

frame which exactly fitted its figure and dimensions should it ever exist in that clothing how could its little limbs expand, its stature or its strength increase, its God-like intellect dilate, or its noble heart beat freely. As with the natural so with the political body, the extension of its limbs, its trade, its commerce, or agriculture; the expansion of its intelligence, its civilization, and its religion; the pulsation of liberty and throbbings of freedom from within, should not be confined or checked by the iron bands of unchanging or tyrannical institutions, but courted and encouraged by the extension of popular rights and privileges.

Mr Kerr had said that he would support the Government in good measures and oppose them in bad ones. This was all very fine in the abstract, but he might, on such a statement, support them in every measure, and simply say he thought them right. Let him say what he thought of the past acts and policy of the present Government? Did he believe them right or wrong? Did he think that such a Government would ever bring forward a liberal measure until forced from them by the pressure of public opinion; or that, when given, it would not be in such a shape as to alarm instead of encouraging the people to adopt it? Would he go into such a Government? Would he accept office under it, or would he support it in general measures? These were questions which he conceived should be answered; for while he admitted that in some cases a measure of importance should not be refused for the purpose of defeating a Government; and he had so acted on the Municipal Bill. It was evident that upon Mr Kerr's principle it would be next to impossible ever to get an indirect vote of want of confidence, or ever to maintain an organized opposition. Such was not the course pursued in the British House of Commons. Members on the Government benches supported measures when they could not fully agree to them, in order to maintain, and others on the Opposition might oppose a minor measure for the mere purpose of defeating the administration. The real question was, whether getting rid of a bad Government was more important to the country than obtaining the particular measure. The measure might perhaps be taken and the Government defeated on another question, or this might be the only question on which they could be defeated, and it might be given to the country in another shape or at another time.

Our Government had sustained themselves by the application of Mr Kerr's principle, carried to the full extent. On the Railroad question they had been opposed by some of the Northern members, their political supporters, and supported by their political opponents from the other side of the Province. On the School Bill they had only been sustained by the votes of one or two members who opposed them in general politics. In short, while offices and patronage had held the Government party in union, the want of fixed political principles, the adoption of Mr Kerr's maxim had precluded the possibility of an organized opposition, and annihilated the little spark of Responsible Government which had so long amused them in the distance. He did not expect that political men could agree on all points, but would have wished Mr Kerr to be more explicit on general principles. He felt satisfied that had he been so, the public need have no fears for his firmness: at present he remained unpledged to anything but vote by ballot.

He (Mr J.) had thus plainly stated his opinions as he felt bound to do, without fear of consequences. And much as he valued the honor of representing the County, he would not consent to sacrifice principle to popularity, but would say with Burns:

"Let posts or pensions sink or soon
Will them what grant 'em,
If honestly they canna come,
Far better want 'em."

The more important business of the day being brought to a close, Mr D. P. HORAN, once a Candidate for their suffrages, (as he informed us) stood up, and signified his wish to address the Freeholders. He was greeted with rounds of applause, and occupied some time in the delivery of a Speech—original in every sense of the term—in words, ideas, style, delivery, attitude, grimace, &c. &c. It created considerable mirth, and put all parties in a good humour, in which mood they separated.

The greatest harmony prevailed throughout the whole proceedings.

It is certainly very gratifying to perceive the marked change which has taken place in the feelings of the inhabitants of this County in reference to their political principles. In former times, and that not very remote, they looked forward to an election simply as a time in which they were to have a carouse, and took no interest, gene-

rally speaking, in the selection of the candidates. They left this, as well as the expenses (and that frequently not a small sum) to be managed and settled by the individuals who governed their party, and the freeholders voted as they were instructed by their rulers. There were some men bold enough, however, to assert their privileges, and to act as their good sense or their consciences dictated; but they were marked men, and often made to feel, directly, or indirectly, that they had offended the ruling powers, by the loss of business, or some other process of persecution.

