

to omit securing (without additional expense) a great means of national defence? What would the people of England say if their Government, while possessing the means of national protection in her immense fleets, and brave armies, was to transport them to a place where they would be comparatively useless or unavailable in case of invasion from France or Russia? Would it be sufficient defence for ministers to say that the "speeches of their great men were for peace"? The nation would indignantly hurl them from power, and their incompetency would scarcely save them from impeachment. Yet our Government are, comparatively speaking, placing us in a similar position—at the mercy of a foreign power; and are, either through ignorance or local interest, using their influence to place this line in a position where it will be comparatively useless in a national point of view—and as a military defence in time of war. And these difficulties are overcome on the grounds of prospective peace with the United States, and the existence of amicable feelings. I should regret the existence of a cause of disturbance with a country so intelligent, progressive, and powerful, and with whom our true interests are to remain at peace; but, Sir, such an event would be destructive to the Colonies, and when I recollect that the party to which you belong have ever expressed hostile feelings towards the neighboring Republic, and occasionally boast of your descent from those who fought against them in their struggle for independence, and were compelled to take refuge in this Province when they (the Americans) succeeded, I can scarcely think you act from conviction, or if you do so, it is neglecting in a most unjustifiable manner, an important means of national defence, and abandoning a line pronounced by Major Robinson to be superior in every point of view to the one selected. The British Government do not think thus lightly of the defences of the empire, else why keep so many troops in the Colonies, for if the reasons of your Government are sufficient, the sooner she relieves herself from that expense the better. But, Sir, your Government are aware of the danger they are exposing themselves to, as is evident from the suggestion thrown out by its chief organ of the Press. It suited the purpose three weeks ago to advance the probability of our lasting peace with our neighbours, and it will equally answer your purpose nine months hence, if the money is granted, to cry up with more reason the necessity of protection in time of war.

Now let us look at the question in a commercial and financial point of view, which seems to be the strong ground of your Government for abandoning our line, which "gave the go-by to all the chief towns and cities of the Province," as you say; that is, it will now touch at St. John, St. Andrews, Fredericton and Woodstock, which you call the chief towns and cities, and whose trade and importance seem to have weighed so much with you; and you abandon Campbellton, Dalhousie, Bathurst, Newcastle, Chatham, Richibucto and Shediac, which latter Mr Chandler describes as "a great city, now equal for Railway purposes to one with half a million of people." If this is true, then how can you justify the abandonment of this great city, with all the other towns and villages along the Northern line, comprising nearly half the area and most of the valuable lands in the Province, possessing now a great trade with the Canadas, capable of being extended to any lengths. To us on the North Shore, the Canadas, from their natural position, must eventually become the great market for the produce of our Fisheries, while on the southern side of the Province the proximity to the American ports will draw the exports of St. John and St. Andrews to themselves. Where, then, will be the great commercial advantages of a connection with Canada? This line will not supply St. John, but will transfer from her a portion of the trade of supplying the lumberers to Quebec, while the former city will continue to draw her provisions from the nearer ports of the States, as at present. Yet you abandon the certain, and now existing commerce of the North, in the vain hope of creating a trade adverse to nature, and which never can exist to any great extent.

In a Financial point of view, we must certainly come to the conclusion that the cost of constructing the two lines will be very different. The Northern line, to use the language of Mr Chandler in his enunciation, "is the best for the construction of a Railway that I ever travelled—flat, sandy, and free from engineering difficulties;" while the Southern line, on the authority of Major Robinson, is "totally impracticable." In the former case, we may reasonably suppose that over such a country, offering such facilities for construction, by its intersection by navigable rivers, and in the "absence of engineering difficulties," that it would not cost one-half to construct it that

it would cost in the latter course, which passes through a large portion of the roughest territory in the Province, with natural obstacles and engineering difficulties "almost insurmountable" in many places, and "totally impracticable" in others, and may in some measure be likened to the road between Boston and Albany, which cost in its construction £9,000 per mile, while the Northern and more level route might be calculated at the sum of £4,000 per mile, and would, so far as the natural features of the country go, and facility and cost of construction, be placed upon a par with the roads of the Southern and more level States of the Union, which cost the latter sum.

The distance, too, would be much shorter by the Northern route, as any one may see who will consult the map of the Province, notwithstanding the representations to the contrary of the interested supporters of your selfish policy.

The facilities for Emigration, and the increased impetus which would have been given to Agriculture—where, I ask, are they on the Southern route, of which you have so recently become the advocate? These were two of the great points which Howe repeatedly and urgently pressed upon the attention of the British Government, and which no doubt had their influence in determining them to grant us aid, and which on the Northern line are thus described by Mr Chandler—"It was of vast importance that the line should pass through this Northern country, remarkable for its fertility of soil, the amount and quality of its produce, and its boundless resources, the great importance of which no one can deny." This is the language made use of in the exposition, and so far does our country nothing more than justice; and yet, when we turn to the line for which these advantages are rejected, we find its chief characteristics are slate deposit, impassable ravines and rocky elevations, resembling much more the rugged wildness of our Scottish Highlands, than the fertile plains of an agriculture district. Agriculture, and a system of Emigration, are here out of the question—'tis folly to think of it. I must, in justice to the western section of the country, state that there are some good lands, but the quantity is small compared with that which is comparatively worthless. The good lands are chiefly taken up, and offer small inducements to emigrants.

