

They could hardly ever be expected to assemble from such distances, under such circumstances; and then the execution of their enactments; and the responsibility of the persons entrusted with it, would meet with all the obstacles of "time and space."

This is supposing that the people throughout this extent of sixteen hundred miles were the same. If they were different in every thing—in national origin, in language, in character, in habits, laws, customs, and religion,—it is utterly impossible that they could be united under one local legislature, drawn from their different parts in any fair proportion, in a way to treat of or wisdom or justice. It is horrible to think of the injury to the feelings, the violation of right, and the confusion which must result from the doings of a local legislature under such circumstances.

When men get into disputes, they extinguish the light of reason, and condemn experience. When was it ever before attempted, even under the most favorable circumstances, to unite a population extending over a territory of sixteen hundred miles, under a local and subordinate legislature? Why, it exceeds the usual limits in which mankind have been able to keep together as nations. Look at the old British Colonies, and the present United States. They have been cut up into many parts, for the facility of local government and legislation. We have never of them along the line which is now proposed to be united under one Colonial Government, and twelve of them in a similar extent from north to south, and eight of them who have no communication with the ocean, excepting through other States,—the whole of their trade being regulated and conveyed from and to the ocean under the authority of the General Government, as that of every part of the British Empire is carried on and regulated under the authority of the British Parliament.—[Neilson's Gazette.]

UNION OF THE PROVINCES OF UPPER AND LOWER CANADA.

Quebec, 14th Dec. 1836. The union of the two Provinces of Canada is supported by many, not so much on the ground of any probable utility to either Province, as to accomplish a political object. The obtaining a sea-port for Upper Canada is the advantage held out to the people of that Province. This advantage is more apparent than real; for Upper Canada has already the free navigation of the St. Lawrence and the use of all its sea-ports the same as the inhabitants of the Lower Province, secured by a British Statute. Montreal under her local jurisdiction could not, for all the purposes of trade and collecting and dividing duties, be much more under her control than it is at present. So long as we are a British Colony these must remain under the control of the Imperial Authority. The Upper Canada Legislature might indeed lay some internal duties within the annexed territory, which it cannot do at present; it might make some favorable local regulations, and improvements, but none which the interests of Lower Canada does not equally prompt her to make. Without the union of the Provinces, Quebec, and a great part of the St. Lawrence would still remain between Upper Canada and the sea, and if the local Legislature of Lower Canada is so mischievous and dangerous, it would still have free scope.

The demand for a sea-port being urgent and nearly unanimous on the part of Upper Canada, its plausibility, and at the same time its utter impracticability, in respect to local position and the maintenance of the necessary powers of the Lower Province, secured by a British Statute, as well as in respect to the national faith and justice to all the King's subjects, it would lead to the union as the only substitute which could be proposed.

We have pointed out the incompatibility of uniting so vast an extent of territory under a Legislature constituted solely for local purposes. But considerations of this kind can have but little weight with those who ardently pursue a great political object and expect to obtain it by the union. This object is the destruction of the political power of the French Canadians, which, it must be confessed, has been most indiscreetly exercised both as regards the prosperity of the Lower Province, the accommodation of the Upper Province, and the maintenance of the King's Government in Lower Canada.

The power of the French Canadians in every thing that concerns their peculiarities of laws, language, and institutions, would no doubt be diminished or destroyed by the union. But would they the less continue to exist if their power in these respects were destroyed? Would the two thirds or three fourths of the population of the Lower Province, be then more British than at present? Would their feelings be more friendly to the British Government, which would have brought this about, by what they would consider as a violation of their actual possession and public faith?

It is not true that the leaders who have brought things to their present state in Lower Canada are much attached to either the laws, religion or institutions of the French Canadians. Although native Canadians, they are a half European, half French philosophic and revolutionary faction. Their most active partizans and supporters are not found among the steady and moral mass of the French Canadians. This mass was the case in France, has been rather passive than otherwise. But the leaders and their co-operators put forward what they know the majority of the people are attached to, because they feel that it is the only way to have their general support. After having, as French Canadians attached to their laws and institutions and to every thing Canadian, been so strongly supported by their uninformed Countrymen, will these leaders be less supported when it is found that all the apprehended danger from the British Government and the British inhabitants of the Province are really come upon them or wear at hand? Will they not rather believe that they ought to have given their leaders still stronger support, when they warned them of the approaching danger, and believe still more in their penetration and regard for their welfare? They will tell them that they have no longer any hope but in an union with the United States—that they cannot be worse and may be better under exclusively "elective institutions."

