

public money being voted for this purpose; it was held out in Georgetown, as an inducement to take shares, that it would be a profitable undertaking; but how had it turned out? there must be a loss on the shares, and who is to sustain that loss he (Mr. Cooper) could not tell; he would oppose it if he stood alone; he very much doubted the approval of the constituency; if it was so good a thing, why do not the public men generally avail themselves of the advantage and buy up the shares yet remaining; a second boat, he thought, might destroy the whole concern.

Mr. SPEAKER hoped the hon. member would stand alone, but he knew croakers would continue to croak; the probabilities of what the Steamer might pay had not been represented in that light the hon. member would have it believed; on the contrary, the opinion entertained at the onset was that she would not pay the first year; he (the Speaker) did not think the majority of those who took shares in the Company did it solely for the sake of lucre, but with a more noble spirit, that of benefit to the Colony, and to prove to the neighbouring Provinces that their taunts were groundless; that we could have a boat of our own; yes, and he did not doubt we could support that and another too; let not hon. members look at it so narrowly; let them look at the advantages to the Colony (here the hon. Speaker went into a long and detailed statement of the advantages to the Colony that had and would still further increase); it had been said our constituents might not approve of the contemplated measure; he felt bound to say he knew their sentiments to be quite the reverse; they had before recommended it, and would be pleased if we had gone much further, even if it had extended to the purchase of the whole of the shares; we have no cause for regret, viewing the matter as it ought to be; the Company is in a better situation than was anticipated; it had been said by the hon. member for King's County, how was it that the public did not more freely take shares? he (the Speaker) would answer, it was often seen that those who possessed the greatest means, did not possess another essential quality, that of public spirit; in so important an undertaking it is proper to resort to the public purse, even if we had determined on going to the full extent of taking the whole of the shares; he fully opined another Steamer of about 40 horse power would add to the profits, and be found a great convenience; vessels in distress might be relieved, profitable trips might be made at certain seasons to Halifax and other places, and unforeseen advantages might arise, as had happened to the St. George; many benefits must be consequent on putting on another boat; he thought we should have a daily communication with Picton, or at least three times each week; a dividend of five per cent. should be paid to the private shareholders, and if there was any loss, it should fall on the Government; his constituents would support him in those views; if the profits exceed this sum, it should be an accumulating fund; from the opinion entertained by those who are better qualified to judge of the matter than he (the Speaker) was, two boats would pay better than one; it may be said Government should not take up those 45 shares; but such was not his opinion; there was sufficient capital in the Colony, and our credit was unshaken, and whatever public money be voted to this undertaking, it would be well employed, and of the greatest advantage and convenience to the Colony at large.

Mr. WIGHTMAN informed the Committee of the whole circumstances under which the shareholders of Three Rivers had been induced to stand in that situation; expecting, from the representations made to them, that great advantages would arise. They had cheerfully subscribed to so laudable an undertaking. The principal inducement was, that of the convenience to that part of the Island expected from the regular trips of the steamer to Georgetown, which they had a right to expect; but how miserably this expectation had been frustrated was so well known, that he, Mr. Wightman, need not repeat it! This disappointment was the sole cause of the shareholders now demanding the money advanced, in order to invest it in a sailing packet, from which they expected greater facilities and less disappointments than had been the case with the steamer; he thought the public would have no reasonable grounds of complaint in government taking up those shares, as far as Georgetown and that part of the Island was concerned. She would be dispensed with, which would give an opportunity for her to ply to other places where greater profits accrued, and more frequent communication was desirable. The boat he could not find fault with; he thought she was good and cheaply purchased, and he yet thought she would be found to pay both the private and public shareholders.

Mr. RAE confessed he could not understand this system of proceeding; he was not surprised at what had fallen from the hon. member for King's County, as to his being disappointed. He (Mr. Rae) thought Georgetown shareholders required consideration; yet, if so great advantages existed, he was at a loss to understand why parties seemed so anxious to withdraw from the Company; he would not wish to see the thing put an end to now. We have embarked in the undertaking; but he felt bound to oppose a second steamer; he would wish to call attention to the manner of ensuring the steamer St. George; in his opinion it was not a real insurance.

