local and national measures, and call in that branch of his profession called special pleading to support it. This and some other points I shall make the subject of another communication.

A LIBERAL.

Chatham, 12th March, 1852.

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, MARCH 15, 1852.

THE RAILWAY.

It will be seen by our telegraphic despatches, that the Railway Bills have passed the Assembly, and we presume they will also meet the sanction of the Council. What remains for us to do, and that speedily, is—to petition Her Majesty to withhold her assent from a measure so opposite to the one to which the Colonial Secretary pledged the countenance and support of the Home Government, and so unjust to a large portion of Her subjects in this Province. From what we learn from Correspondents in Kent, Gloucester, and Restigouche, we are sure the people of these Counties will join us in this remonstrance.

To a friend in Fredericton we are indebted for a copy of the last Despatch received from the Colonial Office. From the synopsis of its contents received by telegraph, we were led to suppose that the British Government had acquiesced in the new arrangement; but on perusing this document, we find that the advocates of the present scheme have not much to boast of. The Colonial Secretary fights very shy of it—and we think it will require considerable persuasion, and much more information than the Colonial authorities possess of the contemplated route, to convince the Home Government that it is preferable to the one which their own Surveyor explored, and to which he gave his decided preference.

The following is a copy of the Despatch:

DOWNING STREET, February 20, 1852.
Sir.—I am directed by Earl Grey to acknowledge the receipt of your letter of the

5th instant, addressed to him from Halifax, upon the subject of the contemplated Railway from that city to Quebec. His Lordship directs me to state that he much regrets to find from the contents of your letter, and from the correspondence between the members of the three Governments on this question, assembled at Halifax, that in the opinions of the Executive Councils of Canada and New Brunswick, so decided an objection would be entertained to the construction of the line of Railway proposed by the officers who conducted the survey through the three Provinces in B.N. America, in 1843. His Lordship feels that the views of gentlemen possessing great local knowledge, and well acquainted with the opinions of the most influential classes of society in British North America, on this subject, are justly entitled to great weight. He is therefore disposed to consider in the most favorable light the plan submitted in the printed correspondence, emanating as it does from parties intimately conversant with the subject. The establishment of the means of rapid and easy communication between the different British Provinces, and from Canada to this country through Halifax, is an object of such extreme importance that it is the earnest desire of Her Majesty's Government to promote if possible the construction of a railroad, by which such a communication could be maintained even though it should not follow the line which appears to Her Majesty's Government as the most advisable.

His Lordship directs me to state that he is not insensible to the force of the reasons advanced in your letter, for affording the assistance which is desired to the Railroad, notwithstanding its passing through a different line of country from that originally proposed; and that he is even prepared to admit that in some respects the line now suggested would possess an advantage over the other, though on the whole it may be less desirable; but the proposal contained in your memorandum of the 29th January, concurred in by Mr Chandler, on the part of New Brunswick, involved so important a deviation from the plan which Her Majesty's Government had signified their readiness to submit to Parliament, that until it has undergone further consideration, it is out of His Lordship's power to say whether it may be judged expedient to recommend that assistance should be given to the project as now proposed. His Lordship directs me to state that the question shall be taken into consideration as soon as possible, and with a view to its satisfactory decision. His Lordship has learned with much pleasure that it has been suggested, and he hopes it may be determined, to send a deputation to this country from the Executive Councils of the three Provinces, for the purpose of personally conferring with Her Majesty's Government on this important subject. Lord Grey directs me to add that no proposal for obtaining the assistance of Parliament towards the construction of the proposed Railway could be entertained by Her Majesty's Government, unless it can be shown that it would establish a complete line wholly in British territory.

I am, &c.,

F. PERL.

HON. ATTORNEY GENERAL AND HIS CONSTITUENTS.

Ever since the Government decided on their Railway, there has been considerable dissatisfaction manifested by the people of this County towards Mr Street, for the course he has pursued, and for his abandonment of them in the hour of need.

On our first page will be found a copy of the Bill providing for the construction of the Railway, and the speech of the honorable gentleman on introducing the Resolutions. He says he advocated the Northern line at the Council Board until he stood alone, and that he was at length compelled to yield.

Why did he advocate this line? Was it to please his constituents; or did he consider it the most eligible one? If simply for the first-named reason, and against his judgment, he committed a grievous error; but if from a conviction that the Northern line was the one best calculated to advance the general interests of the Province, he should have retired from his anomalous position. But the plain, simple English of his explanation is this—*duty pulled one way and self-interest another*; and as is too frequently the case with modern statesmen, the latter prevailed.