It would be a strange legislation in the present times, in the British Parliament, which would be calculated to give a preference to any particular caste of free British subjects, in apportioning the representation. It is utterly inconsistent with justice, to disfranchise any portion of those having the common qualification. In the equal distribution of property which prevails in America, there is no established property qualification, which will not extend nearly equally to all, in proportion to their population. Nothing, in fact, excepting palpable injustice, can prevent a great number of the majority of the population, banded together by peculiar national feelings, having the majority in the representative branch of the Constitution. In the French Canadians. Where, then, will be the annihilation of their destructive political power by the Union?

We would say it would still exist, and be rather increased for all mischievous purposes, although lost in regard to the preservation of their national peculiarities. The majority of the representation of a million of souls, would

have more weight than little more than half that number. It is forgotten that an Anglo-American minority in Upper Canada, (which has been a majority some time since, and may be so again,) would be united to a doubly disaffected Gallo-American majority in Lower Canada, both having made an open declaration against "a Government 4000 miles off," and in favor of "elective institutions," similar to those of the United States. With such an union of forces, that connexion could hardly be expected to hold out more than a very few years.

The account in the elective branch of the United Legislature, as now constituted, would stand thus:

MEMBERS. Disaffected—Lower Canada, 80 do. Upper Canada, 18 — 98 Loyal—Upper Canada, 44 do. Lower Canada, 11 — 55

Majority of disaffected, 43 No apportionment of the representation could be made to secure a well-affected majority, which would not be a marked act of injustice, and therefore add to the number of the disaffected, whose numbers are never without importance, when the bonds of social order and fidelity to the established Government are loosened by important constitutional changes. The very inconveniences which would soon be felt by all parties after the union, would tend to unite all of them in seeking the nearest and speediest relief. In all the troubles that would follow, the honest and industrious among the people of all national origins and political opinions, would be the sufferers, without any reasonable prospect of their obtaining any benefit which is not within their reach, under the present Constitution as established in 1791.

We trust that the people of both Canadas, who can have no objects of personal political ambition, will reflect seriously on the revolutionary vortex in which they attempted, undesignedly we believe, to be plunged. As things stand in Lower Canada, where political dissensions have the most rooted existence, the violent parties cannot much injure one another. They will eventually find their interest and only resource, to agree, and make the most of their present political institutions, which are indeed the only ones for which the country is yet ripe. England has little to fear from the present dissensions in the North American Colonies. She may deplore the loyal warning of the factious, respecting the fate of her old Colonies. They were contending for the preservation of their established Constitutions, while England was endeavouring to destroy them. Let her now maintain the Constitutions of her present Colonies, and she will find a cordial and sufficient support in the Colonists themselves. "Be just, and fear not," is the safest rule of Empires.—[ib.]

Fatal Occurrence.—Last week, a young man named John Duncan, a native of Scotland, on crossing the Chats Lake, was drowned by the ice giving way. He was a lumberman, and on his way to work, when the unfortunate accident took place, and was in sight of his companions when he went down, but who could render him no assistance.—[Perth Courier.]

FATAL ACCIDENT.

There is but a step between me and death. I Samuel, 20, 3. On Sabbath last in the afternoon, a melancholy occurrence took place in the township of Ramsay. Three individuals were drowned in the Mississippi, opposite the residence of Jas. Wylie, Esquire, one of them his own son Robert, the youngest of the family, a fine boy between five and six years old. The names of the other two are Laughlin McLane of Ramsay, aged about 16, and Bremner of Lanark, apparently about 18.

How the accident happened is unknown and probably will remain so. Mrs. Wylie, while sitting in the house, which stands on a high bank above the river, having heard some cries, desired a servant girl to run out and see what was the matter; she went accordingly towards the river, and seeing above the ice the head of two lads, ran back and told the man servant, who reached the river only in time to see the last of them sink to rise no more.—What rendered it the more distressing, it was not for some time known or even conjectured that the little boy was lost, as he had been in the kitchen not more than 20 minutes before the accident occurred. It was only when his lifeless body was brought up with the others that the sad truth was known.

