letter from a correspondent at Toronto, bearing date the 12th August, which furnishes a portion of the Debate on Mr Hinck's Railway Resolutions. The lettter commences as follows:

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"Sir-I send you a copy of the Report of the Debate upon the Main Trunk Railway from Halifax to Quebec. I believe there is no doubt of the Government scheme being adopted, but I will forward you any further news as soon as it occurs.

The Editor of the Head Quarters introduces the letter of his Correspondent with the following remarks:

"We publish below the interesting debate which took place in the Canadian Parliament, on the 6th instant, relative to the Grand ment, on the 6th instant, relative to the Grand Trunk Railway, a copy of which was forwarded by our attentive Toronto correspondent immediately after the debate had taken place. It will be seen that in the opinion of our correspondent, there is no doubt that the measure will pass, and a telegraph despatch, leceived at Saint John on Thursday last, communicates the intelligence that sixteen millions of dollars have actually been appropriated by Canada for the purpose of constructing the Great Trunk Railway."

MR HOWE AND THE RAILWAY .- This gentleman continues with his usual ability and persevering zeal to advocate the great measure of the Railway. From a letter addressed by him to the Electors of the Provvince of Nova Scotia, which appears in the last number of the Nova Scotian, we clip the following paragraphs. It is dated at Amherst on the 15th of the present month :-

You are aware that I am now laboring to give you the benefit of a great system of Inter-Colonial Railroads—that I have spent nearly a year laboring with this object steadily in New-that I have compassed sea and land, travelling thousands of miles and spending months away from my family to ripen a great scheme of North American elevation and improvement. Let us see what has been

1st-The attention of the Government and People of England has been turned to the im-portance and value of the Colonies, and have consented to lend them. Seven Millions of Pounds Sterling, at 31 per cent, to make their

Railroads.
2nd—The Provinces have become alive to to their own importance—confident in their own resources, and united in a common policy for their own mutual benefit. Canada has already voted Sixteen Millions of Dollars. New Brunswick will call her Legislature to make her appropriations as soon as lature to make her appropriations as soon as

we are ready.

3d-Canada, New Brunswick, and Nova Scotia, have determined to construct 1600 miles of Railroad, which will connect Halifax through Portland, with 8000 miles of Railroads, already formed, and all the large cities of the United States—make the capital of our country the terminus of Ocean Steam Navigation, and connect it with the St. Lawrence, the Great Lakes, and the Wheat growing Countries of the Far West at all seasons of the year

These great works are to be made by the three Provinces in these proportions:

1000 miles Canada, New Brunswick, 400 Nova Scotia,

1600 Nova Scotia will be the common terminus of the whole 1600 miles, which like two mighty rivers, will bring the traffic and wealth of half a Continent into her bosom. One would suppose that in presence of such mighty and sublime objects, the voice of faction would be bushed, and that the obstructives would for once get out of the way, and tion would be hushed, and that the obstructives would, for once, get out of the way, and erawl into their holes. Not so, now the cry is—00 1 Howe is going to ruin the country by making Railroads. He is going to lay on heavy permanent taxes to pay interest and sinking funds, and making Railroads in New Brunswick." This is the last wretched shift of a beaten and disappointed faction, who having neither the brains nor the industry to do any good for Nova Scotia themselves, are envious of every body who tries to do any good.

My answers to these people are very simple.

Here they are:
Nova Scotia cannot be taxed, by building Railroads, because they will be productive

and pay for themselves. Because all the railroads of the United Stales, though built with money costing from

7 to 12 per cent. pay.
2nd. Because the only Railroads yet built

in this Province pay; and 3d. Because the Railroads already made in

But if the Railroads should not pay, for a few years, we have ample sources from which

to meet the deficiency. 1st. From the proceeds of 3,000,000 of acres of Crown Lands which Canada and New Brunswick hand over to the joint Commissioners. These lands sold at from \$1 to \$10 an acre as the Railroads go through them, will nay all the interest seasing for a few

will pay all the interest required for a few years should the roads not pay.

2nd. From the sums already saved, and the 2nd. From the sums arready increase of the revenue since 1843.