Yet in the face of all these disadvantages, attending the Southern route, and in the absence of the benefits which would result from the other, you tell us in your reply "that it is for the interest of every part of the Province!" I know not how to treat this remark: charity will scarcely allow me to ascribe it to wilful misrepresentation, and your own pride would reject the imputation of ignorance; yet I regret, for the sake of our common country, that it is not and will not be the fact. The Northern Counties you say "will not derive so great a benefit therefrom as the Southern." I wish that was all the evil to be feared from this mad scheme, which Mr Montgomery truly remarked "was conceived in folly and would end in ruin," for I venture to predict that its accomplishment will leave the Northern Counties, at the expiration of ten years, to say the least of it, just where they now are as regards prosperity, population, and wealth, if not much worse.

The introduction of half a million of British gold, to be expended in a great public work, in the southern and western sections of the Province, would draw from the Northern Counties the operative class of our population. Youth, energy, and labour will be attracted by the desire to make money, and will naturally go to where it can be obtained, and when they go, it is for ever, for with but few exceptions they will never return. All classes of the community will feel the withdrawal of a large portion of our laboring population, who will be the first to leave, because they have the least inducement to remain, and can most easily get away. Labor here will increase in demand, without increasing the means of paying for it, and the business of the country will thus be seriously affected. Take the case of the Farmers, for instance. The operatives of the country at present will scarcely supply their demand, and at the present rate of produce they can scarcely afford to pay wages. What, then, will be their fate when a large proportion of the operatives who are now the consumers of their productions are gone? They will find themselves compelled to sell their articles in a more limited market, at a reduced rate, while the increased price of labor and limited supply, will place it beyond their reach. The Mill-owners, Lumberers and Ship-builders will all be materially affected from the same cause, and those several branches of our trade, which are now scarcely remunerative, will in a great measure be suspended. Yet in the face of all these difficulties, you tell us that it is "for the interest of every part of the Province."

Perhaps if you lived in the North, and had not an office dependant on your seat at the Council Board, you might think different: at least a large majority of your constituents believe so!

Again you say—"it is truly painful to me to find, after twenty years faithful service," &c., &c. Now, Sir, this remark from a man of ordinary standing, would be set down (when we consider all the circumstances) as open to the charge of hypocrisy, and I am not aware that your high position will exonerate you from the suspicion of its existence; of that let the public judge; but this I do say, that while your professions of regard for our prosperity for the last twenty years, may have induced many persons to believe in your sincerity, the scales have at last fallen from their eyes, and I am free to admit that in many cases it was with reluctance,—yet acts speak louder than words, and they, Sir, really credit their own senses in preference to your professions! and cannot believe that it would have been any sacrifice of "principle and public duty" to have defended the interests of the County you represent, and advocated the scheme fixed on at Toronto, and favored by the British Government. On referring to your legislative acts, I cannot discover a single measure of yours which a future historian would deem worthy of notice, or calculated to promote any great benefit to the country; and while you boast of your "twenty years faithful service," you would be more likely to convince your constituents by referring to acts worthy of the inference which your words imply, than by making those general statements, which, like your election speeches, may mean "anything or nothing." Tell them why, after twenty years professions, you abandoned their interests on the greatest question ever agitated in our Provincial Assembly, and the first of vital importance on which you were, as our Representative, called to deliberate! If you do not, they will consider your reply and your professions (to use your favorite term) mere "clap-trap," and pronounce your sympathy, like your rural economy, a humbug.

In the concluding part of your reply, you deny that you have "forfeited any pledge." Look at the quotation from the speech delivered by you in 1850, when you say "that the very moment that I find, from the circumstance of non-residence or other causes, I may not be able faithfully to discharge my duty to you as a legislator, that moment I will retire from the field." Now, Sir, I would ask, who is to be the judge of whether or not you forfeited any pledge? is it you, or your constituents? Self-interest would answer the former, while honor, principle, and justice would say the latter.

Your friends, the very men who supported you and put you where you are, got up the Requisition to recall you. Vainly supposing that it might arrest your vote upon a measure so destructive to our interests, if you received it immediately, as well as from a desire to spare your feelings and their own, they did not give it general circulation; and this forbearance is met by a reference on your part to its coming from "so small a portion of the constituency of the County," while the Press which supports your Government assert "that a majority could not be got to recall you." Indeed the people have great reason to thank you for the taunt, if for nothing else, though it was ill-judged on your part to add "insult to injury." Your objection as to number will be removed, and if your position in the County heretofore was doubtful, it will be so no longer; for I am much mistaken if you do not receive one of the most decided and universal expressions of opinion that ever emanated from a constituency of this or any other Province of the empire.

