

THE RAILWAY.

From the Morning News.

OUR TWISTY GOVERNMENT.

Until the mail arrived on Sunday morning, we were under the impression that the great bubble as agreed upon by Mr Chandler and the Canadian Delegates (by which New Brunswick is called upon to build nearly one half the road), was completely exploded in the Nova Scotia House, since the special committee, headed by Mr Howe, had agreed to have nothing to do with it. It seems that Mr Howe has since introduced the proposition, afresh, and advocated it in a long speech,—he implies that Nova Scotia ought to obtain railroads at all hazards, no matter how great the outlay. It is very likely that the Bill will pass. If Nova Scotia scruples so strenuously about building a little more than one-fourth of the road, how in the name of common sense can New Brunswick undertake to do nearly one-half? It would seem by the remarks of the different speakers in the Nova Scotia House, that it rests altogether with that Province to have the railroad or not. New Brunswick, as a matter of course, must agree to the scheme, and simply because Mr Chandler and our Government say so; and because the Canadians and Nova Scotians wish it. Verily our House of Assembly must consist of very choice spirits if members are going to allow themselves to be bamboozled in this way. Our Government are as tricky in this railway business as men can possibly be. To get hold of the money they would desecrate the graves of their fathers, and scatter their ashes to the winds. As an instance of their "fast and loose" conduct, we may mention, that it was given out in St. John a couple of weeks since, and fully believed to be true, that the majority of the Government were favorable to Mr Archibald's proposition. Mr Hazen, we know, was. Gray and Wilmot were supposed to be the only two who wished to keep Archibald at arm's length. It will be seen by Mr Howe's speech that the Government now are not favorable to Mr Archibald's proposition. Read this:—

"Hon. P. Secretary said that the proposition he understood was expected by next steamer was announced by a letter to a gentleman in this city, stating that a company would be prepared to make the Portland line, and a line up the Valley of St. John; in the same direction that the present proposition involves, in case they should be granted the sums formerly voted by the Colonial Legislatures—say £70,000 a year and a large quantity of Lands. New Brunswick has sent to Mr Chandler an answer to his question whether this proposition of the proposed company would be acceptable, and that answer is in the negative."

What does the country think of matters now? What says the House of Assembly? Will the North allow a bubble railway three hundred miles long to pass through the centre of the Province, absorbing all our means, and rendering nugatory the prospects of ever getting a branch to connect with Miramichi? Time will tell. Now see how far that nice man, Mr Chandler, and his colleagues, (where is Mr Hazen now?) have expressed themselves in reference to the Canadian proposition—are these men mad enough to think they can carry such a scheme—nay, do they not know they are deceiving both Canada and Nova Scotia? Mr Chandler thus addresses himself to the Canadian Delegates—

"That proposition calls on New Brunswick to take an interest of the five-twelfths, or nearly one half of whole line from Halifax to Quebec, whilst Nova Scotia is only required to take one quarter. These propositions, the undersigned feels bound to urge, press heavily on New Brunswick, but feeling that the responsibility is cast upon New Brunswick of accepting or refusing, what must be considered as a final proposition, for the construction of a great national and inter colonial work, and that the suggestions made by the Canadian Delegates may be considered in the light of the award of arbitrators between Nova Scotia and New Brunswick, he is prepared to state, that having communicated with the Government he represents, they will be ready to submit to her legislature now in session, a measure in accordance with the proposition of the Canadian Delegates."

(Signed) E. B. CHANDLER.

Halifax, 31st January, 1852.

We believe, Mr Chandler, that the Legislature will kick out such a measure without a minute's hesitation. The Country always thought that to undertake one third of the line was an impossibility. To talk now of one half is madness.

TO THE PEOPLE OF NEW BRUNSWICK.

