Notice to Mariners.

NEW LIGHT-HOUSES.

Messrs. H. CHUBB & Co.:

I am directed by the Commissioners of Light-Houses for the Bay of Fundy to request you will publish, for the information of Mariners, the enclosed list of Light Houses erected and lighted by the Province of Nova Scotia last year, and re-insert the description of a Light on Peter's Island, in

other Bay papers in [illegible]

Respectively yours, I. WOODWARD.

St. John, N. B., March 11, 1852.

Eddy or Sandpoint Light.

A Beacon Light on Eddy or Sandpoint, on the West side of the South entrance to the Strait of Canso, and is distinguished by Two White Lights Horizontally placed 25 feet above Sea Level—rise and fall 6 feet. The building is square, painted White, with a Black Diamond on the seaward side. The Point is shoal Eastwardly of the Light nearly 200 fathoms, but the Northwest of it is bold water, and good anchorage. The Tides are irregular, and very rapid round the Point.

The following Bearings by Compass may assist vessels passing through the Strait :—

From the Light to Cape Hogan,	S 50° E.
" " to Western headland which intercepts the Light,	S. 10 E.
" " to Bear Island,	N. 32 W.
" " to Pirate Cove,	N. 34 W.
" " to Milk Creek,	N. 39 W.

Latitude 45° 31' North. Longitude 61° 13' West.—Variation 14° 30' W.

Arichat Beacon.

A Beacon Light on Point Marigin on the East side of the Southern entrance to Arichat Harbour. The building is square, painted White, and shows a White Light 34 feet above sea level—rise and fall 6 feet. The Point is bold to—and the following are the bearings of the principal Head Lights :—

From the Light to Cranberry Island Light, over Winging Point,	S. 34° E.
" " to Winging Point,	S. 5° W.
" " to Ragged Head, North Shore, Chedabucto Bay,	N. 79° W.
" " to Madam Island, East side of entrance to Strait of Canso in one with Jerry Island Reefs,	N. 48° W.
" Little Arichat Head,	N. 40° W.

Latitude 45° 29' North. Longitude 61° 2' West—Variation, 14° 30' W.

Horton Bluff Light.

A Beacon Light on Horton Bluff, in the Basin of Mines, 95 feet above sea level, high water—rise and fall, 10 to 45 feet.

The building is square, painted White, stands 60 feet from the Bluff, and shows a White Light, which may be seen in clear weather over the greatest part of the Basin of Mines, (after passing Cape Blomidon) and above the Five Islands—and up Windsor River, until intercepted by the continuation of the Bluff to the Southward of it.

Course to Boot Island, entrance of Cornwallis River,	N. 14° W.
" " Cape Blomidon,	N. 2° W.
" " Partridge Island (Parrsboro')	N. 2° E.
" " Largest of Group of Five Islands,	N. 38° E.
" " West side of River or continuation of Bluff,	S. 35° E.

Port Medway Light.

A Beacon or Harbour Light has been erected on Admiralty Head, on the West side of the entrance of Port Medway. The building is square, painted White, with Black Square in the centre of the seaward sides, and shows a plain White Light 44 feet above the sea level, (rise and fall 6 feet,) and is visible in clear weather from Cape La Have and Palmerston Bay Eastwardly, and seaward, until shut in by the main land Westwardly. It stands within thirty fathoms of the shore, which is bold to.

The following bearings by compass are given to assist vessels in making the Harbour :—

From the Light to the outermost Headland Westerly,	S. 33 W.
" to Long Cove Breakers,	S. 17 W.
" to Southwest Breakers,	S. 22 E.
" to Southeast Frying Pan Island and S. E. Breaker in one	S. 60 E.

The Islands and Ledges on the East side of entrance are on line of these courses :—

From Light to La Have Rock,	N. 72 E.
" " to South Point of Indian Island,	N. 77 E.
" " to Cape La Have over the point of Indian Island,	N. 76 E.

Latitude 44° 6' N. Longitude 64° 34' W. Variation, 14° 33 W.

Peter's Island Light.

The Light Beacon erected on Peter's Island, at the South entrance of Westport, on the East side of the Bay of Fundy, shows *Two* WHITE LIGHTS, horizontally placed, (to distinguish it from Brier Island Light) at an elevation of 40 feet above high water mark. This beacon is intended to lead vessels into Westport, or through Grand Passage, and will be seen on the approach from Seaward and St Mary's Bay, and shut in by S. W. point of Brier Island, bearing from it S. 34 deg. W., and Dartmouth Point on Long Island side, S. 25 deg. E., and on the North side (coming out of the Bay,) between N 11½ deg. E., and N 25 deg. E. When in the Passage, or fair-way through, the Light will be seen all round, and can be passed on either side; but the Eastern Passage is the deepest and widest, and is recommended to strangers. The best anchorage is on the Brier Island, or Western side of the Harbour.

