

WEDNESDAY'S MAIL.

PRINCE EDWARD'S ISLAND.

The Gazette of the 20th contains the following correspondence :

H. M.S.S. 'Devestation,'
Charlottetown, Sept. 19, 1852.

Sir :

I have the honor to intimate to your Excellency, that the American fishing vessels, driven from other parts more easily protected, are now flocking in vast numbers to the shores of this Island; no less than 110 having been seen off the North Point, alone, on Tuesday last. As, therefore, it will require the utmost exertion on the part of Her Majesty's cruisers to keep the intruders in check, my hands would be much strengthened in the performance of this very important and interesting duty, if I could leave boats, from time to time, at places along the shore most frequented by the foreign fishermen.

As the season, however, is now far advanced, the crews of such boats would require shelter; and I have to request that your Excellency will be pleased to authorize me to give orders for any trifling expense which may be incurred for the housing of the men, to the people providing such accommodation.

From what I have seen, I feel sure that the Mackerel fishing round the shores of this Island might be a mine of wealth to its inhabitants, as well as those of the other British Provinces; and I trust if we succeed in our efforts, this will yet be found to be the case.

The water close to the shore is now absolutely teeming with mackerel in the finest condition—and this entirely within three miles of the land; so that by keeping the foreigners at that distance, the shore becomes a vast and valuable preserve for the fishermen to the British Provinces.

I have the honor to be, Your Excellency's Most obed't, humble Serv't,

COLIN Y. CAMPBELL,
Commander.

His Excellency

Sir Alex. Bannerman, &c., &c.,

GOVERNMENT HOUSE,
P. E. Island, Sept. 17, 1852.

Sir :

I have the honor to acknowledge the receipt of your Letter of yesterday's date; the information it contains confirms the statements I have already made to Her Majesty's Government, of the importance of the Fishery around the shores of this Island. If the vessels belonging to this Colony, and those from the neighbouring Provinces shall, as I understand they will, reap an abundant harvest within three miles of the shore, they will be indebted to the perseverance and unceasing vigilance of yourself and the officers commanding Her Majesty's ships on this station, entrusted with a delicate and difficult duty. It affords me great satisfaction to have the opportunity of bearing testimony, not only to the efficiency, but to the prudence and discretion with which that duty has been performed.

In regard to your suggestion about affording shelter to your boats' crews, in the event of their requiring it, I am most happy to authorize you to give orders for the payment of any expense which may be incurred for their accommodation by the people who may afford them lodging.

I have the honor to be, Sir, Your obedient Servant,

A. BANNERMAN.

CANADA.

Close of the Clergy Reserves Debate.—This exciting debate was brought to a close on Friday night, or rather on Saturday morning, at about two o'clock. The debate throughout has been characterised by a spirit of recrimination and party vituperation, seldom, we are glad to say, to be found in a Canadian Parliament. Scarcely one gentleman spoke upon the subject, without attacking in pretty strong terms the political character of some one of his opponents. Accusations from one side of the house called for explanations from the other, and to this in a great measure is attributable the length of the debate; for instead of being a discussion on the resolutions submitted to the house, on the right of the people of Canada to legislate upon matters of exclusively local interest, without reference to the wishes or predilections of the Imperial Parliament, or as to whether the best method of procedure in the matter was by address or by bill, it was simply a rigid investigation into the past and present political characters of honorable gentlemen.

The Resolutions with one slight alteration, that is the substitution of the words 'difference of opinion' for the word 'collision' in the seventh resolution, were passed by a more than two thirds vote, the smallest majority being 52 to 22. The majority thus obtained will have a good effect. It will shew the Home Government that the people of this country are determined to legislate for themselves, and the opinions of certain wiseacres to the contrary notwithstanding, the resolutions do mean something, and we have little doubt but that the Officials in Downing Street will be of the same opinion.—*The Quebec Gazette.*

It is only a very few years since our canals were first built, which now stand unrivalled on this continent. It seems but as yesterday since the first rail was laid on which now runs the mighty steam car. But a short time since and the little propeller, and miserable eight mile an hour steamer occupied the place on which now plies our magnificent floating castles and looking into the future every