Now, our Freeholders begin to look upon an election of a member to represent them in the Assembly, as an important duty, and one in which they are deeply interested. No candidate can now expect to be countenanced because he is the nominee of a certain man or body of men; he must state distinctly his *Political Creed*, and upon that expect to stand or fall.

There is still room for improvement; and we hope the time is not far distant when the old system will be entirely rooted up, with its canvassing, intimidation, feasting, drinking, and all other appendages, so repulsive to the better feelings of our nature, and opposed to the free exercise of public opinion, on which all true liberty is based.

Since the first side of our paper was worked off which bears the date of Monday, the 5th of July, we have concluded to issue our paper this evening (Saturday) to put our readers in possession of the Speeches of the Candidates at as early a period as possible, so that they may form a correct opinion of their Political sentiments.

DEBATE ON THE RAILWAY.

We are indebted to the Halifax Sun for the following summary of the conversation which occurred in the House of Lords on the subject of the mission of the Railway Delegates from the British North American Provinces to England.

Mr. Hinck, it appears, had an interview with the Earl Derby on the subject of the Railway: and was assured by his Lordship that he would, examine the various papers and give an early intimation of the intentions of Her Majesty's Government.

May 1st; less than twenty four hours thereafter, Mr Hincks writes a petulant epistle to the Times; complaining of a want of personal respect, &c., &c.; upon which, well might the British Premier remark, that "Mr Hincks could hardly suppose the Government would be able to give him an intimation before the following morning." And further, "as far as personal respect was concerned, nothing could have been more cordial and attentive than Sir J. Packington's treatment of the delegates. He received them at his own house; gave them invitations to her Majesty's ball, invited them to dinner, and constantly saw them on the same terms as the Secretary of State would have received any ministers accredited from foreign powers. As to the substance of the negotiation, he (Lord Derby) would say that the government had been most anxious to see it carried out; and he had been active in pressing it on the late government. But he thought a better course than giving a guarantee would have been to make a grant of the waste lands through which the line passed.

Though a little surprised at the tone of this letter, he (Lord Derby) had not deferred executing the promise he had made to Mr. Hincks. He had brought the matter before a cabinet council, at which it was fully and deliberately discussed; and it was with great regret they had come to the conclusion that it was not to the advantage of the provinces that they should sanction the proposed line, inasmuch as it forfeited the very main advantages which led them in the first instance to be anxious for its promotion. The communications was made to Mr. Hincks about the 16th or 17th of the same month.

Nevertheless, he had been quite willing to leave the construction of the line to the colonial legislatures, giving the desired guarantee, provided it was so constructed as to secure these advantages which were promised from it. The noble earl admitted that it was a sine qua non that the line should be carried through British territory. It was not a slight deviation that was now proposed. But the great object was now in connexion with the scheme of emigration, the opening up of a large tract of country in New Brunswick available for emigrants! but this had been lost sight of. (Here the noble earl described the course of the line as originally proposed, and the deviations, which could only be understood by reference to a plan.)

Earl Grey remarked that on the 20th of February, he had hurriedly written to Lord Elgin, on the eve of the departure of the mail, stating that it had not been possible for him to consult his colleagues, but that as far as his opinion went, though he greatly preferred Major Robinson's line, it would be better that the line which the provinces had been with such great difficulty brought to agree to be made, rather than that there should be no railway at all. (Hear, hear.) The line of the colonists would certainly be more insecure in case of war; but in the time of peace it would have offered us the great advantage of an independent mail, as well as great facilities for the conveyance of our troops. (Hear, hear.)

Earl Fitzwilliam looked on the question of whether any offence had been given to the delegates as a matter of little importance compared with that of whether there should be a railway from one of the Atlantic ports to connect the provinces of Lower and Upper Canada, New Brunswick, and Nova Scotia. He very much regretted the course which her Majesty's government had thought it right to pursue; because the federal government of the United States gave great encouragement to such projects and he should greatly deprecate anything that would lead the colonists to draw an unfavourable contrast between the conduct of the mother country and that of the United States. The question of Annexation was already discussed in Canada and though he was far from thinking that it was at all in the ascendancy, yet the subject was one that half a century ago could not have been broached in the colony. He thought, heretofore, that it was very undesirable to thwart the opinion of the colony; and besides, whatever line should be chosen, it would open to the objection of being near the American frontier. The line along the valley of the St. Lawrence would be within only twenty-five miles from the northern frontier of the United States.