The SPEAKER—The hon. member is correct. Great difficulty existed in this respect, and it was a question if it would not be politic to do away with the insurance in future: at the time of year when the greatest risk occurs, we were unable to effect insurance, unless at a high premium; and it was much to be regretted that the Pocahontas steam-boat had been sold; she was now lost to us, and another is become requisite, indispensably so. As to a second boat destroying the company altogether, as alluded to by the hon. member for King's County, (Mr. Cooper,) in his (the Speaker's) opinion, it would have quite an opposite tendency. He felt bound to be pleased with the public support received; and another boat may enable us to ply to Georgetown and other places; and if this can be effected, he had no doubt the present shareholders would be glad to encourage it by taking shares in the concern, or more properly, if their present shares are taken off their hands by this Bill, they will again reinvest their property. The returns of the Company have exceeded the returns of steamers in England. This has been found to be an undoubted fact; with so much matter that can be easily adduced in favor of this Bill, he hoped to see it pass by a large majority.

Mr. D. MACDONALD considered one Steamer quite enough; he should oppose a second being put on; he could not understand the policy of such a measure.

Mr. COLES could not see how hon. members could justify their opposition to Government advancing capital in this undertaking; let them look to the sums advanced for Darnley Bridge—did any returns come from such votes? no; for the capital itself was sunk; but it was not at all probable that any would be sunk in the Steam Company, but that great benefit would be derived indirectly, if not directly, to Government: the public had come forward with as great an amount as the Government, and now that 5 per cent. is secured to the private shareholders, well may it be called narrow mindedness if it is not well supported, as capital can be found; he did not doubt but the Committee will view it in the light he does, and empower the Government to take up the remaining shares with those of the Georgetown shareholders.

Mr. LONGWORTH very much questioned if any other boat could be found, that in so short a space of time had performed so great a distance as the St. George Steamer; the amount of interest for the shares held and to be held by Government is of trifling consequence; it will not exceed £180; how could it be employed in a better way? The risk run by the Steamer is so trifling, that he could not see why the expense of insurance should not be dispensed with in future; it had been said she was not a fast boat; what if she was not very fast, is there no set off? does she not possess equivalents? has she ever been known to put back? is there a single instance since she commenced running of such a circumstance?

Mr. COOPER again rose, and wished to know why dust is to be thrown upon those who do not agree with some hon. members; but such attempts and similar acts caused the country to become in debt. (Here the hon. member went into a statement of what had been paid by Government to several boats for the conveyance of the mails heretofore.) He thought the country would be paying more for the benefit of a few than under the old system; and if the whole country are to suffer for the convenience of a few, Roads and Bridges are of more advantage.—Here a conversation took place, and a calculation was gone into by Mr. D. Maclean and Mr. Longworth, the result of which we could not gather.

Mr. MACAULAY: it appeared indispensably necessary that steam should be employed, and he thought no comparison could be made between paying to one of a stranger and that of it belonging to us; there must be more satisfaction in the latter case; he could not be otherwise than surprised; he could but marvel at hon. members; he considered it a waste of time in talking about the Steamer St. George not having paid more; it seemed to be thought she should work miracles, and all but that she has accomplished; he would like to know what speculation, or even what steadily conducted business, had paid better in the last year, and what may not be expected when people again begin to bestir themselves; give her another trial, and if she be then found wanting, change the routes and see what that will do.

Mr. MACGREGOR assured hon. members that steam communication was of great importance, and we ought not to look at it solely as a Pounds, Shillings, and Pence question.

Mr. THORNTON, on rising to state his views of the measure now before the House, dwelt particularly upon the advantages deri-

ved, by the disadvantages it had sustained previous to the purchase of the St. George; it was not, as had been observed, to be looked at only in a pecuniary point of view; dependence can now be placed on communications almost to a certainty, and if any thing now that requires investigation takes place, it can be enquired into and corrected at once; even if the country should have a trifling sum to pay, it must be a great object to possess so great a convenience; in his (Mr. Thornton's) opinion we could not calculate on the benefit, it effected so many either directly or indirectly; he much regretted that she had discontinued running to Georgetown, but if it was for the good of the public, they must submit; he hoped when another boat was put on, it would then be found convenient to, now and then, ply to Georgetown, which will be thought a great convenience; the hon. member concluded by expressing a wish to insert a clause to the effect that when another steamer was purchased, she or the present one should occasionally ply to Georgetown.

