

they were bankrupt and without credit in any market in the world, they came exhausted out of their rebellion no indulgent parent offered them her millions to stimulate their industry, or to foster their resources; they had run away like the prodigal from their father's house. But by union, by perseverance, by self-protection they have already attained to the condition of one of the greatest Nations of the Earth. What, Sir, is to hinder us from pursuing the same course? Certain I am, that by imitating their example, by pursuing the same policy, by zeal, by industry, by perseverance, but above all by self-protection and self-reliance, we may safely calculate with our unlimited resources and signal advantages to attain in one half of the time, to a condition of equal, if not greater prosperity. From such considerations as these I have been constrained to give the great measure under debate my warmest, my most cordial support, and sorry indeed should I be to find a disposition on the part of this House, to reject so signal a boon, from any consideration of the insignificant taxation it may possibly involve. Should we commit so egregious a blunder, I fear we should justly earn for ourselves the unenviable reputation of that first celebrated economist, who bartered his birthright for a mess of pottage.

I will now consider some of the objections which have been argued that such works should not be made by government, but should be left to the operation of private and individual enterprise, and the example of Great Britain has been appealed to in confirmation of this view of the subject. While I freely admit the propriety of referring upon occasions like this, to the practice of that great country, of which we have the happiness to constitute an integral part, and whose wisdom, in all matters political and commercial is certainly not exceeded by any other nation upon earth, I am not quite so ready to acknowledge the fact of her example being against the proposed method of construction of the road in question, but think on the contrary, that the opponents of the measure, have been singularly unhappy, in their reference to British practice in support of their opposition. If we look carefully into this matter we shall find that this very railroad actually embraces the conditions on which in England public works are constructed by the Government, nay, sir, it involves the only, and what is singular each and every condition on which, as exceptions to the general rule, private enterprise is not in that country expected to accomplish public works.

There are two cases where, in Great Britain, public works are constructed by Government, first—military roads, and secondly where roads are necessary, commercially, to unite distant parts of the empire, where wilderness or unsettled lands, intervene to such an extent as to render the work uninviting to private enterprise. Thus, sir, Government constructed Military roads in the Highlands of Scotland after the rebellion of 1746, and after the union of England and Ireland, in 1800, when a road through Wales was thought necessary commercially to combine the two capitals, London and Dublin. British practice is therefore altogether on the side of those who advocate the construction of this railroad as a Government work.

But, sir, there is in fact no other way in which this road can be constructed, in order that it may accomplish its true object, which is,—that it may command the trade of the Canadas, and withdraw it from the Ports of the United States; for in order that it may do so it must be made to compete successfully with shorter lines of railroad, through the latter country. It is quite obvious that if constructed by private enterprise this great object could not be accomplished. But as a Government work, it may be made to compete with private roads of much inferior length. Let us take the Montreal and Portland line for example. This road, though only about 300 miles long, being constructed by private Capitalists, who are probably compelled to borrow their money at 6, 8, and 10 per cent, or perhaps a higher rate of interest, and who require an additional profit, may and can be successfully competed with by our road, though more than twice the length, when it is considered that we obtain the money at 3 1/2 per cent—acquire an immense quantity of valuable lands towards the reduction of the cost—obtain the land for the track and stations free—and, as it is the property of the three Colonial Governments, and designed for a public highway, not only are no profits demanded, but, sir, if it be necessary to reduce the freights in order to command the traffic, the colonies can respectively afford to sacrifice thirty or forty pounds annually, and thus effectually compel it to become the highway to the ocean through British territory of the vast trade of British America.

Thus we see what Nova Scotia is to gain should this noble work be accomplished and its great object be attained, why, sir, we are not only redeemed and emancipated from our degrading dependence upon the United States, but we have taken out of their hands the exporting and importing trade of the Canadas—the tide of population will turn towards our deserted shores and we shall soon become what we ought to be—a free—and independent—a flourishing and a powerful Nation, and though our taxes may crawl, our revenues will assuredly leap.

