

pose the measure upon principles of *economy*, they are, under the present system, pocketing good round sums at the people's expense, and in some instances twice as much as is required to perform the duty. The grand secret of this official opposition is, that, as the popular will would control their appointments under the new system, they fear the loss of office, and are well aware that the extravagant salaries and fees they now receive would not be tolerated by the people. I would recommend such persons, if they oppose this measure, to do so on principle that can be sustained, for you may rest assured, that the public place no faith in their professions of an economy that they do not practice, and which could easily be refuted by reference to the enormous assessments lists of the past and present years. If they are really sincere in saying that the new system will be more expensive than the present one, they should make the statement in public, and before the advocates of the new system, who are prepared to refute such statement; they should give the measure a manly opposition, and not endeavor assiduously to propagate fallacies that can easily be refuted.

In conclusion, I would beg to remark, that if the measure is to be adopted, no time is to be lost in getting the petition as numerous as possible, that it may be handed to the Sheriff, in order to give the three months' notice required by law, in order that the meeting which is to determine upon the question, should be held early in June next, and thus, if the Municipal Corporation be adopted, the people could proceed to the annual election of Councillors on the first Monday of July as required by law.

I am, &c.,

A LIBERAL.

Newcastle, February 12, 1852.

## THURSDAY'S MAIL.

### NOVA SCOTIA.

*Business of the House*—The current session of the Legislature is likely to be one of more than ordinary importance. The number and value of the measures submitted for consideration already exceeds those of many a previous Session—and only ten or twelve days have yet elapsed since the house met. Besides the Railway question in its new phase, the Assembly will be called upon ere long to deal with the subject of education in all its aspects, from Colleges down to common Schools; the Incorporation of the Counties—a most important measure; Elective Legislative Councils; an amendment of the Criminal Code, and a Bankrupt Bill. These with the ordinary business of the House common to every session, and the Election Committees, will give members plenty to do—even if no other measures are introduced, of which we trust there will be enough and to spare before the house rises.

*The Telegraph in Newfoundland*—The St. Johns Morning Post of the 29th ult., contains the subjoined highly satisfactory intelligence relative to the advancement of the interests of the Colony, and on which the people of Newfoundland seem to have set their hearts: The information received by the mail and brought under the notice of the Direct Steam Communication Committee yesterday, was of a deeply interesting character, and calculated to have a most important influence on the future condition of this country.

A communication from the committee in England, stated that they had presented an address to Earl Grey, asking the aid of the Imperial Government in furtherance of the project of Direct Steam Communication between this port and Great Britain.

From Mr. Gisborne, however, intelligence was received of the most exciting and encouraging nature, inasmuch as it places almost beyond the possibility of a doubt the early realization of the most sanguine expectations we had formed on the subject both of Direct Steam Communication and the Electric Telegraph—and opening up a vista through which, advantages, benefits and improvements, in a thousand various shapes, may be seen crowding in upon this valuable colony.

The New York and Galway Steam Navigation Company have empowered Mr. Gisborne to appear before our Legislature with proposals so moderate that these can be no doubt of their being at once agreed to, and if so, the Company will undertake to carry through the Electric Telegraph from Cape Ray to Cape North, and to establish this as an intermediate port of call between Great Britain and America for their splendid new line of steam ships. The accomplishment of these great objects may now be considered a matter, not of uncertainty, but merely of time, and we feel as sanguine as does Mr. Gisborne himself, that in the course of six or eight months, these fine steamers will touch here with regularity every fortnight, and that in fifteen months hence we may be able in St. Johns to exchange compliments, via the Electric Telegraph, with our friends and acquaintances in New York.

*Union of the Provinces*—The subject of connecting the British Provinces by steam communication between important points in Nova Scotia, New Brunswick and Canada, will, we learn be submitted to our Legislature forthwith. Major H. Norton, Esq., the American consul at Pictou, with whom the project has originated, is now in this city, prepared to afford every information respecting the enterprise. The overwhelming importance of the subject calls for the careful consideration of the Legislature, and we have no doubt

that liberal encouragement will be granted in the aid of so great a desideratum, as the opening of a safe and speedy communication between the Lower Provinces and the capital of Canada. There cannot be a doubt that at no distant period this undertaking will be able to go on without Legislative aid; but to make a beginning it seems to be absolutely necessary that means should be forthcoming, from the public chest, in order to foster the enterprise into a healthy existence. Altogether the project is a most promising one, and we trust the press and public opinion will give it their hearty support.—*Halifax Nova Scotian*.

