and nurse swathes the baby up in flannel to the tip of its nose, dumps it down in the easy-chair, and tells you to "leave the family to her, and go to sleep." By-and-by she comes in—after staying down long enough to get a refreshing cup of coffee—and walks up to the bed with a bowl of gruel, tasting it, and then putting the spoon back into the bowl. In the first place, you hate gruel; in the next, you couldn't eat it, if she held a pistol to your head, after that spoon has been in her mouth; so you meekly suggest that it be set on the table to cool—hoping, by some providential interposition, it may get tipped over. Well, she moves round your room with a pair of creaking shoes, and a bran new gingham gown, that rattles like a paper window-curtain at every step; and smooths her hair with your nice little head-brush, and opens a drawer by mistake (!), "thinking it was the baby's drawer." Then you hear little nails scratching on the door; and Charley whispers through the key-hole, "Mamma, Charley's tired; please let Charley come in." Nurse scowls, and says no; but you intercede—poor Charley, he's only a baby himself. Well, he leans his little head wearily against the pillow, and looks suspiciously at that little moving bundle of flannel in nurse's lap. It's clear he's had a hard time of it, what with tears and molasses! The little shining curls, that you have so often rolled over your fingers, are a tangled mass; and you long to take him, and make him comfortable, and cosset him a little; and then the baby cries again, and you turn your head to the pillow with a smothered sigh. Nurse hears it, and Charley is taken struggling from the room. You take your watch from under the pillow, to see if husband won't be home soon, and then look at nurse, who takes a pinch of snuff over your bowl of gruel, and sits down nodding drowsily, with the baby in alarming proximity to the fire. Now you hear a dear step on the stairs. It's your Charley! How bright he looks! and what nice fresh air he brings with him from out doors! He parts the bed-curtains, looks in, and pats you on the cheek. You just want to lay your head on his shoulders, and have such a splendid cry! but there sits that old Gorgon of a nurse—she don't believe in husbands, she don't! You make Charley a freemason sign to send her down stairs for something. He says, right out loud—men are so stupid!—"What did you say, dear?" Of course, you protest you didn't say a word—never thought of such a thing—and cuddle your head down to your ruffled pillows, and cry because you don't know what else to do, and because you are weak and weary, and full of care for your family, and don't want to see anybody but "Charley." Nurse says "she shall have you sick," and tells your husband "he'd better go down, and let you go to sleep." Off he goes, wondering what on earth ails you, to cry—wishes he had nothing to do but lie still, and be waited upon! After dinner he comes in to bid you good-bye before he goes to his office—whistles "Nelly Bly" loud enough to wake up the baby, whom he calls "a comical little concern," and puts his dear, thoughtless head down to your pillow, at a signal from you, to hear what you have to say. Well, there's no help for it, you cry again, and only say "Dear Charley!" and he laughs, and settles his dickey, and says you are "a nervous little puss," gives you a kiss, lights his cigar at the fire, half strangles the new baby with the first whiff, and takes your heart off with him down street,

And you lie there and eat the gruel! and pick the fuzz all off the blanket, and make faces at the nurse under the sheet, and wish Eve had never ate that apple—Genesis ii 16; or that you were "Abel" to "Cain" her for doing it!

THE EFFECTS OF WAR ON COMMERCE.

(From the London Morning Chronicle).

