

natives, that not a man of them moved to assist the unfortunate Open? According to an established custom among all colonial servants, the instant the leopard sprang, Present discharged his piece in the air, and then dashing it to the ground he rushed down the bank and jumped into the river, along which he swam some hundred yards before he would venture on *terra firma*. The natives, though numerous and armed, had likewise fled in another direction.

(To be continued)

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, MARCH 29, 1852.

PUBLIC MEETING.

At a Meeting of the inhabitants of the County of Northumberland, held at the Court House, in Newcastle, on Tuesday, the 23rd March, instant, for the purpose of petitioning the British Government against the route contemplated for the Halifax and Quebec Railway:

The HIGH SHERIFF was called to the Chair, and

MARTIN CRANNEY requested to act as Secretary.

Moved by George Kerr, Esq., and seconded by R. Hutchison, Esq.,

Whereas the line of Railway from Halifax to Quebec, through New Brunswick, called the Eastern route, surveyed by Major Robinson in 1848, and recommended by him, as possessing greater advantages than any other route, for security from hostile attack—as a field for the settlement of emigrants—as likely to afford the greatest amount of remuneration—and as tending to develop the Fisheries of New Brunswick—and as being accessible by Bays and Rivers, at numerous points, whereby the expense of construction would be greatly lessened—has been abandoned, and the Council and Assembly of New Brunswick, have passed a Bill, fixing the route of the Railway to pass from the Bend of Petitcodiac to the City of St. John, and thence to the Northern boundary of the Province, through territory watered by the tributaries of the River St. John;

And whereas the practicability of carrying a Railway along the intended line, has never been ascertained by competent engineers; and if practicable, a large portion of the land fit for settlement has been granted, whereby the advantages anticipated from an influx of emigrants to settle along the line of Railway be greatly lessened;

Therefore Resolved, That a Petition be prepared and forwarded to Her Majesty, praying that before the aid of the Imperial Government be given to raise the funds necessary to construct the said Railway, the line shall be surveyed and approved by competent Engineers, appointed by the Home Government.

Moved by John M. Johnson, Esq., and seconded by Wm. Salter, Esq., and

Resolved, That a Committee of Five be appointed to prepare a Petition, founded on the foregoing Resolution, to be signed by the Chairman, and sent to His Excellency the Lieutenant Governor, to be by him forwarded to be laid at the foot of the Throne.

Resolved, That George Kerr, Richard Hutchison, Peter Mitchell, John Wright, and John M. Johnson, Esquires, be said Committee.

Moved by Peter Mitchell, Esq., and seconded by John M. Johnson, Esq.,—That the High Sheriff leave the Chair, and that R. Hutchison, Esq., be called thereto.

W. A. BLACK, Chairman.

Moved, that the thanks of the meeting be tendered, and are hereby given to the High Sheriff, for his able and impartial conduct in the Chair.

M. CRANNEY, Secretary.

RAILWAY MEETING.

On Tuesday last, pursuant to notice, a County Meeting was held at the Court House, at Newcastle, for the purpose of adopting measures to bring under the notice of the British Government, the action taken by our Provincial Legislature, in reference to the Railway.

Severe illness prevented our attending, but we understand the meeting was very numerously attended, and represented the wealth, intelligence, and population of the County.

From the excitement created by the conduct of the Government, we expected this, and we have not been disappointed in our anticipations, as we learn from those who were present that it was one of the most enthusiastic demonstrations which has taken place in this County for years.

A strong desire was manifested to have the conduct of the Attorney General discussed: and considerable indignation was expressed at the base abandonment of our line by the Government. Of course, in a great public question like this (in which we seek to lay the feeling of this County, in common with the Northern section of the Province, at the foot of the Throne), it

would have been injudicious to introduce any local question which would give the movement a party or political character.

The conduct of the three Governments was fully discussed by the gentlemen who addressed the meeting; and when reference was made to the shuffling policy of our Executive—their selfish sacrifice of our interests, and abandonment of a line that had been agreed upon, simply on local grounds, and for personal aggrandizement—we learn that great excitement prevailed, and the speakers were received with the warmest acclamations.