Latitude of Peter's Island, N. 44 deg. 15 min.
Longitude of ditto, W. 66 deg. 19 min 30 sec.
Variation, 16½ deg. W.
Rise of Tide, 10½ feet.
Course to Cape St. Mary's, S. 12 deg. E., dist. 12 miles.

S. CUNARD, J. P. MILLER, J. McNAB, } *Commissioners of Light-houses for Nova Scotia.*

Corporation Properties,

To be LEASED by Auction.

On WEDNESDAY the 24th March instant, at 12 o'clock, noon, at the Corner of the Coffee House, in the Market Square, the following sources of Corporation Revenue will be leased by Public Auction, for one year, from the 1st day of April next, viz:—

THE WHARFAGE and SLIPPAGE, at the Market Wharves and Slip in King's and Queen's Wards;
The SLIPPAGE at Union Street Slip;
" Ditto at North Slip;
" Ditto at Lower Cove Slips;
" Ditto at Carleton;
The WEIGHING MACHINE at Union Street;
" Ditto at North Slip;
" Ditto at Market House, Sydney Ward;
" Ditto at Carleton;
The ANCHORAGE;
WHARFAGE and SLIPPAGE at the Breakwater;
" Ditto Ditto at Rodney Wharf, Carleton;

☞ The Purchasers, at the time and place of Leasing the above Properties, will be required to give Approved Endorsed Notes, at three, six, nine, and twelve months, for the due payment of the purchase money, quarterly. In default thereof, the Sources of Revenue bid off will be immediately again put up for Sale. Further particulars will be make known at the time and place of sale.

By and with the consent of the Trustees of Corporation Properties.

WILLIAM O. SMITH, G. VANHORNE, L. O. DUNHAM, JOSEPH BEATTEAY, WM. HAGARTY, THOS. McAVITY, } Committee.

St. John, 13th March, 1852.

Public Markets.

To be Leased by Auction, on THURSDAY the 25th day of March, instant, at 12 o'clock, noon, at the Market House, in the Market Square, King's Ward—

THE BUTCHERS' STALLS in the said Market House, as also those in the Market House in Sydney Ward, and those in the Market House in Carleton—for One Year, commencing on the 1st day of April, 1852, and terminating on the 31st day of March, 1853.

The Stalls will be offered at an upset price—the Rent payable Quarterly, and secured by Approved Endorsed Notes, at 3, 6, 9, and 12 months, from 1st April next. THOS. HARDING, Mayor.

St. John, March 13th, 1852.

Anvils and Cast Steel.

ON HAND—25 best Blacksmiths' ANVILS; 1 Ton Sanderson's best CAST STEEL.

March 2. W. H. ADAMS.

(continued from first page.)

with the same object in view. The Erie Canal had been in operation thirty years, and during that period the Government of the State had frequently changed hands, and every phase of policy had by turns been uppermost; and yet, during this long period not a single case of corruption in the management of the canal had come to light. Hon. members would perceive the importance of that fact, when they contrasted it with the management of railways in England by companies, and the cases of gross corruption that had transpired.

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been in a state of great agitation for years, but no sooner was order restored than (in 1842) the Government borrowed money to construct public works. What had been the result? Why, in ten years their revenue had been doubled. They had not only paid the interest on the borrowed money, and provided for a sinking fund, without taxing the people, but the had in the meantime expended enormous sums in great roads and other public improvements; and after all, they had a balance on hand last year which they had appropriated to aid in the construction of railways. They thought proper to fix the tolls so low on the canals as merely to cover one per cent of the interest, preferring to make up the deficiency from the general revenue, since by placing the tolls low they increase the traffic, and benefit the public. By doing this they increase the revenues of the country, and enable them to bear the payment of the balance of the interest. On the Lakes there were a great many light houses, and the revenue of the country is in that prosperous state that last year they were enabled to take off light house dues from the shipping. The estimate for the revenue last year was £750,000; he did not know what amount was received, but from the improvement in commerce he had no doubt but it exceeded the estimate.—The estimate from public works was but £70,000, which was one-third of the interest, the total interest being £210,000. The whole amount of the interest was provided for, and £70,000 appropriated towards the sinking fund. He considered that doing a good business; instead of the debt being a burden to them, money laid out on public works was enriching the country. He wished that every commercial man in this Province was doing a business as good in proportion, and he wished this Province was in a similar position.

Mr. Johnson,—"There are no working expences on canals and the working expences of railways are very heavy."

Hon. Mr. Gray,—He did not agree with the hon. member. There were considerable working expenses on a canal; how were the locks opened and shut but by persons employed for that purpose; would they open as easy as the hon. Gentleman's mouth? (Laughter.) Canada had succeeded so well that she now felt dondident of success, and was ready to embark again in constructing public works.

It had been said that if the money had been placed in the hands of the Government, they would corrupt the House, and corrupt the people. What! did hon. members fear that they would be corrupted? Tell any hon. member in the House that Government could corrupt him if they had this money and he would be highly indignant. And if the Government could not corrupt the present House—which was more than the Government would dare attempt—how was it likely they would corrupt their successors, or the public under them? He knew of no instance of corruption on record, where the work was under Government control.