The notification which has been addressed by Sweden and Denmark to the different cabinets of Europe is, in itself, a document of little importance. It is quite superfluous to assure the Great Powers that two courts which have no connection with the questions in dispute propose to maintain neutrality, in the event of a rupture between Russia and the allies of Turkey. The suspicions of Russian intrigues at Stockholm and Copenhagen are neither confirmed nor removed by formal protestations of pacific intentions which had never been questioned. By long custom, the Five Powers have assumed to themselves the control of general politics, and the independence of the secondary states is guaranteed by their joint action. It would be in the highest degree imprudent for the government of Sweden or of Denmark to involve itself, without necessity, in any difference among the principal members of the European confederacy; and an assurance that they are not about to enter on an unprovoked quarrel with England and France seems to have been at least uncalled for. It would not be difficult for a suspicious critic to trace Russian inspiration in a document which purports to extend the rights of neutrals at the expense of belligerents. The Northern Courts declare that, in case of hostilities, they will admit into their ports the merchant vessels and ships of war belonging to both parties, to the exclusion of privateers, and apparently, so far as many ports are concerned, with serious restrictions on the entrance of vessels of war. No maritime prizes are to be condemmed or sold in their ports; and, finally, they propose to maintain their own commercial relations, notwithstanding the outbreak of hostilities. It is in the passages relating to the rights or claims of neutrals that the meaning of this spontaneous declaration is to be found. Russia will certainly abstain from raising any objection to a programme which, for that reason, ought to be watched with jealousy by the powers whose maritime forces give them the command of the sea. Should the English government consider that this declaration of the Northern Courts requires any answer beyond a courteous acknowledgment that it has been received, it would not be difficult to suggest the principal topics of the reply. The assurances of neutrality would be accepted with satisfaction, while it might be politely intimated that no declaration was necessary on a point respecting which no doubt could ever have arisen. As to the proposed conditions of the neutral position necessarily assumed by Sweden and Denmark, it might be convenient to explain that the relations of neutrals to belligerents are already settled, in their minutest details, by international law. The opening of a friendly port to the English flag could not be accepted as a concession, inasmuch as a contrary course would at once be resented as an unfriendly, if not as a hostile act. In this, as in other respects, it would be absurd that powers of secondary importance should introduce a new code of maritime jurisprudence, on the eve of a war in which they are in no way concerned. Neutrals become principals, on one side or on the other, from the moment that they attempt to introduce stipulations in restriction of belligerent rights. There is, unfortunately, no impartiality possible in international transactions; for any positive step necessarily tends to the advantage either of the stronger or of the weaker party. Neutrality consists in abstinence from any attempt to disturb the recognised law. The gist of the Northern declaration is to be found in the announcement that the commericial relations of the neutral powers are not to be affected, except in the case of contraband articles of war. The plain meaning of these phrases amounts to a renewal of the ancient protests against the English and American rule by which hostile goods are subjest to seizure, notwithstanding the protection of a neutral flag. The revival of this pretension, even before hostilities have been declared, is not rendered more palatable by the advocate of the doctrine now again put forward by the states which were formerly subordinate members of the Armed Neutrality of the North. Seventy years ago, in the midst of a war against France, Spain, and America, England defied the the hostility of Holland, Russia, Prussia, Sweden, and Denmark, rather than acknowledge the doctrine that the flag covers the goods. On the restoration of peace, the theory which the whole world had maintained against the greatest maritime power was not recognised in the treaty; nor was the second league of the north, in 1801, more successful in attaining a similar object. The United States have deliberately adopted into their jurisprudence the principles which have been uniformly laid down by the English courts; and Lord Clarendon will certainly not surrender, in deference to Sweden and Denmark, the claims which have been so strenuously maintained during all the wars of the past century. If any concession should be made, it will be voluntary in character, and limited in time; and, above all, it will not be an act of special favour to the commerce of any particular country. It was forcibly remarked by Gentz, in the discussion on the subject during the last war, that no presumption exists that neutrals are to be favoured when their rights come in conflict with those of belligerents. Their goods are undoubtedly exempt from seizure, even under a hostile flag; but they are not entitled to protect the commerce of an enemy by conducting it in vessels of their own. The chief reason which renders it necessary to watch with vigilance the immunities of neutrals is to be found in the circumstance that they necessarily tend to the advantage of the weaker maritime belligerent. In case of war, England and France will be fully able to protect their own commerce from hostile cruisers; but Russia may probably desire to carry on her whole trade under cover of the Swedish or of the Danish flag. It is possible that the proposed restrictions on the free use of the Baltic ports may have been devised in an equally one-sided spirit The allied fleets will be far from home, while the enemy will be comparatively near his own harbours, even if the fleet should venture beyond the defences of Cronstadt. England and France will, however, take care that no want of the hospitality prescribed by law and custom shall be shown to any armaments which they may send to sea. As it is just possible, however—though, we fear, very far from probable—that hostilities may, after all, not occur, it would be premature to enter on negotiations which would in any case be superseded by established rules of law. It is another question whether it may be expedient, in the event of a rupture with Russia, to try the experiment of a voluntary mitigation of the extreme rigour of the naval code. The employment of privateers, although hitherto tolerated by the civilised world, is but a legalised system of piracy; and a determination to refuse either to grant or to recognise letters of marque would be a benefit to the whole community of nations. The question of the flag is one of greater difficulty. It would be universally considered just that neutral states should enjoy during war, as far as possible, the same facilities which they possess during peace. The real question is, whether a new branch of commerce shall be opened for the benefit of neutrals, and for the protection of the weaker belligerent. Russia goods are at present conveyed, in a great measure, in Russia bottoms; and to allow the merchants of St. Petersburg to employ Swedish vessels would be not only a direct benefit to the shipowner, but a security to the freighter against the ordinary consequences of war. It is for statemen to consider whether the advantage of insisting on the stricter rule is more than equivalent to the inconvenience of a collision of interests with nutral powers. The step taken by Sweden and Denmark is principally important as an indication of what their governments regard as imminent; and, as we have already suggested, it may possibly have been adopted under the influence of Russia. The world is still waiting with anxiety for the result of the negotiations which are proceeding at so many different points, and perhaps with incompatible results. It seems impossible that any long period can elapse before some positive resolution is takenr