It is conjectured that the young men, who belonged to a lumber shanty, on the other side of the river, had come down to the ice to amuse themselves, and that the little boy seeing them from the house, had in attempting to cross over to them fallen through the ice, and that they in trying to save him had perished also. The shoes of one of the young men were found at the side of the hole, out of which all the three bodies were taken after having been in the water about an hour.

How loudly do such occurrences teach us to remember that in the midst of life we are to die, and to number our days that we may apply our hearts unto wisdom! How forcibly do they warn the living to keep in mind that they must die! How sadly do they admonish us to boast no ourselves of to-morrow, since we know not what a day or an hour may bring forth! How impressively do they say, remember the Sabbath day to keep it holy!—Communicated.—[ib.]

Government House, } 8th December, 1836. His Excellency the Lieutenant Governor has been pleased to authorize the following Gentlemen to practise Physic, Surgery, and Midwifery in this Province:— Colin A. Anderson, Diplômé in Surgery from the University of Glasgow—Licence dated August, 1836. William Sutherland, Doctor in Medicine of the University of McGill College, in Lower Canada—Licence dated 9th September, 1836. Charles William Coventon, M. D. of the University of Saint Andrews, Member of the Royal College of Surgeons, London—Licence dated 29th September, 1836. James Mitchell, he having undergone the usual examination before the Medical Board of this Province—Licence dated 4th October, 1836. Matthew Campbell, he having undergone the Medical Board of this Province—Licence dated 5th October 1836. Henry Osborne, Member of the Royal College of Surgeons of London—Licence dated 5th October, 1836. Thomas Homan Mullock, Member of the Royal College of Surgeons of London—Licence dated 18th November, 1836.

FOR SALE, AT THE CHRONICLE BOOK STORE, A VERY NEAT AND USEFUL ALMANAC, FOR 1837. Also, a Quantity of Silver Pencil Cases. December, 1836.

HOUSE OF ASSEMBLY.

School Lands.—On the 7th inst. the House addressed His Excellency for a statement of the amount of monies that have accrued from the sales of School Lands in this Province, showing in detail the prices per acre at which the same have been sold, and the sum opposite the name of each Township respectively from which the same may be derived.

Life Insurance and Trust Company.—The House addressed His Excellency for copies of all correspondence since the last Session of the Legislature, between His Majesty's Government and His Excellency, relative to a Bill which passed during last Session, and which was reserved for the Royal Assent, establishing a Life Insurance and Trust Company at Brockville.

Canada Company's Lands to pay taxes.—Mr. McKay moved for leave to bring in a Bill to compel the Canada Company to pay such taxes as such individuals are by law compelled to pay upon all lands bargained for and set apart for which no deeds are issued.

Mr. Cartwright moved for leave to bring in a Bill to alter and amend the laws of the Probate and Surrogate Courts of this Province.

Mr. Norton moved for leave to bring in a Bill to dispose of the Clergy Reserves for the purposes of general Education.

Roads and Bridges.—It was resolved there be granted to His Majesty the sum of £500,000 to defray the expense of constructing and improving the Roads and Bridges in the several Districts in this Province. Yeas, 52,—Nays, 1, viz: Mr. Alway.

A Bill was brought down from the Legislative Council entitled "An Act to make the remedy in cases of Seduction more effectual, and to render the Fathers of Illegitimate Children liable for their support," which was read a first time and ordered for a second reading.

The Petition of Thomas Kirkpatrick and others, praying to be incorporated into a Company for the purpose of constructing dams on the River Cataract, for Mills and Machinery, was read and referred to a Committee consisting of Messrs. Marks, Solicitor General, and Manahan.

Board of Works.—Mr. Prince moved for leave to bring in a Bill to erect and establish a Board of Works for this Province—such to be located in the City of Toronto or wherever the Seat of Government from time to time may happen to be.

Mr. Prince moved for leave to bring in a Bill to repeal the laws now in force relating to so many and such of the Roads, Highways and Bridges within this Province as are not existing under or by virtue of any Act or Charter granted by the Provincial Legislature, and to place the entire management of the said roads, highways and bridges under a Board of Works to be established in this Province.

The Caledonia Spring Company Bill was read the second time and ordered for a third reading.

The Libel Law Amendment Bill was ordered for a second reading.

