

WEDNESDAY'S MAIL.

UNITED STATES.

Reciprocity.—The Canadian Legislature proposes that a tariff should be raised against imports from the United States, to correspond with the duties levied by our government on all colonial articles. Well, this is reciprocity. It is not the reciprocity we desire to see; but it is reciprocity; and if we find it rather unpalatable, we ought to ask who is to blame. The Canadians have been calling for the other reciprocity till they are hoarse; and now they lose patience along with the sum of their other losses. They intend to teach us that sauce for goose is sauce for gander, as Lord Byron says; and for our part we cannot regard their proceedings with undue asperity. They have tried to coax Uncle Sam; but that attempt failing, they get red in the face, and wish to see 'what virtue may be in stones,' like the old man bringing the urchin out of the apple tree.

We see the new plan is not to take effect till spring. We hope that before that period, there will be no occasion for it.—Pierce, we believe, will be President; and Congress will meet soon after the election; when something will certainly be done in the way of liberal and fair reciprocity. Free-soilers and Democrats, though different on other things, seem to be agreed on the question of free commercial system. One of the free-soilers, the Hon. Anson Burlingame, made a long speech at Faneuil Hall, a few nights ago, in the course of it stated pretty nearly the feelings of his party in the matter. He would treat Canada on the same footing with Louisiana. Such a system, he insisted, would be for the great advantage of Massachusetts, and all our northern states.

Mr Burlingame did not stop here, upon the ground of enlightened commerce and philanthropy; he went farther and avowed himself an advocate of annexation. He would have this continent for Uncle Sam, from the centre all round to sea. He spoke omnivorously and was greatly cheered. He would have Cuba; and have Mexico, and drawing in the Canadas with one arm, fold the Blues-noses to his fraternal bosom with the other. The orator meant the colonists well—however some of them may condemn that proffered republican accolade. We hope the result of the election will allow Mr Burlingame an opportunity of making the reciprocal agreements at all events. The rest the sure-working scythe-bearer will decide in his own way.

Crystal Palace.—The ceremony of erecting the first column of the Crystal Palace in New York, will take place Tuesday next.—The mason work is nearly complete.

Duke of Wellington.—At an adjourned meeting of the British residents desirous of testifying in some suitable manner their respect for the memory of the Duke of Wellington, held yesterday afternoon at the office of Edmund A. Grattan, Esq., British Consul, the Committee appointed to prepare Resolutions expressive of the feeling entertained by the British residents of the city in regard to the death of his Grace the Duke of Wellington, reported the following resolutions:

Resolved, That the British residents of the City of Boston are desirous of recording their sense of the great loss sustained by the British Empire in the death of Field Marshal the Duke of Wellington; which event, removing him from the scene of his glory, full of years and honors, and with a career of greatness and success perhaps unexampled in the annals of the world, has left an irreparable blank in the councils of the Nation.

Resolved, That anxious publicly to show their participation in the grief which that melancholy occurrence has universally called forth, and as a testimony of respect for the memory of the great deceased, this meeting propose to their fellow countrymen in this city, for general adoption, the wearing of crape on the hat, or on the left arm, from the present day until one fortnight after the day fixed for the public obsequies of his Grace in London.

The Report was signed by Edmund A. Grattan, John Moore, William Elliot, Samuel Cleland, Andrew B. Almon.

The Resolutions having been adopted, it was further Resolved that an appropriate oration should be delivered in this city on the day appointed for the funeral ceremonies of the Duke in England, and a committee nominated to carry out the object expressed.—*Boston International Journal.*

NEW BRUNSWICK.

We understand that on receipt yesterday of the intelligence that the Railway Bills had been ratified by His Excellency, a salute of one hundred guns was fired on each side of the St. Croix, from St. Stephens and Calais, to celebrate the Commercial Union of British and Republican America.

We understand that the Legislature will be again called together about the end of February.—*St. John Courier.*

CANADA.