Shall we accept Mr Archibald's proposals, and have our railroads commenced before the month of June—or, on the other hand reject them, open up new negotiations with the Colonial Office; and run the risk of being defeated altogether in the long run? Has not a whole year been lost already through delegations, overtures, misunderstandings, hurrahs, rejections. Be it remembered, too, that even if Nova Scotia and New Brunswick decide upon a Government scheme, the Legislature of Canada has yet to be called together to take action upon it; and finally, the English Government will have a great deal to say respecting their own affairs, before they will introduce this Bill into Parliament (perhaps late next summer.) After all, Parliament may reject the scheme. Taking the most favorable view of the matter, it will be impossible to settle preliminaries so as to

commence operations next summer. Accept Mr Archibald's proposition, and the roads are commenced forthwith. What will you do—accept a certainty, or an uncertainty?

"Meantime however we may express our belief, that the offer of the London gentlemen to construct the line of Railway now proposed, as a private undertaking, the Provinces jointly paying them £100,000 per annum for 20 years, and giving them as a free gift, 5,000,000 acres of land, including the timber and all the mines and minerals—for such proves to be the modest demands of these gentlemen—will not be entertained for a moment, even if it has not already received a prompt negative from all concerned."—*New Brunswick.*

Still determined to mislead. The Association does not ask for £100,000—not yet for 5,000,000 acres of land. They ask New Brunswick for £30,000 a year for 20 years, and 4,000,000 acres of land only, which is ten thousand a year LESS than we are already pledged for. The writer in the New Brunswick knows that if this Association get the roads to build, there will be no pickings, no loafing, no extravagance, no buying up the whole country, to sustain a bad Government. Politics will be kept out of the question.—The Newbrunswick knows this, hence his opposition to a Company.

From the St. John New Brunswick.

The doubts and uncertainties which have embarrassed the railway question for some time past, seem now in a fair way of being solved, by an agreement between the Colonies of Canada, Nova Scotia and New Brunswick, not only with reference to the route, but also as to the proportion of expense which shall fall upon each Province.

As to the route, it is thus described—following Major Robinson's line from Point Levi to River du Loup, or Trois Pistoles, it would thence cross to the River St. John, either by the valley of the St. Francis, or by Lake Temiscouata—thence, traversing a country watered by the St. John and its tributaries, to the City of St. John, including a communication with the Railways of the United States, at Calais—from this City, by the route already surveyed, through Sussex Vale, to the Bend and Shediac; and thence to the boundary of Nova Scotia—from whence to Halifax, it may take any route that would be most eligible for that Province.

As to the proportions in which the cost of the line, by this route, should be borne, it has already been agreed by Canada and Nova Scotia, that Canada shall bear one-third of its cost, and Nova Scotia one-quarter, provided New Brunswick will assume the remainder. The effect of this arrangement will amount practically to this—Nova Scotia will build the Railway from Halifax to the Bend of Petiscodias; Canada will construct the portion between Quebec and the Grand Falls of the St. John—thus leaving New Brunswick to build as much of the Railway, within her own limits as will be required between the Grand Falls and the Bend, passing through this City.

The Delegates from Canada having pledged that Province to this scheme, under the powers and authority conferred upon the Executive by the Acts already passed there—and the Legislature of Nova Scotia having agreed to accede to it, by a large majority—it only remains for New Brunswick to accept it, in order to render the arrangement complete.—Upon this Province is now thrown the whole responsibility; and any object originating with us, would inevitably destroy the whole scheme, and very likely leave us without any railway whatever.

The Imperial Government represented by Earl Grey, positively refuses to provide funds for the European and North American Railway, but repeats the former offer of readiness to furnish the means of a Railway from Halifax to Quebec, if it is to follow the route along the Eastern coast of this Province recommended by Major Robinson. The measures now proposed, is therefore offered as a compromise, calculated to meet the views of the several parties, in the only manner at all likely to be generally acceptable.

The Hon. Mr Chandler having returned to Fredericton, we shall no doubt have his report very shortly, and the public will then be made fully aware of the course which the Government of this Province intends to adopt, in order to carry out the New Brunswick portion of the proposed undertaking.

From the Pictou Chronicle.