He would next advert to Mr. Archibald's propositions, and he would ask at once would the Legislature accede to them? (Cries of "No! No!") He asked from the Provinces £90,000 sterling for twenty-five years, the right of way and stations, and four millions of acres of the public lands from this Province alone. And supposing they had made arrangements with a company; who would be employed in all the offices connected with the road? There would be persons sent out from England, and it would prove a source of heart-burnings and disaffection to the people of this country. He would appeal to hon. members who were connected with the lumber trade, and ask them in what position would they be in if four millions of acres of the wild lands were locked up; could they carry on their business and complete with the company?

Mr. Porter,—"Our lumber trade would not be worth a farthing."

Hon. Mr. Gray,—He quite agreed with the hon. member; the trade would no longer be worth a farthing.

The people had been misled in this matter by certain persons, and by a portion of the press. No longer ago than the 14th February last, the Courier, the oldest paper in St. John, stated that Mr. Archibald had made a distinct proposition to this Province to construct our railways, independent of any action on the part of the other colonies. He did not know what object the writer could have in thus attempting to mislead the people. He would give the assertion he had alluded to the most unqualified contradiction; no such proposition had been made. (The hon. member then went into the history of the several despatches from Earl Grey, Mr. Archibald's letter to the Governor General, and the Minute of Council at the December meeting, when it was supposed that the money would be obtained for the European and North American line on the same terms. As the hon. Mr. Chandler exposed the whole affair in the Legislative Council, its repetition is unnecessary.) The propositions contained in Mr. Archibald's letter were such as could not be entertained.

Hon. Mr. Montgomery was surprised to hear the hon. member reading a private letter commenting on it.

Hon. Mr. Gray said the letter was in print, and was therefore a public document. If the Government had kept it back, it would have been spread over the country by the opponents of the line that the Government had received offers from private individuals to build the line, and would not let the people know the contents. Private! How could such a document be considered private which offered to construct a work of this nature, in which the people of three Colonies were so deeply interested. These propositions of Mr. Archibald's were based on the supposition that the British Government would advance half of the amount. Now how was it expected this money would have been advanced, or upon what terms? Would the British Government advance it without security? No; but the Provinces, after giving every thing else required by this company, would have been called upon to pledge their revenues in security. Even then it were no use for this Province to comply with the conditions, unless Canada and Nova Scotia joined with us, and they had positively refused. But independently of that he would now say that no member of the Government of this Province would consent to Mr. Archibald's propositions, nor for a moment entertained the idea.

Hon. Mr. Montgomery,—"Nor would any member of this House."

Hon. Mr. Gray was glad to hear the hon. member say so.—Mr. Archibald asked the Provinces to guarantee the full amount of interest on the capital invested; he then asked 4,000,000 acres of land for the purpose of colonization; and in addition to all this he asked the Provinces to give him the right of way and build the stations as a bonus. (Laughter.) What a glorious proposition! He was surprised that any man, or any press in the Province, had advised the people to accept of such a proposition as this; a darkness must surely have obscured their vision.

It must not be forgotten that in order to effect anything, the three Provinces must agree. The Legislatures of Canada and New Brunswick had agreed, and the Governor General, Sir John Harvey, and Sir Edmund Head were agreed upon this scheme. They considered this the best paying line. It had been said that the British Government would not advance the money to build a line running within a short distance of the American frontier, as it would be liable to interruption in the event of war. That was a difficulty which he was happy to say was fast falling away. Last year all Europe was talking of universal peace, and the people of all nations visited the Crystal Palace in London, shook hands, and declared all animosities forgotten. Already were those pledges forgotten, and the potentates of Europe were combining together in hostile array against England. While that was the case in Europe, the people of the United States, of our own race and blood, forgetting former struggles, were now expressing sentiments of the warmest friendship towards England,—their public men and public Press had expressed themselves in this manner—and were preparing to help her in her coming struggle to perpetuate the liberties of mankind. This was the very time to apply to England for the money, as the English capitalists would not invest their money on the Continent of Europe in the prospect of a war, and would withdraw as much as possible of their capital now invested there. This was the time, then, to get the money, if neglected, it would soon be invested in the United States.

He had confined himself to a plain unvarnished statement, as he did not consider it a subject which warranted him to draw on his fancy. He hoped hon. members would deliberate calmly, and the only reward he wished them was that their children would be able to look back on this era, and exclaim with pride "my father voted for it." He would say no more about this; the Government was so thoroughly convinced of the practicability and great benefits of this scheme that they would stake their political existence upon it. The House

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ment, or they must reject the measure and by doing so overturn the Government.

Mr. Harding said he rose to offer amendments to the resolutions then before the Committee; it was an onerous duty, but must devolve on some one. (The hon. member then read the following amendments.)