Montreal and Kingston Railroad.—Owing to the factious opposition, manifested towards the new bill, both in and out of Parliament, and the discourtesy with which Mr Jackson invited to this country by the provincial government—has been treated, that gentleman has relieved Mr Hincks from any engagement which may have been entered into. The bill therefore, will be discussed solely on its merits, without any consideration whatever towards the government, who are no longer responsible for its fate. There is little doubt, however, but that Parliament will exercise

sufficient penetration to adopt it; they may rest confident of the support of the country. For, judging from the public press—and that is generally a criterion of the manner in which the public pulse beats—there is little or no opposition evinced towards the measure.—But one paper is found willing to do the amiable for Messrs. Holton & Galt, and with that view pours out column after column of special pleading in favour of the Montreal clique.

The consideration of the bill is the first order of the day for this evening. We sincerely hope that it may be past in time to telegraph Mr Jackson; for we must fear that if he be permitted to go home, his partners will be very unwilling to undertake a road in a country where so much opposition to enterprise is evinced, having ample field for their capital elsewhere, where it will be better appreciated.—*Quebec Gazette.*

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, NOVEMBER 6, 1852

THE LEGISLATURE.

The following is the Speech of His Excellency the Lieutenant Governor, on proroguing the Legislature on Friday week.

Mr President and Hon. Gentlemen of the Legislative Council, Mr Speaker and Gentlemen of the House of Assembly.

I rejoice to find that it has been possible to sanction the scheme for the construction of the European and North American Railway. The readiness with which you have met and entered on this business, and the attention which you have given, deserves my warmest acknowledgements.

Mr Speaker and Gentlemen of the house of Assembly.

The measures to which I have just assented, imply some confidence in the Executive Government. I thank you for that confidence, and I desire to assure you that the funds that you have placed at my disposal shall be expended economically, and the powers which you have entrusted to me shall be cautiously exercised.

Mr President and Hon. Gentlemen of the Legislative Council, Mr Speaker and Gentlemen of the House of Assembly.

We may hope that a new impulse will be given to your progress by the acts just passed. For my own part I believe that the completion of this Railroad will benefit not only those whose houses it passes, but that the most remote settler and the poorest laborer perceive a fresh element of enterprise and prosperity at work amongst us.

I have only to repeat my thanks for the assistance you have given me and to relieve you from your labours for the present.

The following Address to Her Majesty from the Executive Government of this Province, was laid before the Assembly.

The Executive Council of New Brunswick deem it their duty to impress upon her Majesty's Government, their most earnest wish that no deviation should be made from the principles laid down in the Treaty of 1818 with the Government of the United States on the subject of the Fisheries, but, on the contrary, that the rights of British subjects—according to the proper construction of that treaty—should be rigidly enforced.

The people of British North America, now numbering over 24 millions, are peculiarly and deeply interested in the preservation of their rights, and would consider the surrender of the privileges they now enjoy as such an abandonment of their interests, as could not fail to excite well justified discontent.

It will be admitted, the Council hope, by her Majesty's Government, that the Governments of these colonies are fully conversant with the great value the inhabitants attach to this important subject, and the Council humbly trust that in any negotiations which may hereafter take place between her Majesty's Government and that of the United States, his Excellency the Governor General and the Lieutenant Governors of the respective Provinces be consulted with reference to such negotiations.

In the commercial transactions between the British Provinces and the United States, the latter possesses a decided advantage. Their goods are suffered to be imported upon the same terms as those charged on British merchandise, and New Brunswick has been prevented by Imperial authority, contrary however to the wishes and feelings entertained by the Legislature, from imposing discriminating duties. While the goods of the United States are here admitted at a duty of 8½ per cent, *ad valorem*, our productions—as well raw as manufactured—pay there an average duty of 25 to 30 per cent.

Her ships cannot be sold in the American market and obtain registers. Theirs can come in and be sold, transferred and receive British registers, as if built in the British dominions. American steamers, thus conveyed, are now plying on the river Saint John with British registers.

What our people want are equal rights and commercial freedom, and they would then not fear competition.