* * * But the matter will then only be half done. Earl Grey will then have to be consulted, and we have already said, there is much reason to fear that his reply will be a negative. It is evident that there is no intention on his part of aiding in any way the building of a road to Portland. The present proposition abandons Major Robinson's route which was strictly an intercolonial line, and undoubtedly goes to aid that scheme, from which the Colonial office is determined to withhold any assistance. On this ground, then, viz., the abandonment of Major Robinson's survey, which by Hawes's letter was strictly to be retained, we think Earl Grey will very probably refuse to assent to the measure or advance the cash. Of the ultimate consequences of such a step, it is difficult to form a satisfactory opinion. It may very probably refuse to assent to the measure or advance the cash. Of the ultimate consequences of such a step, it is difficult to form a satisfactory opinion. It may probably involve the separation of these colonies from the mother country. Certainly Nova Scotia has good grounds of

complaint at the treatment received by her from the mother country in this matter. She has been obliged to contribute about £10,000 as her proportion of the expense attending the survey of the route by Robinson and Henderson, and she has now been put to the trouble and expense of an extra session of the Legislature, and all apparently to no purpose. If such acts as these are all we are to expect from the parent state, then most persons we fancy will be ready to say that the sooner we leave that parents protection and strike out for ourselves the better.

The difficulties arising from the stand taken by Earl Grey are certainly of a most perplexing nature, and Mr Howe's position is almost enough to break the spirit of any man. He however appears to bear up under it with much fortitude and courage. He enjoys to a large extent the sympathy and good wishes of the country, and we have not heard of a single person who imputes to him anything but the purest and most upright intentions in the management of the whole affair heretofore.

Since writing the foregoing, we have heard by telegraph that the house have adopted the proposition of the delegates by a vote of 37 to 14, to build the line through Sussex Vale and the Valley of the St. John's River.

Communications.

THE RAILWAY.

To the Editor of the Gleaner.

The public will perceive by documents which have recently appeared in the public journals, as well as by the proceedings of the New Brunswick Legislature, that the prospects of the Railway, as far as the North Eastern line is concerned, are anything but flattering.

The causes which have led to this result are well known to every one; and we cannot but think that the Northern section of the Province has been shamefully deserted in its hour of need by the men whose bounden duty it was to protect its interests in every emergency, and at all hazards, to the best of their ability.

The hesitating and equivocating conduct of the Government of this Province, throughout the whole affair, must excite the disgust and contempt of every candid and ingenious mind in the country.

Since the matter was brought before the people of these Colonies in its present prominent shape, the conviction has from time to time been expressed, that if the Executive were sincere in their desire to bring about so great a work, and displayed as much alacrity and zeal in the matter, as they did to secure their own continuance in power, they would find no difficulty in its successful accomplishment.

To them must be attributed the failure of the whole scheme, for had they acted in a straightforward and independent manner, we have no doubt but Major Robinson's line would have been ere now decided upon.

I never knew a more glaring instance of the desertion of oft-repeated pledges, than the conduct of John Ambrose Street, throughout this question. He has now shown himself in his true colours. While it was necessary to his own advancement, he pretended the utmost anxiety for the welfare of the North, and the improvement of its condition; but now, that a favorable moment has arrived, he coolly throws us off, and applies the power and influence of the Government of which he is the assumed head, to thwart a measure on which he knew his constituents (the people who have made him what he is, and to whom he owes every thing he possesses in the world, character, fortune, and friends) believed their happiness and prosperity to depend. He has thrown himself into the arms of the people of the "sunny South," and possibly fancies himself secure in their good graces; but the day of reckoning will certainly come, and Mr Street will as certainly receive his reward.

I confess I was somewhat apprehensive of this result when I understood some time since that the Hon. Mr Rankin intended passing the winter in Britain. Mr R. occupied a very influential position at the Council board, and his presence would have had great weight in any measure. I presume, however, he saw a storm ahead, and, like a prudent man, placed himself beyond the reach of harm. How he can reconcile such conduct with his duty to the people who have entrusted him with their suffrages for so many years, I cannot tell.