Mr. MACAULAY reminded the Committee that King's County had some claim upon their consideration; in his opinion quite as great as some other ports he could name; for which reason, as well as others he could adduce, he fully agreed with his hon. colleague.

Hon. J. S. MACDONALD supported the Bill of this year, as he did that of last Session; he then wished the country could have conveniently found the means, and he would have voted for the Government purchasing the present Steamer altogether, so convinced was he of the benefits to be derived; members who had spoken should think of the sums paid to other boats previous to our possessing one, but they lost sight of this difference; they carried our money away from, and this keeps it in the Island.

Mr. RAE again rose; he thought hon. members were going ahead very fast; at present we can form but a very slight opinion when a second boat will be put on the station; we should be careful so far as not to make a laughing stock of ourselves; he (Mr. Rae) imagined the act of legislating for that which does not exist is very likely to produce that effect; he should prefer stretching out a little for the present boat, than to countenance the putting on of another; it was generally considered wise to look forward, and no one could justly accuse the hon. members for Georgetown of being behind.

Mr. SPEAKER—I feel pleased to find the Committee view the question in its proper light, and more so, that it will, I perceive, be supported; another boat will enable us to perform much that I need not now fully enter upon; a little I will just allude to; in the first place, I hope we shall have no more complaints from Georgetown; I should, one or the other can take a trip to any part of the Island that may require it; and thirdly, I hope all complaints will be prevented; inconveniences have been felt by many; in my own person a case of grievance happened, which, was I fond of such a subject, would be better founded than some of the grievances we hear so much about upon other matters; as to Nova Scotia taking any shares appears to me of very little consequence; the means can be found, and the country remain uninjured; it has been very justly observed that we prevent the circulating medium to a certain extent from leaving our shores; it does more than this, we get some, and shall more, of our neighbours, which makes it the more pleasant.

Mr. COLES was fully persuaded an additional Boat would be attended with beneficial results; he was also in favor of a more frequent communication with so important a place as Picton. He had met individuals there who expressed a desire to see the Island, but the length of time it would take and the present uncertainty deterred them; when this was obviated we should soon be sensible of the good effect of a frequent communication. He anticipated a great influx of visitors and mercantile men; we may expect to see many embrace the opportunity of taking this place in their way to Miramichi and New-Brunswick, he (Mr. Coles) could advance many other arguments to shew the effect of a more certain and regular steam communication; he would not detain the Committee, but from the good effects he anticipated to the colony, he should give the Bill his support.

Mr. D. MACLEAN could not help expressing his doubts. He had been listening to hon. members for some time; but he must confess he could not as yet understand by what means two boats were expected to pay when one did not.

The SPEAKER—We have good reasons in support of the proposition; by extending the route, we shall establish a communication with many places, which we do not now possess the means, even with the Canadas. This may be of some considerable importance; in fine weather, the small boat could take the place of the large one, which might go to Halifax, to convey goods from thence to Charlottetown and other parts of the Island, and also occasional trips to other parts, where benefit could be effected.

Mr. DALZIEL was of the same opinion he had been all along. He thought, as the steamer did not perform the duty, the Georgetown shareholders had a right to expect relief; it was only justice to bear them harmless, and he would give his support to effect that object.

Mr. MACINTOSH—Hon. members seemed inclined to be as free with prophecy as they would wish to be with the public money. Had the Committee forgotten the fine tales of last year, when we consented to vote for a hundred shares, to get the steamer under weigh. We are now called upon for another trifle of public money, only a trifle, just merely a few remaining shares, and other few that the Georgetown people are tired of; merely some 48 shares or so, quite insignificant to a Colony so prosperous and so full of money as it now appears to be. He (Mr. Macintosh) was very much pleased to hear such glorious news; he must acknowledge his ignorance, for, previous to this, he was of a very different opinion; but we had better be careful, or we may resemble the frog in the fable. The benefits to be derived in one way and the other, from this steaming, appear so numerous, that scarcely a single individual would escape from its advantages in one way or the other; he would now just take the privilege to put in his sentiment, which was, that he thought we had better "cry over the money than after it."