Annual saving. Lucrease of Revenue, 29,000 £37,000

This would pay the whole amount of interest on One Million Currency, which we require to make our portion of the Railroads, being at 34 per cent, just £35.000

3rd. The increase of population will give

3rd. The increase of population will give us increase of Revenue. Our people now number 300,000. They double in 20 years. In five years, during which the railroads will be in course of construction, we shall have 15,000 a year, or 75,000 in all added to our inhabitants. These, at 10 per cent. per head, will give us the interest on a million, without increasing the taxes one shilling.

4th. If it should be necessary to raise a few thousand pounds, we can easily do it without taxing the people. Our tariff is one of the lowest in the world. Canada imposes 12½ per cent. on imposts. Nova Scotia only 61-4 per cent.

per cent.
5th. Twenty years ago we had £120,000 of Provincial paper affoat. Now we have but £40,000. If we issue £10,000 a year for eight years, to meet this interest, we could easily do it, and have no more affoat in 1860.

So much for the taxes and the interest. A word about the Sinking Fund; When an howord about the Sinking Fund; When an honest man borrows money he provides for the interest and for the ultimate payment of the principal. The Obstructives are trying to terrify the people with the notion that they will have the Interest and Sinking Fund to pay at once. This is a mistake. We shall have 3½ per cent. only to pay until the railroads are productive. When they are we shall pay 6½ per cent, out of the carnings of the Railroads, for 22 years, and that will extinguish the whole debt, principal and interest.

We run no risk, then my friends, and on the whole cost of the Railroads, will save £175,000 a year by the generous aid of the British Government.

But it is said—Governments ought not construct Public Works. My answer is to look

struct Public Works. My answer is to look at Belgium, where the Government controls all the Railroads, where the tolls are the lowest in Europe, and where, upon great national festivals, the people are carried for nothing.

Look at New York, where the Government constructed the Eric Canal, the Revenues of which have educated the children of the State, and produced great public programment.

and produced great public prosperity.

But, I must close, my friends. I have but a few words more to say: think of the post, look hopefully at the future. Providence has blessed our labors heretofore, and will again. I have never deceived-never deserted you. You will stand by me now in this last effort to improve our country, elevate those noble Provinces and form them into a Nation. A noble heart is beating beneath the giant ribs of North America now. See that you do not by apathy or indifference, depress its healthy palsations.

THE FISHERIES .- The Gaspe Gazette furnishes the following paragraph. In this matter we are like the Dog in the Manger, we will not make use of the great natural resources which a kind Providence has so lavishly bestowed upon us, and grumble when others avail themselves of them.

" A master of an American fishing vessel informed us the other day, that there are up-wards of four hundred and thirty Yankee schooners engaged in the Mackerel fishing on our coasts. These vessels make two voyon our coasts. These vessels make two voyages during the season, and supposing they take only 250 barrels each trip (they generally double that quantity) we find the enormous quantity of 215,000 barrels of mackerel is annually taken from our Colonies, by a colonies, by a colonies who allow we no privilege in return people who allow us no privilege in return.

—It is no wonder, therefore, that our Cod
fishermen complain of the scarcity of bait."

NEW VESSELS .- Launched, from the building yard of Messrs. Johnson & Mackie, in Chatham, on Saturday morning last, a very fine bark of the burthen of 412 tons, new measurement, named the Coral Isle. She is the third vessel built by her enterprising owners this season, and will bear a favorable comparison with the best vessels that have been built in this Province.

Another fine bark, named the Arabia, 356 tons, new measurement, was launched from the building yard of Mr William Johnston, on the afternoon of the same day. This is the first time two vessels were ever launched in our port on the same day.

ST. JOHN VS. MIRAMICHI. - The Editor of the Morning News copies the comments we made on a paragraph which appeared in that paper, relative to the weather experienced in St. John diwing the season, and then remarks:

" Now had our friend Pierce just stopped here, and not written another paragraph for that day's paper, he would have made out something of a case. But immediately following the above, and after praising the North

Here follows our remarks on the lax manner in which our laws are administered; the depredations committed by a set of rowdies, The Editor then concludes as follows:

"Miramichi must be a sweet place to live in, with bad boys and bad Magistrates. Why Pierce how can you live in such a vile place? You have fair weather! Yes, and a pretty state of society for the sun to shine upon. You had better all come South, and though you may get into the fog, you will be able to

escape the annoyance of 'blackguard boys.' Bad as the Southern Jupiters are they don't yell after the ladies. Into you there Pierce."

