

ford meant by an Address to Earl Grey, when the Bill contained no suspending clause.

It is now generally understood that all the obstruction is from this, and not from the other side of the Atlantic—Earl Grey merely responding to the wishes of Sir Edmund Head. The Governor takes the whole management into his own hands, and the Executive Council have no power. The old system of Government under Sir Archibald Campbell, was quite as liberal as our present *Responsible* Government. Yet the Executive submit to, without denying this, and the House as servilely suffer them to go uncondemned. With the people alone does the remedy exist.

The bill to prevent the traffic in alcoholic liquor had a three days' discussion. The gallery, and even the body of the House, was crammed with ladies, and their presence, like most of the speeches, was for effect. The whole thing was more like a public lecture room than a branch of the Legislature. The fate of the bill is doubtful. Many circumstances tend to induce the opinion that it will pass, and some members will vote in favor of the bill who hope that the Council will reject it, and who, while voting, are not free from *artificial excitement*. The Council will not, however, shield these gentlemen, for there the Bill will assuredly pass. The nature of this bill is not such as to remedy the evil, because a man may import and use as much as he pleases, though he cannot sell to others.

Some singular arguments were advanced on both sides, and among the others, the loss of revenue—that the law was arbitrary—that the Legislature had no right to interfere, &c. &c. Such fallacious arguments assisted the bill. How could revenue be a justification to a demoralizing traffic? what was £20,000 of revenue to £150,000 annually sent out of the country for a worse than useless article? or who would deny the right to legislate to prevent a social evil? The evil was admitted by all, and the whole question should have been whether by this mode and at this time it could be cured by law. Indeed, the discussion was a piece of continued declamation fitted for a temperance lecture, and in no way partaking of the calmness or logic of a parliamentary debate. Debating is indeed little practised and less understood in the House, and the members are much more influenced by impulse or feeling, than governed by reason. They are easier of access through the heart or the pockets than through the head. Such must be the case until the electors are themselves more governed by reason: as the fountain so the streamlet. Members represent the people, and must therefore in a greater or less degree represent at once their virtues and their vices. Of course I speak generally. We have noble exceptions among the constituencies, and by consequence among the members.

The Attorney General has laid on the table two Resolutions, referring to the Railroad, to be moved on Wednesday next. The first is *very general*, approving of a Railroad to connect the Provinces; and the second *not particular*, but adopting the scheme assented to by the three Governments.

Mr Harding has laid two amendments on the table, the second alleging that it would not be prudent to pledge the whole revenues for any Railroad scheme that would not connect the Eastern Counties with the Canadas and the American frontier. If the northern members are desirous of thwarting the wild and ruinous government scheme by the valley of the St. John, they will vote for the amendments.

After promising a measure in the speech—changing their policy—being duped by the Canadian delegation, and agreeing upon a new plan without in the least consulting the Assembly, then sitting—and after dictating in the Council Chamber exposition, and even threatening a dissolution, it is certainly neither dignified nor manly in the Government thus to feel their way by general resolutions merely. They have indeed been much off their eggs of late, and if the measure be not quite added, there is little evidence of animation, and no sign of a *Bill* protruding thro' the shell.

The School bill will be committed on Tuesday.

The Mining Committee has reported, and recommends that the right of entry should be secured to the mining lessee upon payment of the damages, to be assessed by a jury. The majority of the House are of the opinion that the right to minerals should be reserved.

The Scrutiny Committees are progressing slowly. The Westmorland committee have closed all the evidence of prima facie cases, and commenced the evidence to prove right in the parties to vote by heirship, &c. The votes to be thus justified are 106 given for Chapman, and 84 for Gilbert. You may fancy that this will not be

done in a week. The other committee are hearing evidence to prove no deed, no grant, &c., and also to justify as they go on, and the witnesses attend. Much of the time of the House is lost by scrutinies, and these will cost the Province in time not less than £2,000 or £3,000. There must be some remedy devised, and 'tis pretty well understood that the opposition will introduce a Bill for Vote by Ballot—the franchise, rate-payers on real property—and the registry, the assessment list.