---

DARIEN SHIP CANAL EXPLORATION.

A London letter in the "Philadelphia American" says:—

"The Isthmus of Darien ship canal expedition for the purpose of effecting the junction between the Atlantic and Pacific oceans, and respecting which so much interest has been created, will sail on Saturday next from Southampton in the West India mail steamer Orinoco. It will consist, on the part of the Atlantic and Pacific Junction Company, of Dr. Cullen, the discoverer of the route and the conceptionaire, as pioneer; Mr. Gisborne, civil engineer-in-chief; Messrs. Forde and Bennett, and four assistant engineers. On behalf of the British government it will be accompanied by Lieut. Singen, R. E., and staff. The object is the making a detailed survey of the route from Caledonia Bay and Port Escoces to the Gulf of San Miguel, and inaugurating the important work of the junction of the two oceans. At Jamaica the expedition will be joined by Lieut. Strange, United States Navy, and the surveying party under his command, on board the United States sloop the Cyanne, Captain Hollins. The Cyanne will be joined by a British man-of-war from the Jamaica station, and by the French Admiral's ship, with French engineers on board, from Martinique, and the squadron will then proceed to Caledonia Bay, on the Atlantic coast of Darien, where it will be reinforced by her Majesty's surveying sloop Scorpion, which has already sailed from England for that purpose. The surveying party will then cross the Isthmus to the river Savana, where they will meet boat parties dispatched from a British man-of-war which is to be stationed at its mouth in the Gulf of San Miguel, on the Pacific, and then commence detached surveys of the route. As the distance between the tide influence of the two oceans is only thirty miles, the return of the expedition may be anticipated in May next.

RUSSIA AND TURKEY.

It was on the 29th that France and England sent off to St. Petersburgh the declaration, in virtue of which the Black Sea is interdicted to every Russian ship of war, that sea being pronounced neutral ground. The English and French Cabinets do not expect to see this intimation favourably received by Russia; and, in fact, they have already had examinations made of the situation of Sebastopol, for the purpose of possibly attacking it; but the reports sent in agree in affirming that it is out of reach of an attack by sea, though not by land. To reach the town, a channel of great length, upwards of three miles, it is said, must be passed up, the sides of which are protected by a most formidable artillery. If, therefore, anything is to be attempted against Sebastopol, it must be by land, which would imply the invasion of the Crimea.