Mr. D. MACDONALD complained of the East Point being neglected. This company did not shower down upon that part of the Island any of those boasted advantages. He (Mr. D. Macdonald) considered this was acting partially, and he could not understand why it should be excluded.

Mr. FRASER addressed the Committee on the part he took last Session, when this matter was before the House; he then opposed the grant to enable Government to take up a hundred shares. He at that time stood alone; he must confess, as it was gone into, he would not wish to see this Bill thrown out altogether; but he would not support it any further than taking up the shares of the Georgetown proprietors.

The SPEAKER—The situation in which the hon. member then stood, he had not forgotten, and something that had come to his knowledge since respecting the hon. member was quite as fresh in his memory. He (the Speaker) had been told by undoubted authority, that the hon. member had received a sound rating from his constituents, solely on account of his not supporting the measure then passed by the House.

Mr. DOUSE, in his usual pointed and straight-forward mode of addressing the House, made some strong observations in favor of encouraging the Steam Navigation Company, and contended that notwithstanding the lukewarmness of some hon. members regarding it, he felt assured, that its convenience could not be otherwise than attended with a general good to the Colony. He (Mr. Douse) expressed himself anxious to extend its convenience by additional steam, and hoped to see the day when a boat would ply regularly between the different parts of the Colony; and he would not object, for his part, that the port near "Sailor's Hope" should be the clearing port from there so anxious to leave the Colony should avail themselves of so favorable an opportunity, if a Steam Company be established to keep up a direct line of steam communication between those places.

The afternoon sitting of the House was chiefly occupied in debating on the Bill, which was again taken up; to insure or not to insure; the power of the second steamer, the per centage to be paid to shareholders, the number of votes to be allowed consequent upon taking up the extra shares by Government—were severally dwelt upon by hon. members at considerable length. One hon. member again alluded to the impolicy of granting more public money to so indiscreet a purpose, as, in his opinion, the better regulation of the mails was the chief or only thing we should look to. These observations called forth a very energetic and spirited reply from the hon. speaker, who said he could but marvel at such narrow-mindedness; from one, too, who was not so particular about the appropriation of public money when he himself was to be benefited; and who could, said the hon. speaker, if he chose, tell us what had become of a certain sum of public money which, up to the present time, he had not accounted for. Several amendments to the Bill were moved by the hon. member for King's County (Mr. Cooper), which produced considerable animadversion, but which were severally negatived by large majorities.

THURSDAY, March 16.

The House resolved itself into a committee of the whole on the Bill to amend the Act relating to Licenses for the retail of Spirituous and Fermented Liquors. The only amendments made to the existing law were, that no licenses shall in future be issued for a shorter time than twelve months; and that all persons having a license shall in future be compelled to keep the same hung up in some conspicuous place in such tavern or store. These were the only alterations that the friends of Temperance, at whose instance the bill was introduced, could suggest as necessary to be made in the present system of granting licenses.

Mr. A. Maclean, from the Committee to whom was referred the Petition of Angus M'Isaac, the Contractor for building a Wharf at Minchin's Point, opposite Charlottetown, praying remuneration for two additional Blocks and Bridges made by him to the said Wharf, presented the Report of the Committee, recommending, although the said addition to the wharf was made without the sanction of the proper authorities, yet as the same will add materially to the usefulness of the said wharf, that he be allowed the sum of Ninety Pounds therefor.—Consideration of the Report deferred.

The Bill introduced by Dr. Macgregor for regulating the practice of Medicine in this Island was read a second time, and committed to a Committee of the whole House. After some time spent therein, the Committee rose without reporting; so the Bill was lost.

FRIDAY, March 17.

Five several bills, which had been previously under consideration, were this day passed, and sent to the Council for concurrence.

The House having resolved itself into a Committee of Ways and Means;

Mr. Longworth submitted a scale of duties to be levied on all articles of foreign growth or manufacture to be imported into this Island for the ensuing year. The Committee being desirous of some time for consideration, the Chairman was directed to report progress, and ask for leave to sit again.

SATURDAY, March 18.