"*Resolved*, As the opinion of this Committee that the connecting the Provinces of Nova Scotia, New Brunswick and Canada by a Great Trunk Railway as a national undertaking, (in connection with a commercial from St. John to the American frontier) is of vital importance to the future interests and prosperity of the Province, inasmuch as the accomplishment of such an undertaking must tend not only greatly to increase its population, but advance its Commerce, Agriculture, Manufactures, and all other industrial pursuits.

"Whereas a measure of such importance as to require the Provincial Legislature to pass a law making the loan which they are to raise a first charge upon the Provincial Revenue after any existing debts and payments on account of the Civil List settled on Her Majesty by Laws now in force; and also that permanent taxes shall be imposed (or taxes to continue in force till the debt shall be extinguished) sufficient to provide for the payment of the interest and sinking fund of the loans proposed to be raised after discharging the above prior claim, should embrace the interest of not only all classes, but all parts of the Province; and

"Whereas the Canadian proposition of joining in the great line of Railway is based as a matter of course on the assumption that Imperial aid will at least be granted to the line from Quebec to Montreal; therefore

"*Resolved*, That this Committee cannot agree to any Great Trunk Line of Railway that will not connect the eastern parts of this Province with the American frontier as well as the Canadas."

The hon. member then went through the history of what had been done in aid of the European and North American line. The hon. member who preceded him had stated that the distance this Province would have to build would not exceed 270 miles; but what did the hon. Mr. Howe say in Nova Scotia! (Here the hon. member read an extract from a speech delivered by Mr. Howe in the Nova Scotia House of Assembly.) He believed that Mr. Howe could compute distance as well as the hon. and learned member of the Government, and when Mr. H. stated the distance this Province would have to build was 338 miles, he believed him. He would ask the Government, who stated that they had not abandoned the European and North American line, where was the provision for it? He came here to legislate for the people of St. John, but he also came here to legislate for the Province at large. The manner in which the resolutions were brought down conveyed a threat; they were held over the heads of the members with the intimation, "reject this, and we'll send you about your business." Then why did they come down with resolutions at all? why not bring in their bills at once? They were asking the House to legislate in the dark. The hon. and learned member for the County of St. John had gone into details to show the prosperity of the United States and Canada; what he had stated might be correct but if it was any argument at all, it was in favour of covering our country with railways. Again, what were the conditions with which it would be necessary to comply before the British Government would advance this money? (The hon. member then read an extract from Mr. Hawes' letter.)—Thus, all the revenues of the country would be absorbed, and if they proved insufficient, the people of the Colonies would have to put their hands in their pockets and pay the deficiency. As to the prosperity of Illinois, the hon. and learned member had omitted to state that it was tapped by a canal 100 miles in length. Then he had stated that there were one million of barrels of flour, now in the State of Ohio, allowing it to be inferred that if this railway was built it would all come this way, although the course from Ohio to Quebec is intersected by several shorter lines, running to New York, Boston and Portland. Not a barrel of flour from Ohio would find its way by this railway. As to the line being better than the line recommended by Major Robinson, he disputed it. In running up the Valley of the St. John, it must run nearly parallel with another great road; he meant the river St. John; for a railway would never be able to compete with a steamboat. He was able to assert from his own experience that flour had been shipped at Cleveland, and carried down the Saint Lawrence and around Nova Scotia to Boston, at the same cost of conveying it by the Albany railway. Where was the north-eastern section of the Province under this Government scheme? Abandoned. And where was the European line to the American frontier? Left for a Company to build. He contended that this was the time for providing for all. If they were going to borrow money now, let them borrow all they wanted, for after this bargain was closed they would get no more. It was wrong to blame the Americans for doing nothing towards the European and North American line. It had been said that this railway would produce the same effect as had been produced by railways in the United States; but these were countries densely populated, while this Province contains but 270,000 inhabitants, and the line would connect us with a thinly settled country on the east, and another country—after going hundreds of miles through a wilderness—thinly peopled at the west. Let hon. members contrast this with the importance of a connection by railway with the populous country on the south-west, with a city containing half a million of inhabitants at the other end of the line. Railways were not absolutely necessary to the prosperity of a country. Kentucky, a wealthy State with two millions of inhabitants, owns but seventy miles of railway; and he thought the people of that country were as shrewd as the people of New Brunswick. It was true that Massachusetts was intersected with railways, but Boston had no navigable river coming from the interior, and her people were obliged to invest a portion of their wealth in railways. As to railways bringing emigrants here to settle our wild lands, that was not the case; the men who would come here to build railroads would not settle on the lands, but when their work should be done, they would go elsewhere to seek for a similar job. He was cautious and likewise extravagant. He doubted the propriety of building railways, but if the people were *determined* to have railways, and wished the revenues of the country to be pledged to carry them out, he would go to England and ask her for such amount as would build all the railways we require. As to a Canadian gentleman going to make a bargain for us, as had been said in the other branch, he would not trust to him; he had as much confidence in the hon. Delegate named as he had in any one whom he did know; but if the Bills passed he hoped a Delegate would be sent from this Province to look after our own interests. (Hear, hear.) From the point of junction on this line to the boundary of Maine would be but a short distance, and if this Province insisted that provision should be made for it, he did not see why Canada should object to it.