Knowing the dissatisfaction that exists, we have on several occasions suggested to the Freeholders of the County to adopt the course which is pursued in Britain, when a member acts contrary to his pledges, or in opposition to the understood wishes of his constituents—namely, to get up a Requisition calling on him to resign his seat. Such a document was put in circulation on Tuesday last, and by noon on Thursday, when it was brought to our office to be printed, together with the extracts from Mr Street's speeches on two occasions, (which were previously posted in the Reading Room,) it bore 120 signatures, and we understand it was despatched to Mr Street by that day's mail. The constituency will wait with some anxiety the answer of the learned gentleman.

The people have a right to manage their own affairs in their own way, but we should

have preferred a Public Meeting, when the matter could have been freely discussed, and the friends and opponents of Mr Street enabled to test their strength by Resolutions; but as to which side would have triumphed, we do not think there can be a difference of opinion.

We annex the extracts from the speeches, as published in slips, as well as a copy of the Requisition, and the names attached.

Extract from John A. Street's Speech to the Electors of Northumberland, July, 1843:

"Gentlemen,—I thank you from my heart for your personal kindness, support and assistance, throughout this memorable contest; and I have only to say, in conclusion—when I forget you, do you forget me, AND IF EVER I BETRAY YOUR TRUST, MAY GOD FORGET ME."
[See Gleaner.]

Extract from John A. Street's Speech to the Electors of Northumberland, May 22, 1850:

"You may rest assured that the very moment that I find, from the circumstance of non-residence or other causes, I may not be able faithfully to discharge my duty to you as a Legislator, THAT MOMENT I WILL RETIRE FROM THE FIELD."
[See Gleaner.]

MIRAMICHI, March 9, 1852.

HON. JOHN A. STREET:

SIR,—We, the undersigned, disapproving of the action taken by you on RAILWAY MATTERS, such being fraught with incalculable evils to your Constituency, and to this section of the Province, beg you will RESIGN THE TRUST placed in your hands forthwith, as Representative of this County.

Richard Hutchison, Stafford Benson,
John M. Johnson, Robert Brown,
Wm. Forbes, David Getchell,
Alexander Loudoun, Samuel Adams,
Wm. Letson, Wm. Stewart,
Samuel Thomson, James Biggs,
K. J. Forbes, Wm. Morison,
John Gammon, Lewis Morison,
John MacRae, Hugh Hunter,
Wm. MacRae, John Alexander,
Patrick Delaney, Robert T. Miller,
George J. Parker, Wm. Park,
George Johnston, C. Wishart,
John Mackie, John Wyse,
Wm. J. Fraser, Alex. Jessiman,
Caleb McCulley, David McLaren,
Wm. Loban, Charles Marshall,
James A. Pierce, Alex. McKillop,
Wm. Muirhead, Malcolm Gillis,
John Murdoch, Peter Mitchell,
John Hea, George Watt,
John McDonald, John Bagnall,
J. Samuel, M. M. Sergeant,
Rowland Crocker, Robert Mullin,
D. McLaughlin, John Shaddick,
James Johnston, James Mitchell,
John Macdougall, John Miller,
James Fenety, Daniel McGruar,
Edward Lobban, Patrick Farrell,
John Jones, Robert Johnston,
John Murdoch, Oliver Willard,
Robert Murray, James Reid,
Hugh Bain, Roderick McKenzie,
S. J. Frost, Alex. McCullam,
John Whitehead, Wm. Falconer,
Wm. Mason, Edward Discoll,
John Linkletter, Wm. Gremley,
George B. Bell, John Brander,
John Bowey, Thomas Vanstone,
B. Stapledon, Thomas Malby,
Wm. Macfarlane, Hiram Fish,
Thomas Vondy, James Keating,
Richard Sutton, John Hickey,
James White, Richard Quigley,
Samuel Jardine, John Rundle,
Charles Swaton, Wm. Matheson,
Thomas Carrigan, Charles Matheson,
John Buick, James Murray,
Wm. Quinlan, Alexander Mitchell,
P. Leary, A. Kirk,
Davis P. Howe, Daniel Witherell,
John Noonan, Wm. McAllister,
Wm. E. Samuel, Wm. Masson,
Donald Ross, Francis Carter,
John Morrison, Thomas Carter,
John Connors, Wm. Russell,
Henry Kelly, John Marlow,
James Patterson, R. Nicholson,
Robert Johnston, Wm. Murray,
R. Coulthart, John Nicholson.