Mr. D. Maclean presented two petitions of the same purport from the Northern parts of Queen's County, setting forth—that there is a public road along the north shore between Rustico and Grenville Bay, which has been in use for fifty years.—That for a number of years past a Commissioner of roads residing in the vicinity of the said road, with a total disregard to the interests of the public, has kept a part of the said road shut up, whereby much trouble and expense have arisen, as legal measures have been resorted to in consequence of the said Commissioner's proceedings.—That Petitioners understand that a petition has been presented to the House, the object of which is, to have the present Act relating to the closing of old roads altered; but as Petitioners can see no good reason why the present law should be altered, they respectfully submit, that it should be allowed to remain as it is—for if the alteration sought for would have the effect of shutting up the road in question, it would, in the opinion of the petitioners, be a most iniquitous act.

The Petitions were referred to the Committee of the whole House, on the Bill now before the House for confirming the shutting up of old roads in certain cases.

And then the House resolved itself into the said Committee, Mr. Montgomery in the chair.

The Bill provides that any road, or part of a road, that had been closed or shut up by order of any Commissioner or Overseer of roads previous to the passing of the Act of 1833, and which has remained closed, up to the commencement of the present year, shall be deemed no longer a road, and that the owners of the adjoining lands shall have permission to enclose the same.—On the House resuming, the Bill was agreed to, and ordered to be engrossed.

After some routine business had been disposed of, the House adjourned until Monday.

UNITED STATES.

THE COMET.—This remarkable body, which since the first inst., has been seen in the day time in several places so distant from each other as to leave no doubt of its being truly a Comet, presented itself to us in admirable style last evening, from seven to eight o'clock, exhibiting in the south-west a long and narrow train, in shape not unlike the representations transmitted us of the celebrated Comet of 1680. Rising from the horizon about eighteen degrees south of the west point, at an angle of elevation of twenty-nine degrees, it extended for thirty degrees along the southern part of the constellation Cetus (or the Whale), just grazing on its southern margin, the star *tau Ceti*, and terminating, so far as visible, in the star *tau Eridani*. Its light was rendered less striking by the presence of the moon, then six days old; but should its course bring it favorably into view in the nocturnal sky, it promises to be one of the finest Comets ever seen. The *Aurora Borealis* was visible in the northern sky during the evening, becoming quite bright about eleven o'clock. Yale College, March 7.—New Haven Herald.

THE GREAT COMET OF 1843.—This magnificent stranger, having passed its perihelion distance, is receding from the Sun, in a S. E. direction. Its immense luminosity was beautifully developed this evening, March 7th, shortly after sunset. Although its nucleus was below the horizon, both that and its tail will likely be visible the first fair evening; and from what has thus far been discovered, we feel warranted in the assertion, that since the years 1680, 1682, and 1811, no other Comet approximates to those which then "shook their immense tresses over the heavens." That of 1680 had a luminosity computed to be 100,000,000 of miles in length. Its perihelion passage may be said to have barely cleared the globe of the Sun, being but half the diameter of that luminary from his disc, and went half round him in ten hours. Its return is computed to take place in the year 2225. The Comet of 1811 will return in 6048; and the Comet of 1763 will not reach its perihelion point until the year 9697. The Comet of 1770 passed within 2,000,000 of miles of the Earth, yet produced no effect, even on the tides. The Comet now visible cannot be nearer the Earth than 96,000,000 of miles.—New Bedford Mercury.

It appears that in the great gale in the Gulf of Mexico, in September last, three vessels of war were lost, as they were in the Gulf at the time, and have not since been heard from. They were the British brig of war Victor, the French brig of war Dunois, and the Texan schooner of war San Antonio. Nearly or quite three hundred men perished with these vessels. The Dunois was from Havana for France, the Victor from Vera Cruz for the West Indies, and the San Antonio from Galveston to New Orleans.

The Colonial Herald.

SATURDAY, APRIL 1, 1843.

The papers received by last night's mail do not contain a single paragraph worth extracting. Several interesting articles from late English papers will, however, be found in our fourth page.

The House of Assembly have closed the Committee of Ways and Means. We have not time to give the particulars of the new tariff of duties.

A Bill has been introduced into the House for levying an assessment upon the parishes in which any damage may be done to public or private property by persons tumultuously assembled together, in order to afford compensation to those whose property has been so injured.