The evils of which we spoke can be easily remedied by the Government: they have only to remove the parties on whom unfortunately, the administration of the laws, and the keeping of the peace, at present devolves, and appoint better men, and the cure is effected; but the insalubrity of a climate, the prevalence of a Bay of Fundy Fog, &c. of which our contemporary complained, are very different things to deal with, and unfortunately for our St. John neighbours, cannot be removed by the Governor, even should he be assisted by his Council.

We admit that the grivances of which we complained are serious drawbacks, and that it chase us much to have to submit to them; but will our friend Fenety pretend to say that in the famed city where he resides, similar evils do not exist? Will he presume to offer it as a model for our imitation ? If the 'Southern Jupiters' do not yell after the ladies, the Southern young Sprigs of the Law perform tricks which annoy them as badly, for in the very paper in which these remarks appear, we find a young lady complaining that a number of ' Young Lawyers' congregate at certain corners, and 'gape in ladies' faces,' and frequently ' pelt them with cherry stones.' Does it not also record a 'Flare up in Court' not very creditable to the parties concerned? What about the frequent riots at York Point, and the marders committed there? Does he forget the disgraceful riots which occurred on the 12th July, in broad day, in the presence of the public anthorities, when parties were brutally assaulted and others shot down? How long ago is it since he recorded the murder of young Briggs and the Policeman Goff?

We think we have said enough, without citing the "City Debt," to show that if a person were to leave Northumberland to find a country where the laws were more strictly adminstered and peace better preserved, it would not be in the City of St. John he would set himself down. Where he would find such a place-whether north or southwe are not present prepared to say.

THE HARVEST .- Our Hay makers have had a very tedious harvest, but we are glad to hear that the crop, which is the heaviest reaped for a number of years past, has been all housed in fair condition. We understand one or two parties in the vicinity of the town of Newcastle commenced cutting down their wheat and oats on Thursday last. The grain is said to be full and the straw unusually long. This is the report we hear of the grain generally throughout this district of the Pro-

THIS DAY'S MAIL

GREAT NEWS FROM NOVA SCOTIA

Success of Mr Howe and the Railways! - We learn by telegraph from Amberst, that on Thursday the High Sheriff of the County of Cumberland held his Court there, for the election of two members, to represent that imelection of two members, to represent that important County in the General Assembly of Nova Scotia. The Hen. Joseph Howe, and Stephen Fulion, Esq., were nominated; the latter pledged himself to support Mr Howe's Government and his Railway policy to the fullest extent. No opposition being offered, Mr Howe and Mr Fulton were declared unanimously elected to represent the County of Cumberland in General Assembly.

This unanimous return of Mr Howe, and one of his suppporters, as members for Cumberland, leaves little doubt that Mr Howe's

berland, leaves little doubt that Mr Howe's policy, with reference to the Great Railway, will be sustained throughout Nova Scotia!

We vesterday saw the conv of an official communication recently received from three eminent Railway Contractors in England, in which they formally propose to undertake the construction, within this Province of both the Great Railway lines, on fair and liberal terms They state their realiness to begin im-mediately; and they offer to piace the staff of engineers, and the pioneers of a pow-ferful force, on the ground in October, fully prepared to commence operations along both lines.—St. John New Brunswicker, August 23.

Marriages.

At St. Mary's Chapel, Chatham, on Wednesday evening last, by the Rev. Samuel Ba-con, Rector, Captain JAMES W. MASSAM. of Scarborough, Yorkshire, England, to ANN. second daughter of Mr Shepherd J. Frost, of Chatham!"

[We have to acknowledge the receipt of a large piece of beautifully Frost-ed Cake, in commemoration of the above interesting event. May the young couple cling to each other as the Ivy does to the Oak—be contented and happy.]

At St, Michael's Church, Chatham, on Sun-

day atternoon last, by the Rev. Richard Vere ker, Mr James Desmond, to Charlotte, eldest daughter of Mr Adam Kerr, all of Chatham

[The printer was also remembered in the above instance.]

At the residence of the bride's father, South Mest, Miramichi, on the 21st instant, by the Rev. John Turnbull, Mr Francis P. Henderson, to Miss Sarah McEacharn, both of the Parish of Nelson.