We learn that the Northern Counties are co-operating with Northumberland, and that expressions of the most decided character have been obtained,—that a Petition, predicated on the Resolutions passed, will be at once forwarded to the foot of the Throne, praying that the money be not granted, until a survey is made, and a line ascertained to be practicable by the Valley of the St. John, which we do not believe can be found.

We are glad to be enabled to lay before our readers the heads of the remarks of the several gentlemen who addressed the meeting, which we (being unable to attend) requested a friend to furnish us.

J. M. JOHNSON, Esq., briefly explained the objects of the meeting. He said that the route fixed upon by the Government was fraught with incalculable evils to the Province, and sooner than have the line as at present contemplated, he thought it would be better for the country if it never had a Railway. He said that the purpose of the present meeting was to take into consideration the propriety of petitioning the Imperial Government, remonstrating against the route by the Valley of the St. John.

He also said that if the Railroad were carried by the Valley it would pass through a country already in a great measure settled; but that if taken by the North Shore, it would open up millions of acres of excellent land, and provide homes for the surplus population of the mother country.

Mr J. said further that the object of the requisitionists was to discuss Railway matters, and hoped no attempt would be made to canvass the conduct of our Representatives; but if any movement was set on foot to bring that subject before the constituency in a proper manner, he for one would be ready to take a part in the proceeding.

G. KERR, Esq., moved the first resolution, and addressed the meeting at considerable length. He explained that he, together with Mr Hutchison, Mr Johnson and Mr Mitchell had been appointed a committee to prepare such Resolutions as would express the opinion of this meeting, on the great question they had met to consider. He found the task a most difficult one, for view the question in whatever light he would, objections presented themselves. If we represented the peculiar advantages of the Northern Line—its facility of structure—the advantages it offered for Emigration, and the valuable lands and important fisheries it made available, we were met by the fact that all these were points which had received the consideration of the Governments of the three Colonies; and though the Southern Line presented none of these advantages, yet the Governments of Canada and Nova Scotia and the Legislature of New Brunswick had, with all these advantages before them, abandoned the Northern Line, and taken that by the south. We could not therefore, with this important fact staring us in the face, ask the British Government not to grant the money for the erection of the Southern Line, however much we might desire to do so. The four northern counties of this Province represent nearly one half of its area, yet in population and representation we constitute little over a fourth. And we would at once be told that a large majority of our own Assembly, and the Governments of Nova Scotia and Canada, had decided in favor of the route, and though in our House that decision had been influenced by local feelings and sectional interests, yet it had been decided, and it would expose ourselves to ridicule if we, so small a minority, asked the British Government to undo what they had done. The only course open for this county (in conjunction with the other Northern counties) to pursue, was, he thought, embraced in the resolution which he held in his hand, which he would read to them. [Here Mr Kerr read the first Resolution.]

This, he thought, was the only course left open to them; and as we could not with propriety ask the British Government to undo what so large a majority had done, however much we might desire it, we could at least ask them not to guarantee the money until it had been ascertained that a practicable line existed on the route supported by our Government. That a line could there be obtained he very much doubted; practical men of eminence and great experience had also doubted the existence of such a line, and Major Robinson declares that he had been able to discover no practicable line by that route. This, then, was the only one open for us to pursue, and he thought that idea was fully embraced in this resolution. He felt it to be due to himself as a public man, to state that he did not fully approve of the objects of the meeting, and that he feared it would result in but little good; it had been called, however, and whatever our doubts might be, it now became our duty to step forward and aid in giving the voice of the county, as well by numbers

as by influence, that importance which is due to the position we occupy.

[Here Mr K reviewed the history of the Railway negotiations from their commencement down to the closing, and as far as we are concerned, the most tragic scene of the drama.]