CANADA.—The following is a portion of a Letter written at Quebec, and published in the Boston International. Our readers will perceive by it how Railroad matters are progressing in the Canadian Legislature.

Among the most considerable of the projects on foot, is a revival of the Quebec and Halifax Road, by the northern route, surveyed by Major Robinson. It is believed here that New Brunswick will construct a line to Miramichi, it is then said that Canada ought to advance her roads down the right bank of the St. Lawrence from Quebec to Trois Rivières. This would leave a gap to be filled up of some two hundred miles, and the Inspector General assures the country, though he said at the same time he had no specific reasons for thinking so, that the British Government would build the rest. This would give the District of Quebec access by railroad to the Lower Provinces and Halifax, and put it on the line to the great American route which will doubtless some day or other be extended to the Eastern point of Cape Breton Island, and make the renowned neighborhood of Louisburg, as famous in peace as it once was in war. Mr Jackson has contrived to get rid of so much stock in the Quebec and Richmond Railroad, upon the British market, at par, that he finds he can dispense with the assistance which the city of Quebec had guaranteed to that road; and he holds out the hope that if they will transfer this assistance to the amount of £50,000 from the Richmond Road to the River du Loup Road, he will manage the rest of the roads, and release the city from its present bargain. This is, at least the story now in vogue.

The New Brunswick furnishes the following important piece of news. Our papers are to the 30th October, but make no mention of the circumstance; but we should not be surprised if the intelligence proves to be correct.

We are informed by a telegraph despatch received last evening, that on Thursday night the Hon. Mr Hincks carried his Resolutions through the Canadian Legislature for the construction of a railway by the northern route, which is to meet the line to be constructed by this Province to Miramichi, and connect with the Nova Scotia boundary.—Mr Hincks's Resolutions secure the construction of the line to Trois Pistoles, and it is assented that the Imperial Government will construct that portion of the line between the latter place and Miramichi, which is the least thinly settled, and consequently the less likely to pay. The departure of the Hon Mr Howe in the last steamer for England, it is said, has reference to the construction of the line through Nova Scotia. We congratulate our friends at the North on the prospect thus opening of a speedy realization of their ardent hopes.

The Quebec Chronicle of the 29th ult. in commenting on the proceedings of the Legislature, says:

The Railway Bill after having undergone a most searching examination has passed its second reading, and may now be considered safe. This is surely matter for congratulation. In spite of the Internal Machines of the Ministerial-Fieschi, and of the intrigues of 'pharasaical brawlers' a measure calculated to be of immense importance to the country has been agreed to by an overwhelming majority. Mr Jackson has gained a victory over Messrs. Holton and Galt, common sense has triumphed over prejudice, unscrupulousness and passion. The construction of the Kingston and Montreal Railroad is not the only thing gained to the Province by this vote, a railway line extending from the extreme western to the extreme eastern frontier has been obtained by it. The wealth, the enterprise, and the intelligence of Messrs. Jackson, Peto, Brassey and Betts are about to enter largely into the commerce of this thriving land. The farmer, the laborer, the mechanic, and the merchant will each know the benefit of so wise a measure before they are much older. Ships laden with iron, with skilled labor, and with hordes of emigrants will come to this port, in addition to those arriving for timber; and certain and remunerative employment will do as much for Canada as the gold fields of California and Australia are doing for those naturally favored lands.—Without any such stimulant our population has increased wonderfully, and it will increase ten-fold with it, as must be clear to the meanest comprehension. So far from taking three millions of money out of the country the main trunk railroad will bring many millions into it, for money is the mere representative of labor, and employment for the laborer is abundantly promised.