The Clergy Reserves.—By the latest accounts from Toronto, the House was occupied with the discussion of this question.

The debate, (says the Standard) on the Clergy Reserves may be said to continue, although in fact it takes place only on Mr. Norton's Bill for the sale of lands, and seems to be conducted with the greatest forbearance and decorum. We regret that it is out of our power to furnish the reports of the speeches, but from some, to us unaccountable cause the reporters (Mr. Fowler excepted) have discontinued furnishing us with the debates. The Proprietors of the Royal Standard offered, and were always prepared to have given slips to the other newspaper presses, and it was so understood, but if we are not furnished with copies of the speeches, either to the press or the public. We are bitterly mortified that we are obliged to delay for another number, the important intelligence, which they would afford to our readers.

DEBATE ON THE WELLAND CANAL REPORT. (Continued.)

(Reported by Mr. Junken.) Mr. Merritt said, that never since he had the honor of a seat to that House, was he more astonished than he was at hearing the speech of the hon. and learned Solicitor General. As leader of that house it might have been expected that he would have taken a statesman like view of the subject now before them. But had he done so? He tells us we cannot buy out the stock held by private individuals, but he would take the management of the work from them and give it to the Government—that all confidence in the managers of the canal is destroyed, because they have from time to time made statements which have not been realized. That remark was intended, he supposed, to apply to him. But who, he would ask, had been the managers of that work as far as estimates and calculations were concerned? They were the engineers who had been commissioned by that house, who had had a share in the management of it—did the hon. and learned gentleman mean to charge them also with deceiving the public in the reports they gave of it. What did he know concerning the canal? Had he travelled from one end to the other, as the hon. gentleman who formed the committee had done, and whose report was now the subject of consideration? Judge Wright, a man who stood eminent in his profession as an engineer, said the money must have been judiciously and economically expended to do so much work for so small a sum—and whether was his opinion or that of the hon. and learned Solicitor General to be taken on this subject? Then comes the hon. and learned member for Durham, and says he has every degree of confidence in the past management of the canal, but would put it into other hands to remove any ground for suspicion! Yet he professes to be a friend to the work! From such friends he (Mr. M.) would say, "Good Lord deliver us." (Laughter.) If the report of the committee did not remove every shadow of suspicion from the mind of every hon. gentleman, he would be willing to spend three months again this session in investigation, in order that the House might be satisfied. The hon. and learned Solicitor General complains that the estimates have failed—that the work has cost more than it was said it would do. Now could not the hon. and learned gentleman see that if there had been any intention of defrauding the public, the estimates would have been made larger. He

only asked hon. gentlemen to look at the work done, and the country through which the canal had passed, to enable them to form an opinion of the manner in which the money they had expended. But what it had cost they should learn from their minds on this discussion. It had already cost £145,000, but the question for consideration was this, if it is the cheapest route from the western country to the ocean, would it not ultimately pay? Last year, when it was in efficient operation, it increased three to one in business over the Erie Canal. Could any one then doubt but it would ultimately pay? There was no risk in making public works of that kind. The interest of the sum expended on them could be paid out of the principal for the first few years until it became productive. (Hear, hear.) The proposition might be laughed at by some, but it was nevertheless a sound principle to go upon in works which must ultimately pay, as he contended there could not be a shadow of doubt but that the Welland Canal would. If hon. members wished to promote a spirit of public improvement in the country, they must go on with the Welland Canal. He had no fears about our Provincial debt, and only wanted an opportunity of showing for what it had been contracted, it had been on public works for the improvement of the Province, and which would all pay for themselves. Burlington Canal would pay for itself, so would the St. Lawrence Canal, so would the Welland Canal. (Hear, hear.) He hoped the House of Assembly would not disgrace themselves by abandoning that important work.