*Commercial Reciprocity*—The long pending negotiations touching the question of reciprocal trade between the British North American Provinces and the United States are, to all appearances about to terminate favorably. We have repeatedly assured our readers that the Government of Nova Scotia were alive to the importance of the question at issue, and that no efforts had been spared on the part of the Executive to secure so desirable a consummation as a free and fair interchange of products between the Provinces and their natural customers. To achieve this end a voluminous correspondence has already taken place, between the Provincial Governments and the authorities at Washington; and we have little doubt that the all-powerful promptings of self-interest will, at no distant day, induce our prosperous neighbors to open up a fair and honorable trade with us. The following gratifying official despatch is the latest authentic information on this all important topic:

Washington, Jan. 28, 1852.

"Sir,—I have the honor to acknowledge the receipt of your Excellency's Despatch of the 10th inst., and to inform you, that no bill has yet been brought before Congress for establishing commercial reciprocity between the United States and Her Majesty's North American Provinces.

"The introduction of such a measure has, however, been recommended by the President, in his last annual message to Congress, and I am now in communication with several influential members of Congress upon this subject, and I will not fail immediately to inform Your Excellency of any steps which may be contemplated in regard to it.

I have, &c.,

JOHN F. CRAMPTON.

His Excellency Sir J. Harvey, K.C.B."

—*Nova Scotian*.

### NEW BRUNSWICK.

*House of Assembly, Feb. 13*—There was a very warm discussion on the Judges' Fees Bill.

Mr. Cutler opposed the consideration of the question as relieving the Government from responsibility; his motion was only supported by Messrs. Hannington, McPhelim, Stiles and himself.

Many members spoke, and some who spoke before. The letters of the Judges were severely handled.

Mr. Needham supported the bill, and censured the conduct of the Judges.

Mr. Gray supported the bill, defended his own conduct, and charged Mr. Needham with inconsistency in a speech of much humour and severity.

Mr. Needham replied in the same style. Mr. Wilmot talked much of his position, and of having been approved by his constituents; said Mr. Needham advised his taking office.

Mr. Needham denied; only said, thought he would be elected if he did.

Progress again reported.

Mr. Harding asked if the amendments in the Charter of the European and North American Railway Bill will be introduced. An answer is promised to-morrow.

We learn by telegraph that Executive clemency has been extended to Mason Pickett, who was sentenced to fourteen years' imprisonment, with hard labour, in the Provincial Penitentiary, for shooting his brother Seymour, at Kingston, King's County, and that he will be discharged on the 1st of April next, when he will have been confined four years.

A Liverpool firm largely interested in the Shipping Trade, writes to a mercantile firm in this city, under date of 24th January, that the prospects as to the shipping interest are extremely depressed. We had hoped, continues the letter, for better freights in the cotton ports than now appear likely to be obtained. Timber freights, we apprehend, will open very low, and but few charters will be given for Quebec in the earlier part of the season, the stock there wintering over being very light. This probably will equally apply to St. John. Several Colonial built vessels have recently changed hands, but at low prices. A new St. John six-year ship has been disposed of at a trifle over £5 10s. per ton.

*The Provincial Lunatic Asylum*—The reports of the Commissioners and of the Medical Superintendent of this establishment, (Dr. Waddell) for the year ending 31st Dec. last, have recently been printed. From these documents we find that at the commencement of the year 1851, there were in the asylum, 75 old cases, and 21 that had been admitted in 1850. Of the 75 there have been discharged, recovered, during the past year, six; much improved, one; improved, one; unimproved, one; two have died, and 64 remain. Of the 21 admitted in 1850, there have been discharged, recovered, six; much improved, three; improved, one; three have died, and eight remain.

In 1851, 67 patients were admitted; of these there have been discharged, recovered, 19; much improved, three; improved, six; un-

improved, one; 11 have died, and 27 remain; making the total number of patients in the Asylum at the close of the year, 99, 53 of whom were males, and 46 females. To this number five had been added previous to the 3d of the present month, making a total at that date, of 104. Of the eleven persons who died, three were sent from the Alms House—one in a dying condition, who survived only a few hours.