In a little time indeed the British American provinces are to be united, not politically it may be, but, beyond all doubt, commercially, in a strong and durable iron embrace. Instead of the colder situations being exposed, as now, to commercial inactivity, business will be, on the completion of the railroads now to be begun, as brisk with them as it is during winter in the most temperate regions. The farmer will be enabled to bring his produce readily to market, the merchant to travel, and to import and export goods in all seasons, and in any weather. Mails nor passengers will not be delayed by fogs. Travelling will be constant. No longer will a compulsory idleness enervate the masses. Poor and rich will be equally as well off at one season as at another. The great drawback of Canada is her long winters, which these railways must completely overcome. There will undoubtedly

ly be the same frost and same snows as there are now, but their severity will not be so felt when the means of obtaining clothing and fuel, are put into every man's hands. Well, indeed, has it been said that a country becomes warmer as the tress are cut down and civilization advances. The cold, isolated condition of people separated by distance from each other, during a long and dreary winter, can only be guessed at by those who have experienced it. The winter seems twice as long, and a hundred fold more dreary than it really is. But only fancy Jacques Cartier locked up in the *Petite Hermine*, in the St. Charles, compare his situation with ours, and then think how different the situation of these who come after us will be, when not only plenty of firewood, but plenty of money, and daily, we may say hourly, intercourse with warmer regions are within the reach of the most inclement season of the year—when Quebec and the country beyond are no longer frozen in for an annual period of six months.

The Assembly have done wisely in passing this bill. They have enriched the country by millions of pounds and have done honour to themselves. Well done Hincks.

The Cholera, it appears, has made its appearance in Quebec, and taken off several victims. Among them J. Terrill, Esq. the member for Stanstead, and a messenger of the Assembly.

COUNTY RESTIGOUCHE.—A Correspondent writing to us from this quarter, under date of the 2nd instant, says:

"I cannot close this letter without congratulating you on the prospects of our Railway, which you, as well as many others, have fought hard and manly for; and although to all appearance safe, we have no cause to thank the Government of New Brunswick for it, as they have shewn themselves unworthy of confidence, and full of duplicity. You can scarce imagine a greater change in the countenances and feelings of the people since the last news came on. A month ago all were cast down and many were preparing to leave the country; now all are in high hopes, and many who had prepared to leave you could not whip away. The member for Bonaventure informs me, that the Lower Canadian members to a man, will oppose any other route for the main trunk line, than the one selected by Major Robinson, through the Bay Chaleur. I have now no fears that the vacancy between River du Loup and Miramichi will be built as soon as the other roads, or immediately after."

Mr. Howe.—Our readers will be glad to learn that the Hon. Joseph Howe has left for England. He was a passenger on board the America. Mr. Jackson returns home in the same vessel.

NOVASCOTIA.—We are indebted to the Halifax Recorder for the important information that Messrs. Sykes & Co., the contractors for the St. Andrews and Woodstock Railway, have proposed to the Novascotia Executive, to lay down a line of Railway from Halifax to Amherst, with branch lines to Pictou, Windsor, and Annapolis, for the sum of £4,000 sterling, per mile, and to take Provincial Debentures for the amount, at six per cent., payable in twenty years. The sum named is to include the expense of rolling stock, and other equipments necessary to put the lines in complete working order. The distance is supposed to be about 325 miles, and the gross expenditure £1,300,000; the annual interest would consequently be £78,000. The proposition was received by Mr. Howe the day before the last mail steamer left Halifax, and it is stated that he immediately had an interview with Mr. Johnston, and on the following day sailed for England. It may be stated in addition, that Messrs. Sykes & Co. offer to take a lease of the lines when completed, but this is not to interfere with their proposal.

A Correspondent writing to us from Halifax says—We have had some desperate blows here this fall, and it is a wonder we have not heard of more disasters than we have. The men of war steamers have been playing the deuce with the American Fishermen along the coast. There appears to be a good deal of underhand work among our own Fisherman with the Americans: the former are supplied by the merchants in Halifax and elsewhere, who expect to be paid in fish, but instead of this they sell or barter away the greater part of what they catch to the Americans, and the balance they bring home with a pitiable tale that the catch has been indifferent, or that they have been unsuccessful. This is very discouraging as well as ruinous to our merchants. Our new Governor is quite a sporting character and also a very plain man in his appearance; he frequently goes down to the market and round the city on foot, and is very sociable with the people. The other day he was down measuring the ground for the new Market House: the sooner they get it up the better, for the one we have is a disgrace to the city."