(The Committee then arose and reported progress.)

Friday, February 27.

Mr. Harding read his amendments again (the Speaker having given it as his opinion that the question could not be taken on the first resolution and amendment). He thought the whole question depended on this. The country now, it is established, require railroads, and they were now to declare whether they should depart from the policy this Province thought was to have been adopted and which the world considered them pledged to; he again asserted the importance of carrying out the original scheme of connecting the railroads of the United States, proving from their own minutes that the Government had expressed the same opinion themselves, and arguing from a late Despatch of Earl Grey that the whole matter is still open, he pointed out the necesity of now endeavouring to get the arrangement completed on the terms they desired, now which Mr. Hincks has gone to England on this very business as must be understood from the exposition made elsewhere a few days since. The people of this Province and Nova Scotia desired a connection with the great western world; but the Government, by their resolutions, would exclude this altogether from the scheme unless they adopted the amendments; he asked what stronger argument could be forged to bind up the whole revenues of the Province than those propositions laid down in Mr. Hawes' letter; and provisions so to surrender all their resources if they were thus to surrender all their resources if they should endeavour to get all they wanted in return. Companies now would not undertake these works without getting a bonus to induce them to do it; how then could they get these lines built when there revenues had all passed out of their control and they could give no bonus; he thought while it was open to them they should endeavour to get better terms.—The people of

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wished the European and North American line to be taken up; there was no convention in London but the interests of this Province was before entrusted to a man from Nova Scotia and is now about to be entrusted to a man from the other extremity—from Canada, with which we have no community of interests. He thought if they now passed these resolutions they would be binding up their hands and destroying all prospects of having the line completed connecting with the United States. Referring to the memorandum of the 1st August, he asked Messrs. Gray and Wilmot how they consented to allow the Government to depart from the policy therein agreed to.

(*To be continued*)

The Chronicle.

Saint John, March 15, 1852.

THE PROSPECTS OF OUR COUNTRY IN CONNECTION WITH THE HALIFAX AND QUEBEC RAILWAY.—Within the past few years, and at very short intervals, we have been agreeably occupied by the perusal in the old country papers, of long and minute accounts of the many fine ships, which are sent from New-Brunswick to the British market. These gratifying descriptions of our skilled labour, as they emanate from first rate judges, furnish conclusive evidence that all which may be reasonably expected from the art of man, in this line of scientific industry, can be readily accomplished by our own people.—Whilst it is equally pleasing to be assured that these ships not only display nautical symmetry of form, with capacity to carry large burdens, but their models also, are well adapted for the attainment of fast sailing, and there is yet another property to which our New-Brunswick built ships can fairly lay claim, that of *endurance*; if proof were wanting of their possession of this valuable quality, we can readily refer to a list of some thirty of our Provincial vessels, which have been in constant service for periods varying from twenty to forty years! and they are still in good condition to "brave the dangers of the seas."

We have a few words to say too, about Steam Engines. About thirty five have been constructed in New-Brunswick, varying from a "half horse," for grinding coffee, up to some two hundred horse power, and embracing the high and low pressure principles. These engines have proved enduring and serviceable, and in both these qualities, they will favourably compare with any similar articles which have been imported.

When such an amount of mechanical skill can be brought to bear, we trust that we are not too sanguine when we indulge the hope, that the natural aptitude of our people and their acquired and scientific mechanical knowledge, will shortly receive an additional encouragement, in the commencement and progress of the Halifax and Quebec Railway.

The exhibition at the Mechanics' Institute last summer, conclusively demonstrated that what our artisans mainly require, is employment for their commendable talents. We feel satisfied, that so far as bridge building, pile driving, the erection of stations, &c., and the construction of locomotives and other rolling stock is concerned, that we have men in New-Brunswick, who can readily turn their hands to any of this kind of work. We opine that the same skill, and plenty of the like is to be found, which was exercised in constructing the Marine engine, on board the steam ferry boat Lady Colebrooke—which has proved itself after some eight or ten years trial, quite as efficient in every respect, as the engine made by Preston and Fawcett, of Liverpool, on board of the other ferry boat the Victoria—can be profitably exercised in the manufacture of locomotives, and which we have reason to believe, can be produced as cheaply, and rendered as effective in every respect, as those constructed in other countries. The rolling stock alone of a well appointed railway, would occupy continually all the effective force of our foundries and machine shops, together with the time of our carriage builders, for years to come.

But ingenious mechanics in town, and able bodied labourers every where, are not the only persons whose energies are to be used, when our railway operations are commenced, and who are to reap a corresponding advantage. To the farmer and landholder in the country a benefit will accrue. A line of railway through a suburban district, connects it more immediately with towns or more densely populated localities, and hence, supplies of food and other necessaries, may be more readily obtained in either direction. The factitious value of land near to towns, and which it acquires by reason of such proximity is thus modified, and a portion of its advantages transferred to more remote districts, thus equalizing the value of agricultural property, and rendering it, in a great measure, independent of local circumstances. Steam navigation affords many striking examples of like advantages obtained in the transport of perishable productions.