The committee on the Clerk of the Pleas have reported, recommending a sum to Mr White for winding up the old business; rejecting the bill to increase Mr Carman's salary, on the ground that he accepted office knowing what the salary was, and leaving the question of necessity for a clerk to the House; also recommending a reduction of the fees to such sum as will cover the salary and office expenses. It is clear that as the fees are paid by suitors, their work should be done, and that no part of the money paid by them should go into the general revenues. Such a tax was never heard of in any country before, and cannot long be suffered in this. The Committee divided in opinion on this report; Hathaway and J. M. Johnson agreeing, and the Attorney General differing, and not signing it. What the House may do I cannot say, but no more money should be thus collected than sufficient to pay for the work, and no more paid for the work than sufficient to secure an efficient performance of it.

The Committees are bringing in their Reports slowly, and unless the Government move with more rapidity and decision, the House will not rise before the 1st of April. There never was a Legislature summoned with less business ready to be submitted, and never a Government more mysteriously embarrassed than the present. Part of this may be owing to the misunderstanding on the Railway question, but much also to the want of the public accounts to lay before the House in time, and to their own want of confidence in each other and in the House.

Yours, FIDES.

## THURSDAY'S MAIL.

### NOVA SCOTIA.

*Doings in Windsor—Extensive Burglaries.*—We understand by a party who arrived from Windsor last evening, that the following stores were burglariously opened and robbed on the evening previous:

Theodore Harding, Dry Good Store—goods and money—extent not known.

Dr. Harding, Drug Store—goods and money—extent not known.

Prescott Allison, Dry Goods, &c.—large quantity goods, and some money.

D. Geldert, Post Office—all the money letters in the office were opened and rifled of their contents.

This is an event, certainly, in the village history of Nova Scotia. Of course the villagers were very much astonished at this regular *vazzia* upon their quiet domain.

We also understand that a lady named Fish was seized by three men on the evening before, in the street, and whilst her hands were held behind her back by two of the party, the other attempted to stab her in the breast—the weapon having been turned aside by a steel corslet.—*Halifax Sun, Feb. 27.*

### NEW BRUNSWICK.

*The Shipping of St. John for 1851.*—The number of new vessels sent home from this port last year for owners in the United Kingdom, but not registered here, was fourteen, measuring 10,332 tons. In addition to this, there was sixty new vessels registered during the year, the measurement of which amounted to 28,628 tons. Of this number, 21 vessels, 11,398 tons, were transferred to other ports during the year. This would make 21,730 tons of shipping exported from St. John and its district during 1851, the value of which might be estimated at about £150,000 which does not appear in the export returns.

The total amount of shipping owned at this port on the 31st December last, was 518 vessels, 94,810 tons. The total amount of shipping owned here on the 31st December, 1850, was 535 vessels, 99,490 tons, which shows a decrease on last year, as compared with the former year. This may be accounted for by the increased number of vessels going home under certificate, but not included in the registry accounts of this port. We may also mention that there were several large vessels built in 1851, but not registered till 1852, in order to have the benefit of another year in classing. The district of the port of St. John, as regards registry, includes Quaco, Hillsborough, Dorchester, the Bend, and Sackville.

The following letter was received yesterday, by the Rev. I. E. Bill:—

Wilmot, N. S. Feb. 20, 1852.

Dear Sir.—I am sorry to inform you, that last night, about one o'clock, Dr. J. Woodbury's dwelling-house and barns, and all the out-houses, were burnt to ashes, and nothing but their own lives saved. They escaped with only their night-clothes. There were fourteen head of cows and oxen, and two horses, two hogs, and a lot of sheep burnt in the barns. They also lost between £60 and £70 in cash—saving only about £4 worth from one of the west rooms. I was down to see

them, and it is a most dismal looking place, the bones of the cattle and two fine young horses lying just where they stood in the stable. Little Jessie, his daughter, got her feet frozen; she walked to Mr Martin's bare-footed. Under the circumstances they were very fortunate to save their lives. There was no hired man or girl about the house at the time. His loss is not less than £800.—*St. John Courier.*

*Federickton Feb. 26.*—The public meeting last evening, was rather thinly attended.—Many members of both Houses were present. Mr Botsford explained the course the Company had taken to aid Mr Archibald's proposition, which are not now considered as before the public, or competing with the government project. Said the company had determined to remain neutral, and allow the responsibility to rest on the Government.