It remains to be seen whether the constituency of the County of Northumberland will submit to such treatment, or call upon the men who have thus deserted them, to yield up a trust they have held so long, but which they have so shamefully betrayed.

NORTHUMBERLAND.

Miramichi, February 18, 1852.

Ten men employed on the Great Western Canada Railway were killed a few days since by the caving in of a bank.

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, FEBRUARY 23, 1852.

MUNICIPAL CORPORATIONS.

On our first page will be found an account of the proceedings of a meeting recently held in the Mechanics' Institute, in Newcastle, of the inhabitants of that Parish, which was convened for the purpose of taking into consideration the propriety of adopting the Municipal Law, passed by the Legislature of this Province last year. It will be seen that the parties who attended admitted the necessity there exists for introducing this measure; and a Requisition to the High Sheriff, requesting him to call a Public Meeting of the inhabitants of the County, to take the proper steps (as required by law), has been put in circulation, which has already obtained upwards of three hundred signatures.

As we have already expressed our opinions on the expediency of adopting self-government, we think it needless to repeat them here. We are glad to perceive the inhabitants of the County are taking the initiatory steps to introduce Municipal Institutions among us, because we feel convinced it is only by their adoption that many of the evils which have so long existed, and have tended to impede our social and moral well-being, will be effectually eradicated. Having put their shoulders to the wheel, we trust the friends of progress will not tire until they accomplish the work they have so auspiciously commenced.

FISHERY SOCIETY.

A fortnight ago we threw out some suggestions respecting the expediency of forming a Society for encouraging the Fisheries in the County, and we are gratified in being enabled to state that they have been acted upon. A subscription list has been circulated, and upwards of £50 was subscribed thereto when we saw it on Friday last. It will be seen by an advertisement in another column, that a Public Meeting is to be held in the Mechanics' Institute, in Chatham, for the purpose of organizing a Society, and adopting a code of Rules for the government of the same.

NOVA SCOTIA LEGISLATURE.

The House of Assembly of this Province passed the Railway Bill on Monday last, 14 Members voted against it. We are indebted to the Nova Scotian for the following account of the proceedings in the Council on the same subject:

"On Tuesday last Hon. Mr McNally laid upon the table of the House a series of Resolutions which were prefaced with extracts from and references to the various Railway despatches, and are as follows:

"Whereas, it has been proposed by delegates recently arrived in this city from Canada and New Brunswick, as a final effort to secure a continuous line of Railroad to Quebec, to be constructed on Joint account, and upon a route by the way of the Valley of the Saint John—that Canada shall contribute one third, New Brunswick five-twelfths, and Nova Scotia one fourth of the expense of the whole line, the funds to be obtained as contemplated in Mr Hawes's despatch,

"Resolved, therefore, as the opinion of this House, that rather than that the whole scheme should be frustrated, this proposition should be accepted

Resolved, That under this entirely changed aspect of affairs, the City of Halifax should not be required to represent stock in any trunk line to traverse the valley of the St John.

"Resolved, That the counties of Nova Scotia traversed by a trunk line, hence to Quebec, to be continued through New Brunswick, by the valleys of the Kennebecasis and St John, should not be required to contribute any other or greater amount of funds than counties in New Brunswick and Canada similarly traversed.

"Resolved, That the acceptance of the proposition, made by the delegates as above referred to, is based upon the clear understanding, that five miles of Crown Lands on each side of the line of road shall be conceded for its benefit, and that each Province shall own an interest in the road, in the proportions built by them respectively. (The latter clause of the last resolution being modified during the debate.)

"On Friday the resolutions came up for discussion. Honorable Mr Almon moved other resolutions, differing principally respecting the joint ownership of the line—and contemplated a separate proprietorship as to this Province and the other two.

"As to the policy of accepting the Canadian proposition we understand there was no difference of opinion whatever in that body. The first resolution was unobjectionable to all parties, and WILL PASS UNANIMOUSLY."

"We are glad to find the Legislative Council apparently in advance of the Assembly on the present occasion. Any measure which approves itself to the unanimous ap