ROAD APPROPRIATIONS.

Dorchester to Shediac,	£50
Shediac to Petitcodiac,	70
Shediac to Richibucto,	900
Richibucto to Chatham,	300
Newcastle to Bathurst,	300
Bathurst to Belledune,	100
Belledune to Metis Road,	550
Fredericton to Newcastle (including Bridges already contracted for),	1000
Barker's Landing to Richibucto,	1000
Bathurst to Miramichi, via Pokemouche,	400
Repairs on Bathurst Bridge,	300
Newcastle to Pinfield's	75

ISLAND OF JAMAICA.—It is stated that no less than 40,000 persons were cut off by Cholera, in this Island, during the last year.

NOVA SCOTIA.

The Halifax papers state that the British Government, some time since, surrendered to Nova Scotia, their entire right in the Shubenacadie Canal, and the lands which the Company held, the amount being estimated at £20,000 sterling. A mortgage, held by the Government of the Colony upon a portion of the work, has been recently foreclosed, and the sale came off a short time since. The property was bid in on behalf of the Government, and the Province now owns the whole work, and it is said a Company will be formed to purchase and complete it at an early day.

The Pictou Chronicle reports that the Seminary of the Presbyterian Church of Nova Scotia was opened at West River on the 3rd instant. A number of ministers belonging to that Church were present, as well as a large attendance of friends of the Institution from the neighbourhood.

NEWFOUNDLAND.

The following important Resolutions have been introduced into the Assembly of this Colony:

Resolved—That a free interchange of the produce of this country and the United States would create an enlarged demand for our produce, and would be advantageous for both countries.

Resolved—that if the United States remove the existing duties on oil, cod fish, herrings and salmon, the produce of this country, the following articles will be allowed to be imported from the United States, duty free viz.:—bread, flour, butter, pork, corn, and meal.

Resolved—That Her Majesty's Government be requested to negotiate with that of the United States, with a view to an arrangement by which the foregoing resolutions may be carried into effect.

Resolved—That the produce of this Colony is now subjected to a duty in Canada of 12½ per cent, whereby its consumption is much restricted, and the Government of that and the other British North American Provinces having proposed a free interchange of the produce of the respective countries, the following articles, the produce of these countries, be admitted therefrom into this Island duty free, viz.:—bread, flour, pork, butter, timber and balm.

PUBLIC MEETING.

A Requisition, respectfully signed, has been forwarded to the High Sheriff, requesting him to call a Meeting of the inhabitants of the County, at an early day, to take into consideration the propriety of memorializing Her Majesty on the subject of the Railway.

RAILWAY BILLS.

It will be seen by the last telegraphic despatch, that those bills were sent up to the Council Chamber on Saturday morning, and underwent all the necessary legislation the same day. This indecent haste, we presume, was to enable Mr Chandler to proceed to England to join Mr Hincks. We have had this gentleman on two Railway missions—in the first Mr Howe moulded him—in the second Mr Hincks, and in the present one, who will hazard a penny that the Colonial Secretary will not find him as equally pliable.

FREDERICTON MAIL.

This mail did not reach Chatham until two o'clock on Sunday morning. We understand the roads are in a wretched condition.

Deaths.

In Chatham, on Saturday morning, 13th instant, WILLIAM, second son of Mr Wm. McNaught, aged five years.

At Bathurst, County of Gloucester, on the 29th February, Mr ALEXANDER CANTLEY, aged 52 years. Mr Cantley was a native of Aberdeenshire, Scotland, and his death is sincerely regretted by all in his neighborhood.

TO LET.

That very desirably situated DRY GOODS STORE, at present occupied by Messrs. JOHNSON & MACKIE, and adjoining their Store. Possession given on the 12th day of May next. For further particulars enquire of Mr Mackie, or the subscriber.

JOHN WRIGHT.

Chatham, March 13, 1852.

BOOK-BINDING.

The Subscriber is now prepared to execute all orders in the above line, in a Superior Manner, and with Despatch. Particular attention paid to Binding NEWSPAPERS and Re-binding OLD BOOKS.

DAVIS P. HOWE.

Chatham, February 20, 1852.

All persons forwarding Illustrated Works, containing no printed "directions to the binder," for the placing of the Illustrations, will please, in future, to point out the pages opposite to which the Plates are to appear. The time lost in the examination of new Works, to find the true places of the Illustrations, is not at all compensated by the price charged for binding.