The Resolutions passed approve entirely of the Government scheme. Messrs. Beckwith, Baillie, F. W. Hatheway, Hill and Barker, were the other speakers. Mr Smith spoke of the danger of entrusting so much power to the Government, but this opinion did not appear to meet with much approval.—*Telegraph to the St. John News Room.*

*Elective Councils.*—The new Constitution just conferred upon the Cape of Good Hope, by the British Government, makes the Legislative Council *elective*. Every man having the right to vote (the occupant of a tenement worth £25) is eligible as a candidate for either branch.

*The "Eastern City."*—The new Boston and St. John steamer, expected here in April is to be called the Eastern City, in compliment to St. John.—*Morning News.*

### St. John New Brunswick, Feb. 28. THE NORTH AMERICAN REVIEW ON RECIPROCITY.

The January number of this able Review has reached us, and we notice in its pages an article on Commercial Intercourse between the United States and British America; written with great power, and with a perfect knowledge of the subject by one who thoroughly understands it.

At the head of this excellent article, the reviewer has placed the titles of the following works:

1. Newfoundland in 1842, by Sir R. H. Bonnycastle.

2. The Progress of America, from its discovery by Columbus to 1846, by John MacGregor.

3. New Brunswick, by Dr. Gesner.

4. The commercial progress of the Colonial dependencies of the United Kingdom during twenty years, 1827, 1848, by J. Z. Dawson.

5. Canada, its financial position and resources, by the Hon. Francis Hincks.

6. Report on the Agricultural capabilities of the Province of New Brunswick, by Professor Johnston.

7. Free Navigation of the St. Lawrence; report in the House of Representatives, by the Hon. A. W. Buel.

8. Report on the Fisheries of the Bay of Fundy, by M. H. Perley.

9. Report of the Secretary of the Treasury on the Trade and Commerce of the British North American Colonies since 1829, prepared by I. D. Andrews, U. S. Consul at St. John, N. B.

The questions of free trade and protection are first discussed by the reviewer in a calm and dignified tone, and certain leading principles are proposed as a basis for the discussion which follows upon the proposal for reciprocal free trade between the United States and these British Provinces. The *North American Review* is decidedly a protectionist journal, and has long been viewed as the leading organ of the high protection party in the United States; yet with this as its guiding principle, the Review advocates in the most strenuous and able manner, the necessity for "free trade" with these Provinces, and points out in the most lucid and satisfactory style, the great advantages which would be gained by both the parties to this free commercial intercourse.

With reference to free trade between any two nations, the reviewer lays it down as a fixed rule, that it demands one of two conditions.—They should either, in the first place, be similarly circumstanced, not only as to the capacity, but as to the actual state of productive industry; or, in the second place, they should be in such proximity to each other, that the mutual interchange of commodities should involve no waste of labour or capital.

After applying these views to the free trade existing between the various States of the Union, each of which had the right, prior to their confederation, of making and enforcing its own commercial regulations, the reviewer says:

"The community of interests and pursuits between our Northern States and the Provinces is so entire, as scarcely to admit a line of demarcation. The agricultural products of the Provinces are identical with our own. Canada furnishes wheat soils only less fertile than the newly reclaimed territory of our Western States. The lumber trade in its various branches identifies Maine with her British neighbours, and imprints the same intensely defined individuality of character on each side of the frontier. The fisheries not only afford employment for a large amount of industry and enterprise, both in the Provinces and in the Northern States, but the preferred fishing grounds are, in part, the same for American and English citizens."