The Earl Derby.—But the line of the St. John would pass within three miles of the frontier.

Earl Desart was of opinion that the government had taken then the best course, not in contradicting the wishes of the colonies, but in declining to assist, in the manner requested, a line as much, or more calculated to serve the influence of the United States as of the colony itself. He believed that if the government had applied to the House of Commons for its consent to the plan, it would never have sanctioned the request.

Earl Powis supported the colonists. They had not asked for the least assistance beyond the guarantee of the mother country, and who could expect them to choose any but the best commercial line? He considered that the advantage of five or ten years of peace with their railway would fully counterbalance any possible disadvantages that would arise from its proximity to the American frontier.—When they reflected upon the hundreds of miles of railway which were being opened every year through the United States, he was afraid that the refusal of this country to entertain the proposal of the colony, would be a great blow to those who a few years ago had refused, solely from imperial motives, the solicitations of persons in the United States to support their lines.

THE GULF STEAMER.

We have much satisfaction in publishing the following article from the *Pictou Eastern Chronicle*, in reference to this vessel.

We are happy to learn by a letter from Major Norton dated New York 21st inst., that he may be expected here hourly in the steamer "Albatross." He describes her as a most beautiful craft and says that the arrangements made regarding the project are most favorable.

The *International Journal* has the following notice.

THE ST. LAWRENCE STEAMER—NEW ARRANGEMENTS.

The noble project of placing a steamer on the St. Lawrence originated with Major Norton, the efficient United States Consul at Pictou, Nova Scotia, and through his efforts Provincial Grants, towards this object, were obtained from the Nova Scotia, New Brunswick, and Prince Edward Island Legislatures.

While the projector of this movement has been in New York, completing his arrangements, Captain Arthur Sleigh, late of the British army, a gentleman of great wealth and an extensive land owner in Prince Edward Island, made overtures to the Major, which have been accepted: the proprietorship has changed hands, and the line will go into operation as a more extended plan than was at first contemplated.

Captain Sleigh has purchased the beautiful steamer *Albatross*, now in New York and she will leave immediately for Quebec, touching at Halifax, Pictou, Charlottetown, Shediac, Miramichi, and Gaspe. It is said to be the intention of the proprietor to put another boat on the route as soon as she can be obtained.

Thus through the efforts of Major Norton alone, this spirited enterprise, so important to the Colonies, has been projected; and under the new arrangement, it will be placed on a footing of permanent success. No man in the Colonies has a deeper interest at stake there than Captain Sleigh. His estate on Prince Edward Island—his future place of residence—embraces 100,000 acres of land equal for agricultural purposes, to any part of British North America, and is intersected with bays and rivers, embracing "mill privileges," and shipping facilities of great importance in the prosperous commercial progress of that colony. And more than all, we know the proprietor to be imbued with unconquerable enterprise, and that heartfelt spirit of ambition for the prosperity of his adopted country, which has long been wanted to stimulate trade and commerce throughout the British Colonial possessions, and secure to that people a permanent prosperity, derived from their own abundant resources.

THE SEASON.—Wednesday, Thursday and Friday, the wind blew fresh from the eastward, and on the first and last named days, a large quantity of rain fell.

TELEGRAPH BETWEEN IRELAND AND ENGLAND.—The Correspondent of the Halifax Sun writing from Dublin, gives the following account of the construction, or the laying down of the Telegraph wires between Holyhead and Galway.

Telegraphic communication may now be said to be completed between London and Galway,—the establishment of a packet station cannot long be delayed.

An accident to the cable having compelled the steamers to return to Holyhead on Saturday after four miles in length of the Telegraphic wire had been sunk, the *Britannia* and *Prospero* made their second start from Holyhead shortly after two o'clock A. M. on Tuesday morning, the *Britannia* "paying out" the cable steadily, and constantly testing, by the indicators on board and ashore, the perfection of the communication.