Canadian must be cheered at the prospect which spreads out before him. These reflections have been suggested by a perusal of the report of Mr Keeler, chief engineer of the public works, contained in the report of the chief commissioner of that department, shewing the result of his enquiries, as to the feasibility of constructing a ship canal at the Sault Ste. Marie. After a survey of the locality, and from personal observations, he has been led to view the project in a most favourable light. But two obstacles present themselves to the completion of a line of navigation from the ocean to the head of Lake Superior. These obstructions are the Sault and the bar in Lake George. To obviate the first, which obstructs the passage of vessels altogether, the canal is required; the second requires only that a channel should be dredged through, the bar being no obstruction to the largest vessel at high water. Mr Keeler, in our opinion, takes a most enlarged and correct view of the future trade of the canal, and therefore is opposed to the construction of it on a limited scale. He recommends that it should be built sufficiently large to pass the largest vessels plying in the upper lakes, some of which are as long as 315 feet, and of a breadth of 65 feet. The lakes being in reality inland seas, and being subject to the severest storms, the vessels are all built large, and it would be a most suicidal project, to construct such a canal as would fail to take in the vessels plying upon the lakes; the effects of such a project would be, to cause the Americans immediately to build another on the other side of the rapids, and thus deprive us of this great line of inland navigation, and the immense trade that must necessarily take place on these waters. The immense mineral resources of Lake Superior is one great inducement to the construction of such a canal. The trade which will take place in transportation of stores to the mines and the return of the proceeds of the mines, would in itself be a great boon, and would afford in all probability, a sufficient traffic to make the work pay; but apart from this consideration, there is the immense business and pleasure travel, which is increasing every year, and which must continue to increase, as the railroads now in progress from the shores Lake Superior to the interior of Michigan, Wisconsin and Minnesota are completed. The cost of the canal, would, in comparison to its advantages, be but trifling. The length required from end to end of piers, is 95 chains, and through the Island is only 50 chains, and 140 feet wide, being sufficient to allow two of the largest lake vessels to pass each other without difficulty. There will require to be two locks to overcome a fall varying from 17 to 19 feet.—The estimates furnished by Mr Keeler for the construction of this canal are as follows: for a canal of 120 feet wide, with locks 250 feet x 55 feet x 9 feet, is £100,000; and for one 140 feet wide, with locks 350 feet x 66 feet x 10 feet £20,000. We trust that no short sighted policy will induce our legislators to entertain for a moment the idea of constructing a canal of the dimensions first mentioned. The matter of £20,000 in an undertaking so fraught with interest to the country, and which will eventually tend so much to its advancement in wealth and population, is scarcely worth considering. The report glances into the future, and points out the necessity which may yet exist, for the enlargement of those canals which are already constructed. Before a quarter of a century shall have passed away the St. Lawrence and Welland canals will have to be so altered as to admit of vessels of the largest class; and should we now in the construction of this new work neglect to have regard to future requirements?

The canal at the Sault constructed, and our other canals enlarged, and vessels of 2000 tons burden may pass from Lake Superior to the Ocean, a distance of 2000 miles, without passing through more than 29 miles of canal. With ocean steamers established between this port and Liverpool, it is not too much to expect that a great portion of the trade which now passes through the States, will be diverted to the St. Lawrence, and that Canada will become the highway to the Western States.

Editor's Department.

MIRAMICHI :

CHATHAM, SATURDAY, OCTOBER 2, 1852.

THE RAILROAD.

This has been a busy week with the news-mongers, and our telegraph has been put in requisition to convey the glorious tidings, which have been positively announced a number of times before, that all the preliminary arrangements have been entered into, and the contracts signed, sealed and delivered, for building Railways in this Province.

The people in the North place but little faith in these reports, and look with much suspicion on the schemes which are propounded from time to time.

We are indebted to the New Brunswick-er of Tuesday last, for the following particulars of the arrangement said to be entered into with Mr Jackson, for carrying out these important works :

"We have this morning the most sincere and heartfelt satisfaction in announcing that the railway negotiations, which have during the last week been pending between Mr Jack-

son, M. P. and the executive of the province, were last evening brought to a happy termination. The substance of the agreement entered into, we are enabled to state is as follows :—

"The European and N. A. company abandons all claim to the ungranted lands heretofore secured to them under the Land Facility Act of 1851, which Act is to be repealed.