A Special Meeting of the Shareholders of the P. E. Island Steam Navigation Company was held in the Court House on Thursday last, to take into consideration certain amendments in the Steam Navigation Incorporation Act, now under the consideration of the Legislature of this Island. The Chairman (the Hon. Charles Hensley) read the proposed amendments, and thereupon the following Resolution was unanimously adopted:—

RESOLVED, That this Meeting having duly considered certain proposed alterations and amendments in the Act of Incorporation of the Steam Navigation Company, now before the Legislature of this Island, is of opinion that they well deserve the consent and approbation of the Shareholders, exhibiting as they do an enlightened regard to the improvement and extension of the means of communication with the neighboring Provinces—so very essential to the general prosperity—as well as a just and liberal attention to the interests of the private Shareholders; and it does therefore request the Directors, whenever occasion may arise, to signify the approbation and consent of the Company thereto.

The House of Assembly of Nova Scotia have, we perceive, voted £200 to the Charlottetown Steam Navigation Company.

NEW BRUNSWICK.—Changes in the Executive Council are reported. The following gentlemen will comprise the new Cabinet.—Hon. Charles Simonds, Messrs. Saunders, Cunard, Johnston, Chandler, Wilnot, Hazen, and Montgomery.

From two proclamations which appeared in last Tuesday's Gazette, and from the marching of troops in the direction of this Island, or at least a part of it, was to be believed in a state of open insurrection. Outrages of a lawless character have certainly been perpetrated, and the house of a person named Macquire, on Lot 45, is said to have been actually set fire to and destroyed. It further appears that Mr. Gall, a surveyor, employed to stake off the land belonging to one of the proprietors in that quarter, was forced to desert by an assemblage of people amounting, it was said, to two or three hundred in number. Further than this we have not heard of, but Government, no doubt, is in possession of other particulars, since it is not to be supposed that for any slight matter such a force as fifty soldiers and sixteen companies would have been suddenly ordered off to the disturbed districts. We look with anxiety for further intelligence. Two hundred pounds reward is offered for the discovery of the person who set fire to Macquire's house.

A few days since, a public meeting was held at White Sands, Murray Harbour.—Mr. John Le Lacheur, son, in the Chair—for the purpose of taking into consideration the necessity of petitioning the House of Assembly on the present distressed state of the Tenantry. A series of Resolutions, similar to those alluded to by us last week, were agreed to by the meeting, and a Petition to the House of Assembly signed. This Petition was presented to the House of Assembly by Mr. Wightman, one of the Members for the District, on Thursday last, and by them referred to the Committee on the State of the Colony. The Resolutions, want of space compels us to omit.

Correspondence.

[Coincidence in opinion with our correspondents is not always to be inferred, because their communications may appear in our columns.]

TO THE EDITOR OF THE COLONIAL HERALD.

Sir; A few days since, I read in your valuable paper, the First Annual Report of the P. E. Island Steam Navigation Company, and being a well-wisher to the North American Colonies in general, and in particular to your beautiful and prosperous Island, have taken up my pen for the purpose of endeavouring to shew how the said Company might make their praiseworthy speculations prove a far greater source of profit to them than it possibly can be by adhering to the route on which their Steamer has plied since her arrival from England.

The insignificant trade of such outports as Bedouque and Georgetown cannot be expected, for many years to come, to afford employment to even a small sailing vessel, as a regular packet to Charlottetown or any other port. True, it may be urged, that the touching of the Steamer at these places is of advantage to those different parts of the country, as the passengers passing through must spend some few shillings, during their stay; but this would not be log of any benefit to them, as, if such disadvantageous trips are continued for a couple of seasons, the Company will most assuredly, to use their own words, have "to seek employment for her in some other channel."

The route I would propose, in lieu of Georgetown and Bedouque, would be simply to extend the voyage, once a week, to Arichat—a distance of scarcely 100 miles from Picton—(about 12 hours run)—which would at once connect those two extremes of the Provinces of New Brunswick and Nova Scotia, fronting on the Gulf of St. Lawrence, and open up a new trade all along the coast. For instance, hundreds of people, in the course of a summer, have to go from Sydney, Arichat, and other parts of Cape Breton, to Halifax and elsewhere—most if not all of whom would come to Arichat, and await the *St. George*—come on here, and thence to Halifax—(now only ten hours drive in the Mail stage from Picton)—in preference to knocking about the Atlantic in some falling smack, as is frequently the case, for three weeks, from Sydney to Halifax. Then, in the Autumn of the year, look at the immense quantities of Fish, Oil, &c., that the Boat would be employed to carry from Arichat to Picton, Charlottetown, and even up to Miramichi, yielding a handsome freight.