The voyage was unmarked by any incident of importance, and was happily, free from any accident. The cable fell so straight, and sank so evenly, that only three miles more than the straight line across the Channel were paid out. This, in a course of sixty-five miles, was really extraordinary.

A few minutes after three o'clock P. M., the vessels were sighted by our look out, and eight o'clock P. M. the *Prospero* entered Howth Harbour, the *Britannia* lying outside near the island of Ireland's eye, through the Channel near which the cable was subsequently brought to shore by boats.

The moment the *Britannia* had arrived at her destination, and communicated the fact to Holyhead that the Irish shore was reached, the final grand test was applied to the telegraphic cable by connecting the wire with one of the ship's loaded guns and passing the word, fire! to Holyhead. The answer was the immediate discharge of the gun on board the *Britannia*. The hour was then just half past eight o'clock. The work had been performed in little more than eighteen hours.

BY TELEGRAPH.

TO THE MIRAMICHI NEWS ROOM,
ST. JOHN, Monday Evening.

There is but little news to report. The weather is fine, but rain is wanted. By the steamer for Windor this evening some twenty five young men left this place to join the ship *Chebucto* at Halifax on their way to the Gold diggings of Australia. The low rate of passage, and the frequent opportunities offered, by steamers to Boston—no less than five a week, induced many persons to travel who otherwise would not, both to and from the United States, and this will no doubt continue as long as the fine season lasts.

The crops everywhere are looking well. The Steamer *Africa* has arrived at New York with Liverpool dates to the 19th of June. There is no news of importance.

We have been requested to state that on Sunday evening week a Collection will be made in behalf of the Diocesan Church Society, in St. Andrew's Church at Newcastle, after the usual service.

Marriages.

At Bathurst, on the 24th ult. by the Rev John Prince, Mr ROBERT HODNETT, to Miss JANE McINTOSH, both of the Parish of Bathurst.

At the same place, on the 30th ult. by the same, Mr ROBERT McINTOSH, to Miss SARAH FERGUSON.

SHIP NEWS.

PORT OF DALHOUSIE.

ENTERED, June 25—brig Richardson, Carthage, Newfoundland, ballast, Messrs. Ritchie.

28—brig Alexander, Routledge Newfoundland, ballast, Messrs Ritchie.

30—brig Ant, McMin, Liverpool, ballast, Messrs. Ritchie; brig Hortensia, Armstrong, Halifax, do. do.; bark Sampson, Murdoch, New York, do. W. Hamilton

CLEARED, June 25—brig Ariel, Le Blanc, Newfoundland, lumber, Messrs. Montgomery. 28—brig Czar, Gadiansr, Dundee, timber, Messrs Ritchie & Co.

July 1—brigs Jay, Biers, Fisherow, timber, Messrs. Ritchie & Co.; Fuchsia, Horan, Stockton, do. do.; Powes, Lawrence, Sunderland, do. do.; ships Middleton, McNutt, Bristol, do. do.; Spartan, Welch, Greenock, do. W. Hamilton; brig Wanderer, Nichol, Greenock, do. do.

PORT OF BATHURST.

ENTERED, June 25—bark George Gordon, Paris, Bordeaux, Ferguson, Rankin & Co.; brig Gipsey, Cocharne, Newfoundland, do.; schr Highland Maid, Bernier, Quebec, flour, G. & A. Smith.

28—schr Waterloo, Degrace, P. E. Island, goods, Duncan McLaughlin.

CLEARED, June 26—brig Camilla, Quirk, Bay Verte; schr Highland Maid, Bernier, Quebec.

The bark George Gordon, spoke the bark Henry Hood, Bassett, bound for Port Glasgow, June 17, Lat. 45, 32 North, Long. 53, 25 West.

Port of Halifax—Arrived—June 27, schr. Villager, Watt, Miramichi. Cleared—June 29, Irene, Garrell, do.