But, sir, much apprehension has been expressed by some Hon. gentlemen lest we should do more than our proper share of this great work, and opposition has been expressed to our constructing any portion of it beyond our own territory.—This objection will vanish when we view this work, and our

liability in their proper light. We are only called upon to contribute one third of the whole cost of constructing a railroad, from which I have no hesitation in asserting that we shall gain much more than one third of the benefit. As I view the subject of the road should never be allowed to return anything in the shape of direct profit from its earnings to either government, and therefore it is of no consequence on what soil our proportion of the cost is expended. But, sir, if it even were to return profits it cannot be until the principal debt incurred for its construction is extinguished, and therefore no injustice is done us by limiting our ownership to that part of it that lies within the Province, inasmuch as whatever part of it we shall then retain will have cost us nothing.

Now, sir, let me suppose that the wisdom of the Colonists has led them to adopt the advice and suggestion of the Colonial minister, and that by means of the Railroad and its successful operation, the trade of the Canadas or even a considerable part of it has found a track for itself to the ocean through this Province.—As I have referred to the past and present condition of Nova Scotia, let me indulge for a brief moment in the prophetic and ask you to accompany me to the short distance of twenty years in the future, and what do we behold? Population has trebled, your fishing grounds are covered with vessels of your own, manned by thousands and tens of thousands, of hardy seamen, employed in capturing the finny denizens of the deep. Where is that majestic fleet of coasting vessels, whose numerical strength decked with the colors of the brilliant eloquence of the Hon. Provincial Secretary must have caused the British to tremble for their maritime supremacy?—Your schooners have grown into Brigs, and your numerous ports are possessed of an ample tonnage of the finest ships employed in carrying the surplus production of the industry of eight or ten millions of people, to the distant markets of the world, and to bring back merchandize, to be circulated by means of the trunk artery, and its numerous veins, to the extremities of British America. Your villages have grown into towns and cities.

By the smoke of a thousand chimneys, the rumbling machinery, and the splashing of water works, we are reminded of the presence of a multitude of manufacturing laborers, fed and supplied by an industrious, and prosperous, affluent agricultural population, your revenues are overflowing.

Let us enter this city, now one of the finest on this continent, the emporium, the tollgate of America her princely merchants the agents and factors of a large portion of the commercial world. I shall not be found gazing at her palaces a mark for the finger of scorn, of ridicule and contempt, as a statesman, who in the celebrated year of grace one thousand eight hundred and fifty one, pronounced the Halifax and Quebec Railroad the magical instrument of our teeming prosperity—a dangerous speculation, an "idle bubble" or an empty dream. For my part, Sir, I have just reached the youth of manhood, and shall shortly descend towards the nadir of my existence; when the snows of time have wreathed themselves in fantastic curls around my withered brow, I shall look back, through the dim eyes of age, on this very hour, now fast lapsing into the irrecoverable past, as the proudest item in the sum of my mortal career, and from a heart penetrated with gratitude, offer up the incense of unfeigned thanksgiving to that benignant Providence, by whose kind indulgence I have been permitted to be instrumental, in however humble a degree, in the accomplishment of a work of such gigantic utility to my native land.

## United States News.

UNITED STATES.—We are indebted to the New Brunswick of Saturday last, received by yesterday's mail, for a synopsis of the President's Message, to Congress. We give below a few extracts:—

"The Congress of the United States assembled at Washington on Monday last, when Mr Boyd, of Kentucky, the Compromise candidate was elected Speaker of the House of Representatives. After some other preliminary business had been disposed of, both Houses adjourned until the following day at 12 o'clock when the President delivered his annual Message.

"The President commences with congratulations upon the favorable auspices under which he meets this Congress. The United States are at peace with all the world; the agitation which threatened the Union is subsiding; and a year of general prosperity has crowned the nation with unusual blessings.

"The President states in strong terms, and very clearly, the duties of the people of the United States with regard to other countries. He says, that friendly relations with all, but entangling alliances with none, has long been their maxim. Their true mission is, not to propagate their opinions, or enforce their form of Government upon other countries by artifice or force; but to teach by example, and show by success, the blessings of self-government and the advantages of free institutions.