A Vienna correspondent says, 'A person, who is extremely well informed on this particular subject, yesterday communicated to me the probable plans of Russia. It is hoped at St. Petersburg that the Western Powers may still, for a time, be content to remain inactive spectators of what is occurring in the East; and therefore it is proposed to act almost entirely on the defensive in Europe, but to carry on the war with might and main in Asia. Advantage will be taken of the circumstance that no news from the Asiatic seat of war can reach Constantinople by water as long as the Russian fleet have the undisputed command of the Black Sea, and it is hoped that the Turkish army in Erzeroum may be completely annihilated before the Western Powers can have agreed to interfere.'

AUSTRALIA.

Plymouth, Friday Evening.—The *Francis Henry* has arrived here. She left Melbourne on the 13th October, and brings a large mail, a cargo of wool and tallow, 66,300 ounces of gold, besides a moderate quantity in the hands of the passengers. The gold fields are spoken of as being as good as ever. Gold at Melbourne was 76s. per ounce. Business dull during the last week, but an extensive trade nevertheless has been done.

The labour market very active at increased wages. Seamen for the coast abundant, but for home few offering. Flour, 35s. to 40s. per barrel; Salt Beef cheaper than in England; Salted Pork, 60s. per barrel; Brandy 19s. to 20s. per gallon—duty about to be raised from 7s. to 10s. per gallon.

Portsmouth, Friday.—Arrived, the *Walter Hood;* she left Sydney Oct. 31st., and brings gold valued at £32,000, and a heavy mail.

The latest letters from the Black Sea state that an epidemic very common in the Crimea, arising from the malaria, is now prevalent at Sebastopol.

The London Observer says that agents are on their way to the United States to purchase ships and arms privately for Russia.

Accounts from all parts of Russia describe extraordinary military activity, unexampled since 1813. The Czar has just got a supply of 20,000,000 rubles from the Church.

NAPOLEON PREPARING FOR A FIGHT.—George N. Sanders one of the "Young Americans," writes from London as follows, of the French Emperor's plan for a "free fight:"

"Louis Napoleon is preparing for war on the grandest scale. It is known that he will have, by early spring, an invading army of seven hundred thousand men equipped. The active part taken by all the Northern Courts, especially that of Austria and Russia, in bringing about the Bourbon fusion, has deeply excited Louis Napoleon. He sees in the success of Nicholas the re-establishment of the Bourbons, in France. Hence notwithstanding his present apparently friendly relations, or rather pleasant coquetry, with Austria, he will, in a few months, strike for the Italian States, and attempt to hold them as the cost of Austrian alliance with Russia, and the Orleanists and Legitimists."

FURTHER PARTICULARS OF THE LOSS OF THE STEAMSHIP SAN FRANCISCO.—This steamship left New York on the 22d of December, for San Francisco, by way of Cape Horn, with 750 persons on board, including a regiment of United States soldiers, and their officers, wives, and children. The vessel is described as a substantially built ship, with two 1000 horse-power engines, and with accommodations to carry one thousand passengers. This was her first trip. She was understood to be liberally provided in every way, and was well officered and manned, in view of the long and stormy passage which she might be expected to have. She sailed with fair weather, but in 36 hours was a wreck.