"Mr Jackson is to receive from the company for building the road from Shediac to St. John £6,500 sterling per mile, of which the Province risks £1,200 sterling per mile, by subscription for stock, amounting to £250,000 in the whole, being the sum provided for by the Money Facility Act of 1851; and loans to the company the sum of £1,800 stg. per mile in addition, such loan bearing 6 per cent interest in favour of the Province, secured by a first mortgage on the whole road, rolling stock, stations, &c., and to be advanced under proper restrictions as the work progresses.

"The contract embraces the entire road from Shediac and the Nova Scotia boundary via St. John, to the State of Maine—the rate per mile of the portion from St. John to the State of Maine being left open to future determination, the positive route not having been yet surveyed or located.

"The road, rolling stock, bridges, stations, and other equipments to be of the very first description, such as an English road, and of the character termed 'a permanent road,' and capable of being travelled over at the greatest speed.

"The agreement as made between Mr Chandler and Mr Jackson in England to be adhered to in all other respects, and to be extended to, and embrace branches to Miramichi and Fredericton; the whole agreement to be subject to the approval of the Legislature of New Brunswick at an early day to settle the question, and determine whether the great achievement, that these Provinces have so long desired, of bringing into closer union the whole of the vast Continent of America with the Mother Country and Europe, uniting the millions of the one with the millions of the other, developing the resources of the Colonies, binding them with stronger ties to each other and their parent land, and perfecting that system of rapid communication which has been so long dwelt upon, shall now be happily and definitively realized.

"Canada has put forth her strength, and her railways will extend from Detroit to River Du Loup. New Brunswick will connect the United States, and perfect her railway lines to the shores of the St. Lawrence and the Miramichi, leaving only a small portion of the Great Trunk to be completed, to which the Imperial Government will no longer refuse its aid. And we are authorised to state that Nova Scotia has pledged herself, that no effort on her part shall be wanting to complete, simultaneously, her portion of the great work, so essentially necessary to the success of the whole undertaking.

"We have reason to believe that the Lieutenant Governor and Council have given the most careful and anxious consideration to the details of the agreement for this Railway, which have been settled with much care and deliberation. The terms finally agreed upon are very considerably less, and much more favourable to the Province, than those at first contemplated; and we trust, when published in full, they will be found acceptable to the people of this Province, and meet with the decided approbation of the Legislature.

"It is not at all unlikely that a Special Session of the Legislature will be summoned to ratify the contract when completed; and it is quite probable this meeting will not take place much later than the 20th of October.

"The late hour at which the final agreement was made last evening, prevents our saying more this morning; but we sincerely congratulate our friends and the public on the bright prospect now opening before us, and the prosperous days that will hereafter dawn upon New Brunswick. Henceforward our march is—Onward!!

The following additional particulars is conveyed to the Editor of the Halifax Colonist, by a friend in St. John :

St. John, 21st Sept.

I am happy to tell you that every thing is settled in New Brunswick—not mere talk and moonshine, but a contract and specification actually drawn up and signed in brief by Mr Jackson M. P., and the President of the N. B. Company to be copied in *extenso*, and sealed on his return. By this arrangement Mr Jackson for self and friends, contracts to build the road at once, after the surveys are completed, from St. John to the Nova Scotia border, and also from St. John to the American frontier, with iron, and stone bridges, permanent stations, &c., of the very best character, and a first rate road, at a maximum rate of £6,500 sterling per mile. The Province to be liable for a limited sum of £3000 per mile to be first secured on the road according to the former Acts, and the province to get back all her lands, in other words the land facility bill to be repealed. Bonds to be at 6 per cent, and to be taken at par, the contractors finding all the money. In fact there is hardly a doubt that the Province will never be called on to take up one of them, for long before they are due, the contractors will be willing to take the interest of the Government in the railroad off their hands. The interest will be met in some measure, perhaps wholly, by the Government share of the earnings of the Railroad. This is an admirable arrangement, and Mr Jackson now goes on to bring all his influence to bear

on your Governor and Council to get Nova Scotia to fall in. He is sanguine of success.