It is now not an unusual thing for persons who daily transact business either in New-York, Boston, and in other cities of the Union, to reside with their families at a distance of 20 or 30 miles from these places, and still they are able to arrive at their respective stores, counting houses or offices, at an early hour of the morning, and return without inconvenience to their residence at the usual time in the evening. Distances practically diminish in the exact ratio of the speed of locomotion.

The following paragraph from the last No. of the Scientific American, is so very applicable to the Lower Provinces, that we readily adopt it, as the concluding one of the present article :—

"The people of our Southern and South-Western States have too long neglected their best interests in not devoting more attention to the construction of good railroads. We look upon railroads not merely as beneficial for rapid passenger conveyance, but also for the economical carriage of goods, agricultural products, &c., of all kinds. All our Southern States are rich in natural resources, but as the best and most thrifty trade is between town and country, bad roads and a great distance from market, tend to repress the spirit of agricultural industry. No farmer will bring produce to market, if the cost, on account of bad roads, is more for carriage than the price of the produce when brought to market. No farmer has an incentive to raise a surplus crop, when the cost of bringing it to market is great; returns the transport cost, and he then has nothing. Our railroads certainly pay, consequently they tend to develope the internal resources of every country through which they pass. Good railroads and plank roads will yet do wonders for our Southern and Western States, and the sooner every State leaps into the traveller, with hearts, hands, and purses, the sooner will all the people win for themselves enduring benefits."

In Hamilton's "Men and Manners in America," which lately fell into our hands, there is, in his description of the state of the Press in the United States, such a striking and graphic display of similar effects here, that and the work issued lately from the press, it might have been supposed that certain of our Editors had sat for the picture. Mr. Hamilton says:—

"Every Englishman must be struck with the great superiority of American newspapers to those of his own country. In order to form a fair estimate of their merit, I read newspapers from all parts of the Union, and found them utterly contemptible in point of talent, and shocking in point as to morals, as to every feeling of courtesy and decency with the exception, but with the exception, alas! of them numerous. Fired by this conviction—and I know not how it can be shared by the general feeling of the [illegible] [illegible] in my disbelieving that public [illegible] I have ventured to rate it. Public men would appear to be proof against all charges which are not naturally connected with the penitentiary or the gibbet. The war of politics seems not the contest of opinion supported by appeal to enlightened argument, and acknowledged principles, but the scramble of greedy and abusive partisans, appealing to the vilest passions of the populace, and utterly unscrupulous as to their instruments of attack.

"I assert this deliberately, and with a full recollection of the unwarrantable lengths to which political hostility in England is too often carried. Our newspaper and periodical press is bad enough.—Its sins against propriety cannot be justified, and

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meekness, its nicety [illegible] and even its asperities are virtues, when compared with that system of brutal and ferocious outrage which distinguishes the press in America. In England, even an insinuation against personal honour is intolerable. A hint—a breath—the contemplation even of a possibility of tarnish—such things are sufficient to poison the tranquillity, and, unless met by prompt vindication, to ruin the character of a public man; but in America it is thought necessary to have recourse to other weapons. The strongest epithets of a ruffian vocabulary are put in requisition. No villany is too gross or improbable to be attributed to a statesman in this intelligent community. An editor knows the swallow of his readers, and of course deals out nothing which he considers likely to stick in their gullet. He knows the fastness of their moral feelings, and his own interest leads him to keep within the limits of democratic propriety."

So will it ever be, when Proprietors and Editors of newspapers lower their tone to suit a vulgar and ignorant populace: when they write not what would elevate the public mind, but rather what will arouse and bring into play all the evil propensities of our nature. Such journals tend to degrade their readers more and more, while this very degradation calls for still greater recklessness and vulgarity in the Press to suit it. They act as cause and effect on each other.

We are tempted further to give Mr. Hamilton's sentiments on universal suffrage, as agreeing altogether with our own; and be it noted that this excellent writer states himself to be a Liberal in politics, indeed so much so as to be frequently stigmatised in England as a radical: yet he says,—

"After much—I hope impartial and certainly patient—observation, it does appear to me, that universal suffrage is the rock on which American freedom is most likely to suffer shipwreck. The intrinsic evils of the system are very great, and its adoption in the United States was the more monstrous, because a qualification in property is there not only a test of intelligence, but of moral character. The man must either be idle or profligate, or most probably both, who does not, where labour is so highly rewarded, obtain a qualification of some sort. He is evidently unworthy of the right of suffrage, and by every wise legislature will be debarred from its exercise. In densely populated countries the test of property in reference to moral qualities is fallible,—perhaps too fallible to be relied on with much confidence. In the United States it is *unerring*, or at least the possible exceptions are so few, and must arise from circumstances so peculiar, that it is altogether unnecessary they should find any place in the calculations of a statesman. But American legislators have thought proper to cast away this inestimable advantage. Seeing no immediate danger in the utmost extent of suffrage, they were content to remain blind to the future."