The expenses of the establishment during the year were as follows:—Food, £969 19s. 9d.; Clothing and Bedding, £180 15s. 1d.; Salaries and Wages, £681 9s. 7d.; Fuel, £137 6s.; Miscellaneous, £97 9s. 2d.; Building, £101 12s. 11.; Furniture, £46 11s. 9d.; Grounds and Farming, £74 11s. 7.; Total, £2289 16s. 10d.

The amounts received on account of paying patients during the year, including £4 8s. 4d. for clothing furnished to the inmates, show a total of £167 5s. 5d.; and the value of the produce raised on the farm is estimated at £150.

In both the reports of the Commissioners and the Medical Superintendent, the necessity of increased accommodation for the patients is strongly urged, and we trust that the present session of the Legislature will not be allowed to close without making provision for completing buildings, according to the original design. At present, no less than fifty of the most violent patients are kept in the Lodge, which is only calculated to accommodate about twenty, while a number "are compelled, by want of room elsewhere, to sleep in the basements of the buildings, which, though made as comfortable as possible by close stoves, are wholly unfit to be used as dormitories."

The Commissioners very justly remark that humanity—the proper treatment of the patient—and the bodily help of the unfortunate inmate—demand that a remedy should be provided for such a state of things; and we believe their opinions are coincided in by every one who is aware of the over crowded state of that part of the Asylum intended for non-paying patients.—*St. John Courier*.

### WEST INDIES.

*Jamaica*—We learn from the Despatch of the 26th December, that the House had passed an act, compelling the ships of the Royal Mail Steam Packet Company that carry freight, to contribute to the revenue of the Island to the extent of the tonnage charges on the freight, they convey. And a large and most respectable meeting of merchants had taken place in Kingston for the purpose of forming a Joint Stock Company to purchase one or two medium sized Steamers to ply between Jamaica, Santa Martha, Carthage, Chagres and St. Jago de Cuba; as all the trade which used to be carried on between Jamaica, and the Spanish Main and Cuba has been diverted from it, since St. Thomas's was made the head quarters of the Mail Company's Vessels.

In each Island the Sugar Crop was in course of being manufactured, and, generally speaking, we are told the yield was good and the weather seasonable.

Fever to a considerable degree prevailed at Antigua.

A severe shock of earthquake was experienced at Antigua on the morning of the 5th inst. at 25 minutes to 4 o'clock. The Register of that Island in alluding to it, says:—"The motion of the earth was not only more violent, but it continued longer than the shocks to which we are accustomed in this Island."

The thermometer was at 63° Fahrenheit at Antigua on the 1st inst. The greatest degree of coldness that has been experienced in that island for many years.

## SATURDAY'S MAIL.

### MR. CHANDLER'S SPEECH ON THE RAILWAY.

The Canadians, however, go much farther; they are willing to extend fifty miles beyond their own frontier, or in other words to the Grand Falls, on the River St. John, in order to promote the great national undertaking, by which it was proposed to open up a communication not only between these Provinces, but also between the old and new worlds. The people of Nova Scotia had also given an evidence of the lively interest which they entertain on this same subject—an evidence not manifested by a party vote, or a sectional feeling, but by the united voices of the people from both extremes of the Province, all joining in one decided and general opinion. And as Canada had volunteered to make fifty miles of this Railroad beyond her own borders, so Nova Scotia had generously consented to extend their part nearly 40 miles into this Province, or in other words to the Bend of Petitcodiac. It was thus, that on every side of us, the great utility of Railroads was viewed in such a favorable light that it no longer remained open to doubt or misapprehension. But he need not travel into any of the neighboring countries to prove the interest taken on this point by the people. \* \*