At Black River, on the 1st instant, by the Rev. Wm. Stewart, Mr Donald Cameron, to Miss Flora McIntyre, both of the Parish of Glenelg.

Deaths.

At Athol House, County of Restigouche, At Athor House, County of Restigouche, on the 10th instant, Robert Ferguson, Esq., at the advanced age of \$4 years. He was a native of Logierait, Scotland, and emigrated to Restigouche in the year 1796, where he lived much respected, and died deeply regretted. His memory will be long held in affectionate remembrance by those who knew him, for his genuine benevolence, his unaffected piety, and his patriotic and philanthropic ted piety, and his patriotic and philanthropic

Ship News.

PORT OF MIRAMICHI.

Entered, August 20, schrs Villager, Watt, Halifax, general cargo, Johnson & Mackie and others; Temperance, Sire, Quebec, produce,

W. Muirhead and others.

22nd, schr Lord David, McNeil, Quebec, produce, W. Muirhead and others.

23rd, schr Lady Smith, Boudrot, Arichat,

23rd, schr Lady Smith, Boudrot, Arienat, fish, Johnson & Mackie.

CLEARED, August 16, schr Visitor, Cousins, Canso, shingles, Gilmour, Rankin & Co. 18th, bark Chance, Stevenson, Hull, deals, Gilmour, Rankin & Co.; schr Dove, Gamache, Queber, ballast.

ache, Quebec, ballast.

19th, brigs Caroline, Curling, Cork, timber and deals, W. Johnston; D. B., Petipas, Newfoundland, lumber, Gilmour, Rankin & Co.

20th, brig Stag, Davison. Shields, timber and deals, Gilmour, Rankin & Co.

PORT OF DALHOUSIE. RESTIGOUCHE, N. B.

ENTERED, August 21, brigt Martha Sophia, Boudroit, Quebec, general cargo, A. Ritchie

CLEARED, August 9, brigt Belinda, Caldwell, Newfoundland, lumber, A. Ferguson.

19th, bark Emily, Anderson, Barnstable, timber, M. & J. Montgomery.

22nd, bark William and Ann, Scott, Glassendock, timber, A. Ritchie & Co.

PORT OF BATHURST.

ENTERED, August 14, bark Chilton, Whiting. Boston, ballast, J. M. Wolhaupter, 19th, schr H. R. S., West, Quebec, flour,

Ferguson, Rankin & Co.

CLEARED, August 9; brigt Gipsey, Fraser,
Newfoundland, lumber, Ferguson, Rankin &

11th, schr Vine, Campbell, P. E. Island, 14th, brig Sea, Johnson, Chester, timber and deals, Ferguson, Rankin & Co.

SAILINGS FROM BRITAIN.

For Bathurst, July 28, Arethusa, from Belfast. 29th, Henry Hood, from the Clyde.
For Miramichi, July 26, Emmanuel, from Belfast. 30th, George Canning, from the Clyde, Elizabeth, from Fleetwood. August 2, St. John, from the Clyde. 4th, Susan and Sarah, from the Clyde; Equator, from Liverpool. 6th, Fanny, from Plymouth. August 7, Symmetry from Starcross.
For Richibueto, August 1, Lady Constable, from Liverpool.

from Liverpool.

For Shippigan, August 2, Elizabeth Bentley from Liverpool.

LIST OF LETTERS.

Received at the Post Offices in CHAT-HAM and NEWCASTLE, during the month of July, and remaining for delivery, 15th August, 1851.

Crean John Chran James Carey Edward Elizabeth brig

Fraser Alexander Foran Patrick

Grey Robert Hannah Jas Lynch James Mahoney Florence ferryman

Buckley James
Blake Robt blak brook
Creighton James

McLeod Abraham
black brook
Noble John bay do Noble John bay du vin McIntyre Alex O'Neil Andrew do Preston Wm Perley Dudley Glenelg Raimshottom Joseph Scott Wm Bartibogue Attorney Splivan John Escuminac

Thompson James carpenter Teate James Williston John Bay du vin

Persons asking for any of the above letters advetised will please say JAMES CAIE, P. M.

WANTED,

Immediately, Three Journeymen Tailors,

To whom good wages and constant employment will be given. Apply to JAMES MAHER. Chatham, August 18, 1851,