The result of a low suffrage in electors is the effect it produces in lowering the character and qualification of the representatives, and assimilating them to the ignorant mass, on whom they depend for election.

We throw out these ideas, hoping they may benefit more than one class of our fellow colonists.

GROSS FRAUD AND SUPERSTITION.

Now and then we have discharged an important duty which we owed to society, by exposing in our columns some of the shamefully fraudulent tricks, which popish priests have been permitted to exercise on various death-bed occasions. The baneful influence which is then brought to bear, is based on the most glaring superstition. In such cases, the mental as well as the physical powers very frequently are so utterly prostrated, that the dying man falls an easy and non-resisting victim to the machinations of the wily jesuit. Then it is manifested to him that a munificent gift to "mother church," or the bequest of a gorgeous and expensive ornament to the shrine of some traditionary "saint," will remove more than a peck of purgatorial coals, and the well fleeced "postulant" dies under this self-satisfying conviction.

After a time it is discovered that a ruined family or other rightful heirs, are swindled out of their honest patrimony: and the hardly earned property which otherwise would have supported a broken-hearted wife and sorrowing children, is relentlessly taken from them and dedicated to the promotion of image worship. Fiends, we cannot call them men, who are so utterly debased as to take these wicked advantages of the weakness of poor humanity, when death is knocking at the door, are, in our estimation, little if anything better than highway robbers. The latter class of miscreants may have manliness to plead, whilst the other, plunder in the most cowardly manner, and without even a show of resistance—all all this under the cloak of religion!

The following article from the *New York Herald*, but which we copy more immediately from the *Morning News* of Monday last, furnishes a fearful account of this horrid blackmail system. This is only one, out of many exposures which might be made of similar iniquities. These developements would naturally lead us to think that the legislature of Canada will, at its next session, interpose some effectual barrier, in the way of preventing a repetition of them. We are glad to see our co-temporary of the *News*, if only for *once*, thus coming out like a man, and publishing an account of those nefarious impositions, as the more they are exposed the better society will be prepared to resist any species of popish encroachments, whether they appear in the shape of intrusions, like those so recently practised by Pius IX in the United Kingdom, or in the more insidious manner, as they have manifested themselves in the death-bed plunderings at Quebec. "Slavery," bodily or mental, "thou art a bitter cup."

PAUPER AND DEATH-BED DONATIONS.—It appears that an ecclesiastical corporation at Quebec, in Canada, lately incorporated by an act of the Legislature, is running public attention in that city, by obtaining possession for their own benefit, of the property and effects of dying persons, who, by the arts of pious ecclesiastics, are induced to leave their families and relatives in want and poverty.

A curious case in point lately occurred at the decease of a very worthy person, named McMahon, who bequeathed the interest of £1,400 he had laid by, together with such portion of the principal as might be necessary to support, clothe, and educate two little nephews, whom he had adopted, they having no other relatives to look after them. They lived with him several years previous to his death, and he felt conscientiously bound to make provision for them. It is worthy of remark that the principal, or the remainder of it, was bequeathed to the ecclesiastical corporation. But this did not satisfy them—they must have all. Two days before the person's death, and while he was in a state of mental and bodily weakness, accredited emissaries were despatched to his residence, who induced him to revoke his will and make another, leaving his nephews without any provision, and bequeathing the whole sum—principal, interest and all—to the holy fraternity.

Another instance has occurred, in the case of J. P. H. Lecourt, an architect and civil engineer in the city of Quebec, who lived on friendly terms with a rich uncle, from whom his expectations in his business were actually great. In his last sickness and confusion, the priests persuaded the dying man to leave all his property, with a few trifling exceptions, to the Archbishop of Quebec; and now they laugh at the nephew whom they have done so beautifully brown. They walked off with bags and boxes crammed with gold and other valuables, exceeding £40,000.

With the view of recovering possession of the property, the rightful heirs have been advised to sue the holy corporation, and they have made an appeal to the public to assist them with contributions to carry on the war.—*New York Herald.*

IL AROVE TOUT LE MONDE.

The above is a very common French phrase, which being translated, will run thus: "*He smarts at all the world.*" Some of our annexationist gentry

[illegible]

the state of the population, which the last census of the Province has exhibited, and would lead us to believe, that ere the present epoch, we should have had at least half a dozen New Yorks, or Philadelphias, and a score of Bostons, in this portion of the continent, where less than a century ago, there existed nothing but a wild, howling wilderness!

Very shortly these seditious grumblers will be afforded an opportunity of leaving this barren land, this non-progressive province, by capital steamers, which will depart from this port three times per week, and then they can readily *annex* themselves to that smiling country beyond the Jordan, where their *talents* and *capabilities* will be duly appreciated. Like prophets who have no honor in their own country, the *worth* and *value* of our growling friends is not rightly estimated where they are, and it is therefore a great pity they should endure so much contempt and contumely and so undeservedly. We ardently admire the good old loyal sentiment, even if it is occasionally associated with "drinking usages" and therefore found in suspicious company;—"The land we live in, those who don't like it, let them leave it."