The reviewer insists that there are strong bonds of political sympathy between the Colonists and the people of the United States;

that the Colonists have the same Anglo-Saxon love of freedom and impatience of foreign control; and that they frequently look to the United States for examples in practical legislation and administration. He urges that there are great facilities for trade between two countries which lie open to each other, not alone through the ports of a rock bound sea coast, but at numberless lake and river landings. If the trade is not rendered free, it will still be prosecuted, as now, in a contraband manner; and this contraband trade multiplies its subterfuges faster than they can be ferreted out and suppressed, thus deranging the course, and putting at hazard, the profits of legitimate business. The Reviewer then says:

"While these considerations have great weight in favor of reciprocity, there is no branch of industry in the United States which needs protection against the British Provinces. Were importation thence entirely free, it would consist, almost solely, either of such commodities as are furnished from our own resources in a rapidly decreasing quantity, or of such as, on account of the large proportion of their freight to their value, will not bear a distant transportation. The products of the forest in this country are fast dwindling to the standard of a merely local consumption; and our general markets will soon be dependent on those vast northern regions, where the axe may be plied for a century to come without overtaking the reproductive energies of nature, and where, for reasons inherent in the climate, the encroachments of population upon the countless leagues of forest must always be slow. The sterility of the soil in the insular and peninsular portions of the Provinces, must ever render the fisheries an essential article of their industry.

On the other hand the steady progress of the smaller manufactures and the growing needs of our merchant service, have, for the last thirty years, been constantly diverting New England capital from the fisheries, and rendering it more and more difficult to furnish crews for the vessels that still remain in that business. And when we consider how much greater are the exposures and privations incurred in the Bay of Fundy, and on the Banks of Newfoundland, by our fishermen, than by those whose homes are almost within hailing distance of the fishing grounds—for how small a portion of the year our vessels can be engaged in that service, and to how unsettled habits of life their crews are liable during the residue of their time—it could hardly be a subject of regret, if, in this department, the competition of the Provinces in our markets should be as successful as they could desire.

"Bituminous coal is found in the United States, east of the Alleghanies, in quantities too small to bear any appreciable relation to the demand; while the transportation from the Great Western basin is too costly, and the demand within that basin too large and too rapidly increasing, to render that a source of supply for the Atlantic States. Under whatever restrictions, we must depend on the inexhaustible mines of Nova Scotia; and the free importation from them would essentially diminish the cost both of substance and of manufacture. The Nova Scotia coal is especially fitted for use in puddling furnaces; and its free introduction would therefore tend in one department to revive the depressed condition of the iron interest. Gypsum is another commodity which distant transportation renders too costly for use. Yet it is, for much of the soil of New England, the most efficient of all fertilizing agents; while it must be procured chiefly from the Provinces.—Its free introduction, then, can be only a source of gain and a stimulus to agricultural enterprise, without establishing a competition that can be injuriously felt in any quarter."

Our space will not permit us to give farther extracts from this most interesting article; but we recommend it to general perusal, as involving matters of absorbing interest to every British Colonist, which are discussed by a man of enlarged views and liberal mind, in a spirit worthy of a philanthropist and a Statesman.

### LEGISLATIVE INTELLIGENCE.

#### HOUSE OF ASSEMBLY, February 23.

The Honorable Mr Gray moved for leave to bring in a Bill to regulate the Elective Franchise, and to provide for the more speedy trial of controverted Elections. Read a first time.

On motion of Mr Needham, *Ordered*, That the House do, on Saturday next, the 28th day of February instant, go into committee of the whole on a Bill to alter and amend an act relating to the election of representatives to serve in the General Assembly of this Province.

On like motion of Mr Needham, *Ordered*, That the House do on Monday the 1st of March next, go into Committee of the whole on a Bill to abolish imprisonment for debt in certain cases, and in lieu thereof to authorise the attachment of property on mesne process, and directing the issuing, extending and executing out Execution in this Province.

The House went into committee of Supply. *Resolved*, That there be granted to Charles M. LaBellois, surgeon, the sum of £40, being in full for his services in attending the afflicted in the Tracadie hospital for two months during the past year.

To His Excellency the Lieutenant Governor, the sum of £250 to be applied in relieving sick and distressed Indians in this Province, and for procuring seed grain and potatoes.

To Johnson and Mackie of Miramichi, the sum of 13s. and 7d. to refund Duties twice paid on a hoghead of earthenware.