"Your attention is again invited to the question of Reciprocal Trade between the United States and Canada, and other British possessions near our frontier. Overtures for a Convention upon this subject, have been received from her Britannic Majesty's Minis-

ter Plenipotentiary, but it seems to me to be in many respects preferable that the matter should be regulated by reciprocal legislation. Documents are laid before you, showing the terms on which the British Government is willing to offer, and the measures which it may adopt, if some arrangement upon this subject is not made.

"Congress is recommended to consider in what manner Governor Kossuth and his companions, brought to the United States by its authority, shall be received and treated.

"The convention for the construction of a railroad across the Isthmus of Tehauntepec, has not been ratified by the Mexican government, owing to unexpected difficulties and delays. The object of the United States has merely been to attain the shortest and best passage, from Ocean to Ocean, for passengers and merchandise which should be equally open to all the world: and all proper efforts will be made to bring about arrangements with Mexico for a speedy completion of the work.

"The questions pending with Nicaragua have not been settled; but inter-communication has been actually established between the mouth of the St. Juan river and the Pacific. A consider part of the railroad across the Isthmus of Panama has been completed, and the mail and passengers will in future be conveyed thereon.

The aggregate receipts for the fiscal year ending the 30th June, 1851, were \$52,312,979; the total expenditure during the same period was \$48,005,878. The total imports for the same year were \$215,725,995, of which \$4,967,901 consisted of specie. The exports during the same period \$217,517,130, of which there were, in domestic products \$178,546,555, in foreign goods re-exported \$9,738,695, and in specie \$29,231,830.

"The public debt of the United States on the 20th of last month, was \$62,500,395, exclusive of Stock authorised to be issued to Texas. The receipts for the next fiscal year are estimated at \$51,500,000, and with the probable unappropriated balance in the Treasury, will give, as the probable available means for the year, the sum of \$63,258,743.

"The total expenditure for the next fiscal year is estimated at \$42,892,299; the difference between receipt and expenditure will be applied to paying off the public debt.

"The value of exports for the fiscal year was greater by \$43,646,322, than in the preceding year, owing chiefly to the high price of cotton in the first half year, which price has since declined about one half. The export of breadstuffs in 1847 amounted to \$68,701,921, which fell in 1850 to \$26,051,373, and 1851 to \$21,948,653—with the almost absolute certainty of a still further reduction in the current year.

"The substitution of a specific for ad valorem duties is strongly recommended, in consequence of the numerous frauds which continue to be practised upon the Revenue. The practical evasion of the present law, the languishing condition of some of the great interests of the country, caused by over-importations and consequent depressed prices—with the failure, to obtain a foreign market for the increasing surplus of breadstuffs and provisions, induces the President again to recommend a modification of the existing tariff.

"The report of the Post Master General, transmitted with the Message, is stated to be very interesting. The gross revenue of the Department for the fiscal year including the appropriations in lieu of the franking privilege, and excluding the postages collected for, and payable to the British Post office, amounted to \$6,727,866 78. The expenditure for the same period (excluding the foreign postage collected) amounted to \$6,024,566 79—leaving a balance of revenue over the proper expenditure of \$703,299 99. The Post Master General recommends adherence to the present letter rates, and advises against any further reduction, until justified by the Revenue of the Department. He however, recommends a revision of the rates of postage on printed matter, to render them more simple and uniform. The President submits these recommendations for favorable consideration."

A Telegraphic despatch to St. John announces that Kossuth arrived at New York on Friday last.

## Colonial News.

### New Brunswick.

The Census of St. John.—The census returns for this City and County have just been made by the person appointed for that purpose the present year. These returns exhibit some things which will rather surprise our readers. In this City, the total population at present amounts to 22,934 souls. In the census of 1840, the number of inhabitants was 20,716; and in 1834, 12,855. Since the last census, 1840, the increase in the population has been only 2,218, and this has principally taken place in Carleton, on the Western side of the harbor, amounting to upwards of one hundred per cent. In 1840, the number of inhabitants in Carleton reached 1,435; and in 1851, it amounts to 3,052. Of the number of inhabitants in this City, 11,062 are males, and 11,872 are females.