The People of Northumberland are not prepared to submit to misrepresentation, from whatever quarter it may come; and though they do not give you credit for the principle, honor and consistency of which you boast, and believe that you will still evade their just demand to resign the trust they reposed in you, still they feel it to be due to themselves, to let you and the world know that in reality you now represent no constituency, or, if you prefer it, misrepresent the wishes of ours. I have heard a good deal of the evils of absenteeism in Ireland, and its ruinous consequences there, but here we have a specimen of it nearer home, with as serious consequences, and I think the sample we have had will satisfy the constituency of this County for all time to come.

I am, Sir, yours,

ONE OF THE PEOPLE.

Newcastle, April 6, 1852.

The winter in Canada is showing tokens of breaking up—it has become mild and the snow is beginning to disappear.

THURSDAY'S MAIL.

UNITED STATES.

The U. S. Revenue Cutter Morris arrived at Boston on Wednesday from a cruise of eighty days on the coast, for the purpose of affording relief to vessels in distress. During that time she boarded and spoke 219 vessels, to eight of which she afforded relief.

A destructive fire occurred in Philadelphia on Sunday morning—the stores of Messrs Lewis & Co., Stuart & Brothers, Gibon & Co., and Wyeth, Rogers & Co., all heavy importers of dry goods, were consumed, with large portions of their stocks. The total loss exceeds a million of dollars.

Tremont Temple and Chapman Hall, in Boston, were destroyed by fire on Wednesday morning. George Esty, a fireman, and John Hall, a carpenter lost their lives on the occasion, and one or two buildings were crushed by the falling of the walls.

From California.—The Steamship Crescent City arrived at New York on Tuesday evening, from Chagres, bringing 240 passengers and \$1,500,000 in gold, with dates from San Francisco to the 2nd of March.

A severe fire at Downieville had occurred, consuming an estimate amount of \$750,000 of property; the Fugitive Slave Law was likely to pass the Legislature; and several defalcations among public officers are mentioned; the yield of gold is reported to have diminished somewhat, through lack of water, though rain had begun to fall about the time the Steamer left San Francisco; and we are sorry to see, that crime of various kinds is reported to be on the increase. We learn by this arrival that the steamship North America, belonging to Vanderbilt's Nicaragua line, was lost about the 28th February, near Acapulco. All the passengers, of which there was a large number, were saved.

New York, March 13th.—The Steamship William Penn arrived this morning from San Juan, Chagres, and Kingston, Jamaica, bringing about 300 passengers. All these places were healthy, and the news from each presents nothing of importance.

Steamer Niagara, Commander Stone, arrived yesterday morning, at 8 o'clock, from Boston, and sailed for Liverpool at 10. We have Boston dates of Wednesday—but, with the exception of the intelligence from California, appended, they furnish nothing of interest.

A fire occurred in Philadelphia on Sunday morning last, by which property valued at \$1,000,000 was destroyed—and, fortunately for the owners, it is said insurance to cover the whole amount, saving \$160,000 or \$150,000 at most, had been effected.

Notwithstanding the vigilance of the police, numerous attempts were made to carry off goods feloniously. Seventeen or eighteen arrests were made of individuals caught in the very act of stealing goods of various kinds; and numbers of other rogues escaped, some of them with costly lots, in the darkness of the night and the confusion and excitement incident to the terrible and bustling scene.

A telegraph despatch from Memphis, Tenn., March 27th, says that the steamer Pocahontas collapsed both the flues of her middle boiler, killing eight persons and severely scalding eighteen others.

Later from California.—A series of Indian atrocities have been committed on Feather River, and some hundred miners had executed summary justice upon as many of the criminals as could be discovered.

Later accounts from the Downieville fire represent the loss at \$750,000.

NOVA SCOTIA.

Reduction of Salaries.—Dr Brown, member for Horton, has introduced into the Assembly a bill to reduce the salaries of the Receiver General, Financial Secretary and Post Master General to £500 a year—to abolish the office of Solicitor General—and to abolish the fees connected with the office of Attorney General, who (independent of those fees) receives a salary of £500, a year, besides the emoluments arising from his private practice, and his pay as a member of the Assembly.

"This is a movement in the right direction, and one which will be approved of by every sincere friend of reform and retrenchment. £500 we conceive to be an ample allowance for either of the officials named. We shall feel some degree of curiosity to know how this measure is to be dealt with."

So saith the Yarmouth Herald, and we concur, unreservedly, in the view advanced. Notwithstanding that, we might fairly suspect the purity of the motive which induced this "movement" of the member for Horton, "in the right direction," so many, of late have been the hon. gentleman's zig zag marches in the wrong "direction."

In proportion as a community advances in intelligence, the public expenditure will be economized, and salaries disproportionate to the income of the country, and sinecures and pensions, be diminished and disappear.

One-fourth part of the gross income of Nova Scotia is required to meet the expenses of government, in its several departments. The expenditure in Canada, for the like purposes, does not absorb one-sixteenth part; and yet the Canadians complain that functionaries in all the public departments are, without exception, paid out of all proportion to the means of the province.—Halifax Sun April 3.

Legislature.—The House was occupied on Wednesday on the Railway Bills, which were got through with last evening. Much discussion occurred with reference to Halifax taking one tenth of the Stock; but this was got rid of by Mr Anand introducing a Bill