A Petition from the inhabitants of this town has been forwarded to the Legislature of this Province, praying aid for the P. E. Island Steam Navigation Company, and also praying for an additional grant, in case the Steamer should be put on the line to Arichat—which shows of how great importance we consider the regular trips of such an efficient vessel as the *St. George* with Miramichi, Charlottetown, and Cape Breton; and, in connection with these places Georgetown could, occasionally, in the finest part of the season, be included.

In the belief that the above remarks may not pass altogether unnoticed, and may, perhaps, be of some service to the Steam Company, in the event of their altering the route of their steamer,

I am, Sir, Your obedient servant,  
Picton, N. S., 14th March, 1843.

TO THE EDITOR OF THE COLONIAL HERALD.

Sir; Your correspondent PLAIN DEALER has been evidently made sensible that "facts are stubborn things," and imagines that what he has failed of establishing by argument, he may overcome by the less honorable means of ridicule—the last resource of the vanquished; and though he has had recourse to that expedient, he has not displayed any great research or original genius. Why he should expect the public or myself to immediately concede our opinions to his, without his first having shown a shadow of a reason for doing so, I am quite at a loss to conjecture.

I shall pass over much of PLAIN DEALER'S communication, as it is a mere repetition of his former letter; and while he is pleased to style me a "shallow thinking financier," I would observe, it is better to be such than allow *self-interest* to blind my eyes and bias my better judgment.

But let me now proceed to notice that part of your correspondent's letter wherein he adverts to the fate of the Treasury. It seems he is quite ignorant of the law relating to the Excise, allowing all sums over £10 to be bonded—(a plan which is universally adopted)—as he states "your Excise Offices would receive nothing but this sort of paper." It is well known that the actual amount received in cash at the Excise Offices is indeed very limited—not exceeding Two or Three hundred Pounds yearly; Bonds are given by the importers, and I would ask, are these Bonds not generally paid by Warrants, be the amount large or small? And again, the Imperial Duty collected at the Customs would still have to be paid in dollars, and these dollars, as at present, after defraying the Officers' salaries, would be paid into the Treasury—so that on this head no alteration would take place.

We are further told, that should the plan I have suggested be adopted, "instead of having a call, as we now have, every year, these blissful notifications, like angels' visits, would be few and far between." Why the call of Warrants should be less frequent than at present no just reason has been given; but that they would prove less blissful to the money-jobbers than under the existing system, I can easily conceive, as they would then have not interest to receive, nor would it open to them the door for speculation; but the amount of warrants issued might be decreased yearly by at least £1000, as it now takes that sum to pay the interest.

As to the person PLAIN DEALER conversed with about the "Five Pound plan," he must have been the same monomaniac he called in to his assistance in the former part of his letter. It is well he has such a person to consult with, as he seems to meet his ideas so fully.

I certainly feel much indebted to your quondam friend for his very lucid deduction of the "strikingly apparent difference between a Five Pound Treasury Warrant, without interest, and a Treasury Note of the same value;" but I must confess I am still at a loss to know which is "actually cash," as both have the same drawer, and are payable at the same office—unless it is the Warrants, as they are generally paid in a year from the time of their issue; whereas the Notes have been now many years in circulation, and as yet no call has taken place.

I shall now take leave of your correspondent, hoping, when next he writes in your useful Journal, he will call into his aid a more rational being than the one he now seems so familiar with.

I am, Sir, yours,  
March 24th, 1843.  
FIAT JUSTITIA.

TO THE EDITOR OF THE COLONIAL HERALD.

Sir; My letter to the Editor of the Gazette is a complete answer to the "Islander," regarding certain remarks upon His Excellency's correspondence. That print wishes to know what I "would be at." I "would be at" the Editor of that paper, with