In May last, a despatch from the Governor General to Sir John Harvey, called upon Nova Scotia and New Brunswick to send Delegates to Toronto to meet the individuals appointed there by the Government of Canada, on the subject of the great Trunk line of Railway. In consequence of this despatch he was appointed on the part of New Brunswick; for although he went to Canada fettered with the legislation of last Session, it would nevertheless appear unbecomingly if the Government of the Province should decline

taking any part in the proceedings. He went, therefore, but without power to agree to any proposition beyond what the Resolutions of the two Houses had authorized. It was not so with the Hon. Mr. Howe, who had been appointed by the government of Nova Scotia, for he went there, as expressed in his instructions, with full power to enter into any negotiations he might approve of. That conference lasted for several days, and the subject was ably discussed, but principally by Mr. Howe on the part of Nova Scotia. He [hon. Mr. Chandler] submitted a proposition, to give the Railroad ten miles on either side, through Crown Lands, a right of passage through private property, and a grant of £20,000 per annum for 20 years. On the part of Canada and Nova Scotia, they made several propositions which he was, on his return, to submit to the government of New Brunswick. The first was, that each Province was to construct its own share of the Railway within its own territory; the next referred to its construction by private Companies; and another, which was deemed the most important, related to the joint action of the Provinces in its construction. The second proposition was the only one on which he had even suggested; for he was in hopes that a private company or companies might be formed to carry it on. Leaving matters in this position—for he could do no more—he returned to New Brunswick, and submitted a report of the whole affair to the Government; and from it the different propositions involved received a full investigation: the result of which was, that seeing the European and North American line would receive the same support as the trunk line, and knowing that the former was so deservedly popular with the people, the Executive Government had determined to give the whole plan their support.

At this time no route had been expressly named for the Trunk Line; but he would be candid in acknowledging that Major Robinson's line was that which most probably would be adopted, inasmuch as his report had stated that no other line appeared to be practicable. Mr. Hawes had stated that the construction of that line was not rendered imperative, if a better could be found. The feeling was, we can get money at 3½ per cent for both roads, the line laid down by Major Robinson is, we are sure, practicable, and the other, the European line constructed with money at 3½ per cent. must pay. Further, the Railway by the north was highly important, no one in his senses would deny it, and of this the Province had already given a pledge by its grant of 20,000l. a year, for 20 years. Beyond this the amount of excellent land which this Government would give on the north route, for the encouragement of Immigration, would fairly entitle the Province to a further claim on the Imperial Government, for additional aid. The whole question involved the most serious considerations, but the Government did not wish to flinch from the responsibility. Their determination was to risk their places on this great question, and as they had often been called a "do-nothing Government," they were resolved to lie under that imputation no longer, and in this determination they had no difference among themselves. It was in this state of affairs that the Hon. Mr. Howe returned from Canada, and the legislature of Nova Scotia (a new one) was convened for the special purpose of deliberating upon the Railway. It was about the first of July that he (Hon. Mr. Chandler) returned from Toronto, and reported the result of the conference.

When the new accessions of the Hon. Surveyor General and the Hon. Mr. Gray were made to the Government, coming as those hon. gentlemen did from St. John, they wished to know the policy of the Government on the subject of the Railroads; and here they were met by the most frank and candid avowal of their policy by the old members of the Government, who agreed to a Memorandum, which, although it was never intended for publication, he would now read to show the feeling which existed in the minds of himself and his colleagues. [Here the hon. gentleman read the document in question, and continued:] They were to take Mr. Hawes' letter in full, as they understood it, as the basis of their work; and nothing was to be done for the trunk line, without a corresponding action on the part of the other. That was signed by the whole Government, and it was fully agreed that in consequence of the land which would be given for emigration purposes, a strong claim should be urged upon the Imperial Government, and more particularly so, as this Province would have to give more land than either Canada or Nova Scotia. This representation was made on the 1st August; and on the 28th of the same month, an answer was received from Earl Grey, stating that ministers were not prepared to recommend to Parliament to extend assistance to the projected Railways in British North America further than was promised in his despatch of the 14th March last, in the communication on the Railroads—naming the "Railroads" in the plural.

\* \* \* The deep responsibility of the whole scheme rested apparently with New Brunswick, and although the Government felt its full weight, they yet came to the decision to give it their whole support as a Government measure; the route being fixed agreeably to Major Robinson's Line, if a better one could not be found. Under these circumstances the house was summoned at an unusually early and inconvenient period, but the honor of the Executive was at stake, and great as the responsibility was, it must be maintained, and accordingly a measure was prepared to be submitted to the Legislature at its opening. On the 17th Decem-