Mr. Draper remarked that there had been nothing said about abandoning it,—no such sentiment had been expressed, nor did he think it was felt by any hon. gentleman. He was of opinion that the proper question now was, having been the work, should they advance a sufficient sum to carry it through and finish it, or vote a small sum, as they had often done before, to make repairs which would be of no permanent benefit? He had taken some pains to inform himself on this subject, and he had taken his information from the Journals of the House of Assembly, from the reports of the public and official documents. He did not wish to make any reflections on any person connected with it; but he had found that a work estimated to cost £300,000, had already cost £450,000, and was yet in such an unfinished state that he heard to-day that £150,000 more was wanted to make it such a work as would be of any service to the country. Looking at this, the course of all past estimates and calculations, he was forced to ask, where could he get information on which he could rely, now that he was called on for the first time to legislate upon it? ("Go to the work," from Mr. Robinson.) Will, if he were to go there, what would he see? A work on which a great deal of money had been expended, and on which a great deal more was required; but he respecting it. He could not form any correct opinion of the wisdom of the work, until he had seen the work, and seen the reports of the engineers and men of experience, in such matters; and seeing they had all failed respecting the work, he was forced to the conclusion that the committee had not that degree of information before them on which they could rely, or proceed with safety. He was willing, when once he knew what it would cost to finish it, to advance every shilling of the sum required. He spoke not of any temporary repairs of perishable material, but of a permanent and substantial manner, so as to require no more except such casual repairs as all such works require, and he was prepared to vote that sum whatever it might be. They were told it would be a profitable work; and he hoped it would be much more so than its cost from the fact that as all the roads hitherto had failed, let them so plunge the Province any further in it, by buying out the stockholders, until they were sure from practical results that it would pay. His hon. friend opposite said there had been an increase of trade on the Welland Canal of three to one over the Erie Canal. But it must be in the nature of things, that a new work just coming into operation would increase much faster in trade for a few years, than one that has been in operation many years; but let both works be in efficient operation for some years, and then see which would do the most business,—that would be the only proper criterion for judging which would ultimately take the western trade. This was the first time he had had an opportunity of expressing his sentiments on this subject, and in conclusion he would say again, that he would vote to carry it out to the end of the work, but not with the information which he was now in possession of.

Mr. Jones observed, that the amount of the hon. and learned gentleman's argument was just this,—that they should do nothing respecting the Welland Canal until they had what he called correct information. But what would he do? Leave it till next year? That would be the ruin of the work, and a great injury to the Province. The canal had been completed, but not in the time it should have been. And who were to blame for it? The persons in the management of it were compelled to proceed as they had done, because they were not sure what sum of money they could get,—they were under the necessity of asking the smallest possible sum that would be of any use to them when they came before the Legislature, or they would have got nothing at all. The Canal had greatly benefited the Province—even to the amount of the money expended on it—and the hon. and learned gentleman had not attempted to controvert that statement. (Hear, hear.) It had been said that the debt of the Province was such that the money could not be raised. But he was satisfied that there would be no difficulty in that. Let debentures be issued, and no doubt would pay the interest. He would ask the hon. and learned gentleman, if they were not to make the necessary repairs till they had an estimate of what it would cost to finish it? He (Mr. Jones) wanted the committee in the first place to advance a sum of about 14 or 15 thousand pounds to put the canal in repair for the ensuing spring, and to keep the present locks in repair until permanent stone ones could be made. Then he wanted a further sum next year to go on with the work. The whole, he believed, could be finished in two years. But that was not the question now; it was, whether it was to be a public work or not? When that question was debated in the committee, the hon. member for Russell (Mr. McKay) expressed the same opinion as had been expressed by the hon. and learned member for the City of Toronto; but on more mature deliberation he adopted the opinions set forth in the report. But the hon. and learned member says, "should we pay the stockholders before the Province has received any thing?" We should; and he (Mr. J.) would tell them a very good reason why. The Stockholders had been lying out of the interest of their money for many years—they had not yet received anything, while the Province had been receiving many advantages from it; had given to property in the London and Western Districts. The collection even this year amounted to £5,000, and it was not much to expect that in 1837, when it would be in complete repair, they would be £10,000. He would say, let the Province now do something honorably and nobly for the relief of those men who had for ten years been lying out of their money. The hon. and learned member says, if there be any profit from the Canal let the stockholders have it. But he (Mr. J.) would say, let it be a public work, like the improvement of the St. Lawrence. It was the great highway to the west, and should be made a public highway. He complains of the failure of the estimates; but he should recollect how very few estimates of such works held good. Many unforeseen casualties frequently arose which could not be prevented. For instance, provisions were now fifty per cent. dearer than when the St. Lawrence canal was estimated for, and no doubt they would be told by and that the estimates for it had failed, but that was not the fault of the engineer, nor could we have foreseen such a thing. When it was commenced,

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