In the out-parishes, however, the result is satisfactory. Portland contains a population of 4,217 males, and 4,212 females; Simonds has 1,784 males, and 1,641 females; Lancaster, 904 males, and 993 females; and St. Martins 988 males, and 943 females—being an in-

crease in every parish since the last census except St. Martins, which has slightly decreased—the numbers being, in 1840, 1,973 inhabitants, and in 1851, 1,931 inhabitants.

The total number of inhabitants in this city and county at the present time amounts to 39,616, while in 1840 the number was 32,958, showing an increase for the last ten years of 6658 souls.

The births during the preceding year amounted in the city to 767, Portland 395, Simonds 91, Lancaster 67, St. Martins 57; making a total of 1,377. The deaths for the same period were, in the city 242, Portland 122, Simonds 95, Lancaster 9, and St. Martins 13; making a total of 531 deaths.

The number of inhabited houses in the city amounts to 2,055, and the uninhabited houses to 97; while there are 56 houses now in course of erection.—*New Brunswick.*

### Novascotia.

We are sorry to learn that a portion of the mast, lately built at Plaister Cove for carrying the telegraph wire across the straits of Canso, was blown down in the gale of last week, one of the branches having given way. Mr Thompson, the engineer, was on the spot, and hoped to have the mischief remedied shortly. It is expected that the Nova Scotia Telegraph Company will have their line open to Sydney as soon as this work is completed, when they will become proprietors of the line hence to Truro.—*Eastern Chronicle.*

We learn from the Frontier Journal, that an attempt was made to rob the St. Stephen's Bank a few nights since, by cutting out the panels of the entrance door. No further damage was done.

Thirty Persons Drowned.—The steamer Archer has been run into by the Mississippi, and over thirty persons were drowned by the sinking of the steamer.

## Miramichi Mechanics' Institute, CHATHAM.

The Seasons' Lectures will commence on the 11th December next, at 8 o'clock, P. M., and be continued each Thursday during the winter. J. M. JOHNSON, Jun., Esq., will deliver the first two Lectures: Subject—the Cost, Paying Prospects, and General Benefits of the proposed Quebec and Halifax Railroad. For Tickets apply to

J. M. JOHNSON, Secretary.

23th November, 1851.

N. B. Entry Fee, new members, 6s., annual subscription, 6s.; non-members, seasons, tickets 5s.; apprentices 2s. 6d.; single lecture, 7d.

## TOBACCO!

The Subscribers tender their grateful acknowledgments for the encouragement extended to them since they commenced business; and having enlarged their establishment for the purpose of manufacturing more extensively, they are prepared to offer for sale a stock of the best TOBACCO, consisting of Cavendish, Honey-dew, &c.

Merchants purchasing by the quantity would do well to call and examine their stock, and judge for themselves, before purchasing elsewhere, as their whole aim will be to compete with the market.

D. & J. McLACHLAN.

Chatham, October 20, 1851.

## A CARD.

DR. JOHNSTON, formerly of Point de Bute, informs the inhabitants of Chatham and the surrounding country, that he intends practising the various branches of his Profession in this place.

Residence—In the house adjoining Mr George Johnston's.  
Chatham, November 3, 1851.

## Notice.

All persons having any Accounts against the COUNTY, or any of the Parishes within the same, for the current year, are hereby required to hand in the same, with proper Vouchers, to the Subscriber, on or before the Sixteenth day of December next, in order that they may be examined, and reported on at the next January Term, and laid before the Grand Jury.

By Order of the General Sessions.

ALLAN A. DAVIDSON,

Auditor.

Newcastle, October 3, 1851.

## NOTICE.

All persons having any just claims against the Estate of JOHN LYNCH, late of the Parish of Newcastle, Farmer, deceased, are required to render the same, duly attested, to the subscriber, within three months; and all persons indebted to the said Estate are requested to make immediate payment to

ALEX. GOODFELLOW,

Administrator.

Newcastle, 1th October, 1851.

## Save your old Rags!

The Subscriber will purchase at his Store in Chatham, during the winter, any quantity of WHITE COTTON RAGS. Half price will be given for colored ones. None but such as are perfectly free from wool will be taken.

E. DALEY, Jun.

Chatham Nov. 17, 1851.