The following thrilling narrative of the subsequent appalling calamity, is given by Lieutenant Winder:—"About nine o'clock on the morning of the second day a tremendous gale sprang up, which increased to a hurricane, and about twelve o'clock at night our engines gave out, and soon after our foremast was carried away. The starboard wheelhouse was smashed in by a tremendous sea, and a portion of the upper cabin was stove. I had retired early to my state-room very sick, but the water coming into it freely, I concluded that it would be better to leave. My room was situated upon the upper deck. I left my room and went out into the upper saloon. The first thing I saw was four or five waiters holding the doors of the saloon to prevent their being burst open by the wind. I went down into the lower cabin and found a group of persons sitting upon mattrasses near the foot of the stairs to keep themselves out of the water, which was washing about the cabin. I laid down upon one of the mattrasses, and held on to the bannisters to keep myself from being dashed about the saloon; I soon fell asleep; how long I remained so I cannot tell, but I think it was not long. It was near daylight when I was awakened by a tremendous crash, followed immediately by a large body of water rushing in a flood down the companion-way. It fell upon me, and swept me twice across the cabin and back again, with stunning violence. With desperate effort I succeeded in regaining my feet, and saw some persons climbing up the steps and followed them. On reaching the deck the first sight which met my eyes were the bodies of two men, who had been killed by the crushing in of the upper cabin; I crawled over one of the bodies and managed to find my way across the deck, holding to various parts of the wreck; I got toward the stern, and fell in with two or three officers, and took a glance at the aspect of affairs; never shall I forget the harrowing spectacle—she presented the appearance of a total wreck. The entire upper saloon had been carried away, with all the passengers who were in it! I was under the impression that she was full of water, and had settled down to the level of the deck. The surface of the water for a large space around was covered with the debris of the upper works, and holding to these, and struggling amid the wreck of matter were many men, I suppose 150, attempting to save themselves in the raging sea, by catching at the broken timbers. The wind was blowing a perfect hurricane, and it was with the utmost difficulty that I held on and prevented myself from being blown overboard. Not a sound was heard from the drowning men, as they strove, with all the energy of despair, to save themselves. There they were, 150 human beings, beyond the possibility of human succour, and soon the last one sank to rise no more. On looking around I saw Lieutenant Murray of the Navy, standing at the mizzen mast, and went to him. I held on there for awhile, until the first mate came aft for the purpose of cutting it away; but the sea and hurricane were too violent to admit of his so doing. I then returned to the first position I occupied. Here were three other officers, one lady and a child—Major Wyse, wife, and child, together with Lieutenants Chandler and Van Voost, and Drs. Satterlee and Wirtz. We sat ruminating on the prospect before us, and none of us had the slightest hope of escape. At this time several negro waiters came along with life preservers, and a soldier brought me one; but the weather was so intensely cold, and the prospect that our misery would only be unnecessarily prolonged seemed so apparent, that we made no use of them. The sea was making a breach over us at every roll, and the exposure was so benumbing that we cast about us for shelter. We discovered that there were many persons in the lower cabin, principally the ladies of the officers; we went below, and afterward induced Major Wise to bring his wife and child down also, as the ship was not in such bad condition as we had anticipated. We found there some of the ladies, together with a number of officers and children, collected at the after part of the saloon. The forward part of the cabin had been crushed in by the force of the tremendous sea already alluded to; at each roll of the ship large bodies of water entered the cabin at the crushed-in part of the deck. We covered ourselves with wet blankets, for we were nearly frozen, few of us having on any other clothing but our shirts and drawers. Here we remained the greater part of the day, supposing it would not be long ere the vessel would sink."

For several nights and days all hands were busily employed in bailing, and in effecting temporary repairs. In the meantime a diarrhæ broke out, from which many died. The first vessel that came along side was the brig Napoleon, and it is stated by Lieutenant Winder, that although she promised to stay by them, after picking up as many provisions as she wanted, she left during the night. The next visitor was the barque Kilby of Boston, and immediately a large number of passengers were transferred to her. She parted company that night, however, on account of the breaking of the hawser which held her to the steamer. Among those who were carried off by her was Sergeant McIntyre, while his wife and two children remained on board the San Francisco. About two days after, the Three Bells, Captain Creighton, came in sight. He wore ship as he passed, but with his crew gave three hearty cheers, with an assurance that he would not desert the steamer. Thus he remained by for several days and nights, and took on board a large number of passengers. Subsequently, the Antarctic, bound for Liverpool, appeared, and all the passengers and crew were transferred to the three vessels—one of which, the Three Bells, sailed for New York, where she arrived on the fifteenth instant, and the Antarctic, for Liverpool.—Lieutenant Winder says:—"When we arrived in port we had just half a day's allowance of water, and the continuance of yesterday's fog would have placed us in a desperate situation. For several days previous we were put upon short allowance of water, so that you see we escaped one peril, but came near suffering another not much less appalling."