He noticed the effect which the forty two loaded sleds of supplies on the upper St. John had had upon the Canadian delegates, who at once seen the importance of drawing that trade to Quebec, and this could be done only by the Southern route being adopted. The people of the Province stood in their own light. This immense trade would be diverted, and Canada would secure the benefit. He, in common with the whole northern section of the Province, felt that in the abandonment of the Northern Line, as surveyed and recommended by Major Robinson, their interests had been sacrificed. He regretted it, for he felt that it was a fatal blow to our prosperity, and would draw off from us an amount of population we could ill spare. He was glad to find so highly respectable and numerous a meeting as was present on this occasion, which showed that the question was of general interest.

[Mr Kerr then moved the resolution which has been given above.]

RICHARD HUTCHISON, Esq., in seconding the first Resolution, spoke as follows:—

He said that he was one of the Committee, and had felt the difficulty of so small a portion of the population protesting against the acts of a majority. The feeling was general, however, and if it did no good, it would not do much harm; and though he never was very sanguine about Railroads, he differed with those gentlemen who thought our chances desperate. He believed that if the Road went at all, it would go by the North; it was evident the British Government in giving us the money desired, to connect the Colonies by a tie that would bind them closer to the Parent State; and while it secured to the latter advantages in a national and military point of view, would open up in the former a fertile territory of immense extent, and promote a stream of Emigration so essential to our prosperity. Major Robinson had declared the north to possess those advantages, and the Eastern route to be superior in every point of view, to any other Line that could be obtained. Is it to be supposed that the British Government are going to advance so large a sum of money for a Line that passes for near 90 miles along the American frontier and which would be useless in time of war? He did not believe they would, and thought if the minority of the Assembly would act in concert with the people of the North, it would yet be of benefit. He felt that the interests of the North had been sacrificed—local interests had prevailed over national and provincial—the Eastern route had been abandoned—and a line determined on, without knowing whether or not it could be constructed. He had read the exposition of the Hon. Delegate and believed but little of it! yet were it all true he could then give no justification for the course pursued. He believed the present scheme was founded on personal aggrandizement, and that some of the legal gentlemen concerned in its working cared but little whether a feasible line can be found to Quebec or not. They would climb the political ladder and when they had got to the last or topmost rung, they would kick it over and sacrifice the interest that had promoted them. He believed that if the Bill was sanctioned and the money obtained, that section of the line from Amherst to St. Andrews would be built, and if a practicable line could not be obtained across the Tobique Mountains, the Government would not care; they had got the part of the line they desired, secured, and the other they cared little about. He believed that we had more to hope from Nature than from our Government, that the obstacles were insurmountable by the St. John, and that if the British Government complied with the prayer of our Petition, and ordered a survey before granting the money, that we would yet have the line by the North. He had therefore much pleasure in seconding the Resolution.

PETER MITCHELL, Esq., spoke as follows: He said that as one of the Committee to prepare Resolutions, he felt it to be due to himself, and to the Liberal Party to which he belonged, to state his reasons for the course he had pursued, and his views on the important question before the meeting. He had been named one of that Committee in his absence, for the purpose of aiding in giving expression to the feelings of this County, and co-operating with the Northern section of the Province, in making an appeal to the British Government, with the view of defeating the Railway Legislation of the three Colonies. This course he said was contrary to his judgment, as well as the political principles of his lifetime,—to the former, because he felt the utter hopelessness of a section of the Province attempting to subvert the legislation of the three Colonies, and to the latter, because he had always opposed *trans-atlantic* interference in our internal affairs, and was always willing to be ruled by the wishes of the majority, however adverse to his interests. He felt that one of the great evils of the present system of our Government, was the influence which was frequently brought to bear by individuals, or by a minority, through appeals to *Downing Street*, in upsetting the acts of a majority of our Assembly, and he regretted that this power had too frequently been exercised in our experience. The question might be asked why was he there? He would tell them why—he was placed (like the mover of the Resolution) in this position, as he believed, by the wishes of the people; and he felt, like that gentleman, that whatever his private

