

and people there asleep, as if no deadly element were peering in at every seam and chink, and no drowned seaman's grave, with but a plank to cover it, were yawning in the unfathomable depths below."

#### THE RAILWAY DIVISION.

The majority by which the Railway Bill was carried in the House of Assembly, was larger, we believe, than even its warmest supporters anticipated. The Government whip was applied by the Premier and his Lieut. Mr. Howlan, with unsparing hands, and more than one member found himself voting against his conscientious opinions, which counselled moderation, and reasonable delay. When Mr. D. Davies consented, in deference to the wishes of a large majority of his constituents, as expressed in a petition presented to him, to sink his own personal opinions and to vote with the Government, the Bill was virtually carried. So long as he remained firm in his determination to allow the people time to consider and express their opinion upon, as he termed it, the "most momentous question that had ever come before the Legislature of the Colony," the Executive did not dare to bring down the Bill. When, however, he gave way, all chance of the people being consulted, disappeared. We do not think Mr. D. Davies has added anything to his reputation by the course he took upon this question. The position he occupied was a peculiar one. His experience and commercial reputation gave him, perhaps, greater weight than any other man on the floor of the House, and the people had a right to expect that, in a question of such magnitude and of such general interest, he would act as the representative, not only of the particular section that had returned him, but of the whole Colony. He knew that a large majority of the people wished for delay. He must have felt that forcing the Bill, with all its attendant liabilities and taxation upon the Colony, without consulting the people, was next thing to an outrage; and holding the opinions which he himself did upon the question, we cannot but think that his vote was a false step and a fatal mistake. It may have made him popular with the Railway Ring. It cannot fail to make him unpopular with the people. If he had not given way, we do not think Mr. Richards would have consented to vote as he did, and we are confident neither Duncan nor Cameron would have dared to record their votes against consulting the people. As for these two gentlemen, we freely say that while respecting a consistent supporter of the Government Railway policy, we entertain for the course they took, the most profound con-

tempt and disgust. Mr. Duncan is a member of the Government. He has not had the manliness to state in the House what his opinions really are. His constituents were opposed to the passing of a Railway Bill until the country had more information upon it, and he himself, if he had the courage to speak his own mind, was of the same opinion. But he dared not express that opinion. The Government whip was laid on, and the confession extorted from him that if *sixteen could be got to vote for the Bill, he would side with the majority.* What a noble position for a legislator to be placed in? How proud Belfast should be of its representative? The agony the man suffered, trying to work up the sixteen votes, was truly pitiable. Day by day he could be seen, like the Wandering Jew, travelling backward and forward from the government to the opposition benches, pumping and prying to get the magic sixteen, and like a man with an uneasy conscience, seeking rest and finding none; and when it came to the pinch, he actually skedaddled. The first division was taken and decided without his vote; but, after he had found *seventeen* had voted with the Government, and his seat in the Executive was safe, he might be seen, bold as a lion, siding with the majority. As for Mr. Cameron's conduct we cannot find words too strong to express our opinion of it. It combined the rare qualities of deceit and treachery, and gave rise to suspicions of no flattering character. Mr. Cameron, like others in the opposition, avowed himself to be in favor of a Railway, but stoutly contended that the Bill should not be thrust upon the people without their being first consulted, and without proper surveys of the proposed line being made and submitted to the House. He attended the opposition caucus held to consult about the Bill, and, as we are informed on the best authority, took a prominent part in moulding the amendment which Mr. Wightman afterwards moved. He, at that caucus, expressed his pleasure at the amendment meeting his views, and led his leader, and all the opposition to believe, that he would support it in the House. Two days afterwards he stood up in his place, and, without the slightest notice to his political associates, voted straight *against* the amendment he had helped to frame, and *for* the government Resolution. Such conduct as that we call *deceitful* and *treacherous*. It earned for him the applause of the government supporters outside of the Bar, who, in their enthusiasm over the result of the division, proclaimed Mr. Cameron the hero of the hour, and carried him to his lodgings in a chair. We believe the honest farmers of New London, Strathalbyn and Crapaud will look at his action in a very different light,