[The Rev. Henry Cooper, wife and four children; were among the passengers in this vessel, and we are glad to record among the saved. —*Ed. Has. Gaz.*]

CHOLERA IN THE WEST INDIES.—By the arrival at New York yesterday of the United States storeship, Relief, Commander Fairfax, from Rio Janeiro via St. Thomas, we learn that the cholera was making terrible ravages at the latter place. It is said that three hunderd negroes had died of the disease within ten days previous to the arrival of the Relief.—*News.*

WORTHY OF IMITATION.

The Loch Lomond settlement in Cape Breton, an industrious body of Presbyterians from the Islands of Arries and Uist, on the Western coast of Scotland, had many difficulties and privations to contend with when they settled in the pathless and tangled back woods of Cape Breton.

Shortly after their settlement had been formed several poor widows and their families had to be provided for, whose husbands had died shortly after they settled, and while the whole settlement was still struggling with the many hardships and privations inseparable from a back-wood's settlement.

Grants of money have been given from time to time to open roads of communication with the world and around the borders of the Loch, and these grants have by these settlers been faithfully expended. The law requires that day laborers should work 10 hours each day, or from 6 until 5, allowing one hour for dinner. Those poor widows who have no persons in their families fit to earn any of the road money,—cannot avail themselves of its pecuniary benefits; a privation severely felt in a country where farming produce is paid for in merchandise only.

To assist these widows, and at the same time comply with the law, it has been unanimously agreed by the settlers on Loch Lomond that the time for dinner should be limited to half an hour each day, and the other half hour devoted to labor for widow's fund; and thus 20 men could in this half hour do the work of a man for one day, amounting to 3s. 6d. during every day the road work lasts, and sums thus earned are faithfully divided amongst the widows to expend as their necessities may require.

A good grist mill has been erected on the Loch Lomond settlement and in this mill a barrel for each of the different kinds of grain raised, has been placed, as "The widow's barrel," into which all who bring grain to the mill to be ground are expected to put some, according to their ability. This is ground, (toll free,) and distributed amongst the widows according to their necessities.—Thus, with a day's work now and then from the settlers in clearing and fencing their lands and such like heavy work, the poor widows of Loch Lomond are enabled to get on, a christian spirit is cherished, and the grating and antichristian poor laws of so called civilization are unknown and unnecessary amongst these good people. In addition to those, it is understood that the children of widows have the benefit of education at the different schools in the settlement, cost free, and thus by a simple and beautiful arrangement are the physical and mental wants of these widows and their families duly provided for, and a spirit of christian charity and kindness kept alive that would put to shame more favored and wealthier settlements.

How much good could be done in every settlement in the Province at a cost that would never be felt by adopting the plan of the "Widows' fund" and the "Widows' barrels" of Loch Lomond.—*Correspondent of C. B. News.*

The Free Church congregation of New London, P. E. I., have just completed a new Manse for their minister, the Rev. A. Sutherland. It is situated in a very pleasant spot, not far from the harbor of New London, and quite near the Church. This speaks very highly for the congregation, who have enjoyed but for a short time, the regular ministrations of the sanctuary.—*Presbyterian Witness.*

IT SHOULD BE UNIVERSALLY KNOWN—for it is strictly true—that indigestion is the parent of a large proportion of the fatal diseases. Dysentery, diarrhœa, cholera morbus, liver complaint, and many other diseases enumerated in the city inspector's weekly catalogue of deaths, are generated by indigestion alone. Think of that dyspeptics! think of it all who suffer from disordered stomachs, and if you are willing to be guided by advice, founded upon experience, resort at once (don't delay a day) to Hoofland's German Bitters, prepared by Dr. C. M. Jackson, which, as an alterative, curative, and invigorant, stands alone and unapproached. General depot 120 Arch street. We have tried these Bitters, and know that they are excellent for the diseases specified above.—*Philadelphia City Item.*

HASZARD'S GAZETTE.