The version of the terms of the contract entered into with Mr Jackson, as reported by the Morning News, differs from that given by the New Brunswicker in one or two important particulars. It states that "branch Lines to Miramichi and Fredericton have been provided for in the Contract." Only provided for—that is, we presume, when the Lines from Saint John to Amherst, and from Saint John to the American frontier are completed, he will be bound to construct the branches named above, provided the Government and Legislature require it.

Now, we have no faith in this arrangement. We are inclined to think that when the Line from Amherst to Bangor is finished, the zeal for Railways, which at present burns with such fervor in "the commercial city of this Province," will have considerably cooled, and the Branches will receive but little countenance or support from the Southern members.

We need not caution the Representatives in this quarter—they are sensibly alive to the interests of their constituents in this matter, and know from past experience what measures of justice will be meted out to the people of the North by the Representatives of the Southern Counties, when their ends are carried. The branches in the Contract must not only be provided for, but form part and parcel of the arrangement; and if they would follow our advice, they would not sanction any contract which did not positively state that the construction of the branches be commenced simultaneously with the main line.

We shall wait anxiously to see some official announcement of the arrangements entered into with Mr Jackson.

CANADA.—We perceive by the papers from this Province, that Mr Young, the Chief Commissioner of Public works, has resigned. The following is the Quebec Chronicle's version of the matter.

The government having determined upon a retaliatory policy, Mr Young being a free trader, has thrown up his seat in the cabinet. In doing so Mr Young has been consistent.—The only matter to be considered is the wisdom on his part of such a step for such a reason—is a retaliatory policy necessary or is it unnecessary? If Sir Robert Peel's theory of political economy is correct, Mr Young has acted wisely, and Mr Hincks has been imprudent. In either case—whether Sir Robert Peel's theory of political economy be correct or incorrect—Mr Hincks now acts inconsistently with his previously expressed opinions. It is our opinion that unreciprocated free trade is an absurdity, and that the weak must be guarded against the encroachments of the powerful. Canada is not naturally on an equal footing with the United States. While the latter has an extensive seaboard, open all the year round, the former has only the seaports of Montreal and Quebec open for six months of the year. Reciprocity with the United States would then give the Atlantic seaports of the American union advantages over those of Canada, and as soon as it is obtained will the commerce of the St. Lawrence gradually decline. The aim of every Canadian statesman worthy of the name should, therefore, be the imposition of a higher tariff of duties upon goods coming through the United States and of an exceedingly low tariff of duties upon goods imported direct by the St. Lawrence; and this not with a view of obtaining reciprocity, which would make Canada no better off than if Mr Young's ideas were adopted, but with the simple object of putting Canada on a footing of commercial equality with the United States. Were the duties charged on imports by the way of the St. Lawrence half as much only as they are now, not only would the merchants of Montreal and Quebec benefit but the whole province; for with the speedy completion of our railways, goods could rapidly and cheaply be transported, early in the spring, from Quebec to the farthest corner of Canada West. While however a retaliatory policy is desirable we do not perceive that the closing of the St. Lawrence canals should form any part of that policy. On the contrary it would be a proceeding more injurious to ourselves than to the Americans inasmuch as it would increase the traffic in their canals and railroads leading from the Western States to the Atlantic seaboard. Differential duties will answer our purpose all the better indeed if the canals are left open to the American as well as Canadian vessels. Of what benefit the opening of a canal to Lake Champlain would be to Canada we do not clearly perceive, as it would unless the differential duties were very heavy interfere much with the navigation of the St. Lawrence below Quebec: we do not observe that it would not benefit Montreal.

The Hon. Mr Chabot has accepted the office vacant by the retirement of Mr Young. It was reported in Quebec that Messrs. Rolph and Cameron had also tendered their resignations.

Mr Merritt informed the Assembly that he intended to move on the 23d, the consideration of the following Resolution.

1. That while a Treaty is pending between Great Britain and the United States for ratifying the Commercial intercourse between