feelings or opinions might be at the propriety of this course, the result of this meeting would go to the world as the feelings of this County, and it was his duty to lend his aid in giving them expression, as the wishes of the people. Another reason was this, he saw around him several whose duty it was on an occasion like this, to come out and take part in the proceedings, and share the responsibility, whom fear of the frowns of Government, or the prospect of official advancement restrained. For his part he did not hesitate to express his opinions of the conduct of the Government, and he believed he expressed the wishes of the meeting, when he said that the interests of the North had been sacrificed by our Executive, and that the people of this County had at last (though too late) been awakened to the hollow professions and base conduct of one on whom they had peculiar claims. He said that the object of that meeting prevented him from considering County politics, or the conduct of their Representatives; though he could see that the meeting was anxious for the discussion, still the introduction of such might give this meeting a party or political character, and injure its effect. He trusted, however, that a Public Meeting would be called where such a subject could be taken up, and they might depend, that the Representative whoever he might be, who had betrayed his trust, or sacrificed the interests of the County, would be exposed. It has been said by some that New Brunswick was forced into the present arrangement by Canada and Nova Scotia, and an attempt has been made to throw a portion of the blame of the abandonment of the Northern Line, upon Joseph Howe and his Government. That Canada was favorable to the southern route, he fully admitted, and some of the reasons for such a course, had been stated to them by the gentlemen who preceded him, but that she coerced New Brunswick he did not believe, not one of the members of the Government say so; the great Exposition does not say so; the Leader does not say it, and they could not say it, for such an admission would be as dishonorable as he believed it to be untrue. Mr Chandler says they came to "confer" with the Government of New Brunswick, and it does not appear that any single member raised his voice against the scheme adopted. Before the arrival of the Delegates the "Northern Line" was abandoned by our Executive, and this by the consent of the Leader! So says Mr Chandler, and this he believed. Just see the reason—"because the Portland Line was not included in the Guarantee," and "New Brunswick would never consent to any line that did not intersect her chief Towns and Cities;" and yet we are taunted with selfishness in our opposition, and that too from one from whom we had least reason to expect it. Truly this is "adding insult to injury." Did our members oppose the Portland line last year? was it not your wishes that they would support a scheme which though it might benefit St. John, would do us but little good? and yet we are taunted with selfishness! There is no disguising the fact, that our interests in the North are made subservient to the south, and of secondary consideration.

As to Nova Scotia and her Government, he acquitted them of all blame in reference to the Northern Route. They defended it as long as it could be defended.—They rejected in committee by a majority of 9 to 1 the proposition concocted in Fredericton, though they would have been relieved from an expense of over half a million of money by its adoption; and it was only when they discovered that they were abandoned by New Brunswick, and sacrificed by her selfish interests, that Howe gave up the prospects of a Northern Line. If there was coercion in the matter, it was on the part of Canada and New Brunswick towards Nova Scotia, and the facts warrant the belief, that the scheme was settled in Fredericton, and a course of action determined on before the delegates went to Halifax; the result is that this Province has from one quarter to assume five-twelfths of the responsibility. We are told that the Railway by the south is going to benefit us!—If we had a connecting link I admit it would, but removed as we are over an hundred miles from it, it will be a direct injury until its completion. The great want we feel here is the absence of Population, Public Works and Capital, and the laborers now in this county are barely sufficient to meet the demand. When a million and a half of money flows into the Southern and Western districts of the Province to be expended in a great public work, the effect will be, that our young men and all the laboring population will go to where they can get employment at increased wages, and cash in payment. They will settle in the counties through which the Railroad will pass, and property will thus increase in value there, while it decreases here; our farmers and lumberers at the present rate of wages find their business barely remunerative; and at increased wages, must in a great measure suspend their operations, while to the former the market for their productions will be much lessened; the effect will be that for a few years our population will decrease rapidly, and our prosperity be retarded. If the Northern Line had gone on, we would have had population and wealth flowing in; the operatives on the public works would have created a market for the agricultural productions of our county, and a stream of emigration would soon have filled up our fertile though vacant land. The prize has been snatched from our hands just as we were about to grasp it! and our prospects are blighted. The Government say there was no other course open for them. Why not have raised the money for the European Line on the Provincial guarantee if it