Saturday, February 4, 1854.

On looking over the "Address to the Liberals of Prince Edward Island" by the Committee of the Liberal Reform Association, for the purpose of giving to our readers some few remarks, we cannot find anything of either sufficient novelty or merit to justify us in taking up their time, or wasting our own. The same perversion of facts,—the same illogical conclusions and egotistical assumption of superior merit that have distinguished the columns of the *Royal Gazette* and *Weekly Advertiser* for these few years past, are here served up in all their pristine inanity and effeteness; nor is there anything in the style or arrangement to compensate for the reiteration. We noticed a short time since the absolute falsehood which has several times been repeated, charging the opponents of the Coles administration with the attempt to disfranchise the people; and we had hoped—though it was hardly to be expected—that we should have heard no more of it. But in order to give, we suppose, that weight to it which the leaders were aware would be denied to the assertion if it rested on the responsibility of Whelan and the editor of the *Advertiser* only, it has been foisted into this address, for the purpose of deceiving those who, being at a distance from Charlottetown, are not acquainted with the true state of the question and the facts connected with it. We give the passage entire:—

The old Tory Government sought to disfranchise the great majority of the people—clandestinely seeking to strip them of the little liberty they possessed by confining the Franchise to freeholders, and leaseholders 20 years in possession, and having improvements to not less than the value of £300—by reducing the number of the people's representatives, and increasing their parliamentary qualification.

We think it worth while to give the true version of the matter.

When Responsible Government was demanded for this Island, it was on the ground that, it having been conceded to Nova Scotia and New Brunswick, Prince Edward Island was entitled to have it established here, as a matter of right. The late Sir Donald Campbell—who professed to be of the same opinion with Earl Grey—was opposed to the concession, unless the franchise was raised so as to put the constituencies on the same, or an equivalent footing with the abovenamed provinces. Now at that time, in both these colonies the qualification to vote was restricted to a *freehold* of 40 shillings per annum. Leaseholders of 999 years had no more a right to vote than those of one year,—and this was common to both town and country; no length of residence,—no amount of rent paid—conferred a vote. Now, whether from a desire to ensure a continuance of Earl Grey's good will, by chiming in with his Lordship's opinions previously given, or from a desire to get rid of the question for the time, there is no doubt but that he recommended to the Colonial Minister the restriction of the Franchise. We are, and can be under no mistake in this matter, for on the 4th March, 1852, his Excellency the present Lieut. Governor, in answer to a previous address of the House of Assembly, makes the following statement:—

"The Lieutenant Governor has to acquaint the Assembly, that the Despatch alluded to was forwarded to the Secretaty of State by his immediate Predecessor, under the belief, that it would be unwise to concede Responaible Government, unless accompanied with a measure to limit the Franchise, to a closer assimilation to a right of voting exercised in the other North American Colonies, where it is confined to Freeholders, alone; by limiting the County constituencies to Freehold, not less than Forty Shillings; and Leaseholders, possessing Fifty Acres, at an annual rent of Fifty Shillings, twenty years' occupation, and improvements thereon, amounting to £300 Currency; to raise the qualification of the Members of the Assembly, and to reduce their number to Nineteen. Such was the substance of the Despatch."

By what right, we would ask, does any man—or set of men—dare to charge the Executive Council of the late Sir Donald Campbell with having given the least sanction to these opinions of the then Lieut. Governor? No man knows better than the Hon. George Coles that at that time—whatever it may be now—Governors and Lieut. Governors of Colonies might ask the advice of their Councils, but it remained quite optional with them to act upon the advice given or the opin-