The *Morning News* of Wednesday, when complaining that the Province had not grown as large as he could wish, uses the following *Mathematical* and *Meteorological* reasoning, which we heartily commend to every lover of twaddle, rhapsody and great jaw-breakers.

"Again, the revenues of the country in 1850 are represented pretty much the same figures they were in 1840. In 1851 the increase was more fluttering. This however is but the *circumference of the circle*. One year with another must be taken, to get at the *diameter*. The average revenues of the Province for the last fifteen years has been £90,000. Like the *mercury* they have risen and fallen with the *temperature* of trade. Is this a proof of *steady progress?*"

The following from the *Quebec Morning Chronicle*, would seem to insinuate that the Services in the House of God have almost degenerated into a theatrical exhibition. It is to be hoped, for the sake of religion, morality, and common propriety, that such unbecoming displays, are at most of rare occurrence. We may be considered rather a primitive people; but as we expect at no distant day to be connected with our sister in an iron band, we must advise her to be more circumspect in these particulars.

A species of charlatanism prevails in this province which is offensive to the right thinking. Every now and then we hear of clergymen *improving* the deaths of their wives and other relations, and exhibiting such "improvements" in the shape of sermons which are hawked about like patent medicines. Indians are permitted to ascend the pulpit, and it is even advertised that as they will preach in full Indian costume, and as they speak English pretty fluently, though with a peculiar accentuation, which lends a charm to their speaking, there will be "great attraction." Canting humbug and alas! much grosser impiety is but too common in the world. Still it is wonderful how honest people can countenance the Barnum-like proceeding of advertising that "next Sabbath evening the citizens of Quebec will, by attending a certain chapel, have *a real treat* afforded them."

A great sensation was created in Liverpool when the celebrated minister of St Judes' preached upon the text—"Every eye shall see him, or Prince Albert coming to Liverpool." Dissenters and churchmen were alike shocked and cried out against the blasphemy, but here we do far worse, and there is neither remonstrance made nor indignation felt.

Does the *Gleaner* intend to commit such a libel on the people of "the north," as to tell us they are quite willing to sacrifice the interests of the whole Province to those of their own!—How does he make out that the present project will entail an expense on the country which we are unable to bear, and the former project would not?—Did the people of Canada ever consent, or does the editor of the Gleaner imagine that they would ever consent to the north shore line?—Did even the Nova Scotia Legislature do so? No! *They* told you plainly in their own Act, that unless New Brunswick constructed, also, the European and North American line, they would not become participators in the northern Grand Trunk project. What then became of the scheme? It was evident it could not be accomplished; and until this was found beyond a doubt to be the fact, ourselves, as well as others of the City press, backed up the project with all our ability—wishing a railroad *somewhere* in the Province; and we are sorry that we cannot congratulate the Editor of the Gleaner on the like disinterestedness. If such sectional feelings were general throughout the Province, we might bid a long adieu to railroads. And even as to their being the sentiments of the "people of the north," we shall remain sceptical until better convinced than by the article in the Gleaner. He says:

"If the Government succeed in carrying the "Railway measure through the Legislature, the "people in the "North," as we have recently been "styled, will petition Her Majesty, praying that "she will withhold her assent to a measure which "will entail on the Province an expense we are "unable to bear, and one calculated to frustrate "the principal designs of the House Government in "the construction of this great intercolonial high-"way."

RAILWAY BILLS.

The Halifax and Quebec Railway Bills passed the Legislative Council of this Province on Tuesday. We learn from good authority that the Hon. E. B. Chandler will leave here to-morrow for England, as a delegate from the Government of which he is a member to negotiate the loan of the necessary funds to construct the portion of the Railway which is to be built by New Brunswick. The well known talent and tact of Mr. Chandler will be a sufficient guarantee that the interests of New Brunswick will be properly taken care of in any arrangement that may be entered into.—Head Quarters.

[The Honourable Mr. CHANDLER arrived in this city this morning, en route. We understand the hon. gentleman will immediately proceed to his early mission from Halifax, on the mission referred to in the above extract. He has our hearty wishes for his success, and the full attainment of the hopes and expectations of his countrymen.]

THE NORTHUMBERLAND RESOLUTION TO THE HON. MR. STREET.—This *carte* document has received its quietus in the reply to it from the Hon. Attorney General. If the *carte* document was found very [illegible] Member of the House of Assembly is bound to resign, whenever any valid reason for his resignation, then, forsooth, he is to resign at any time in clearing the ministerial majority at any election, because in nearly every case of a contested election, the majority of votes is over 121 in number, who never expect their votes, and are always ready to assist them on the side of a successful candidate. However, we have Mr. Street, who takes far higher grounds, to speak for himself, and he has done so, and very decisively, in the last number of the