

latter might be sent to him, promising to treat them with great honor. When they arrived, he ordered the kami to hold a public disputation with the new comers on the subject of religion, but the ignorant soothsayers were soon silenced by their more able antagonists, who reinforced their arguments by reading copious extracts from a ritual which they entitled *Nam*. With the illiterate, the affectation of learning is frequently sufficient to convince or to persuade, and the kami retreated from the arena pursued by the sneers and ridicule of their late admirers. In this manner the doctrines of Budh appear, for the first time, to have been introduced among the Tartars.

The Politician.

THE BRITISH PRESS.

From the London Times.

NAVIGATION OF THE ST. LAWRENCE.

By the treaty of peace between England and the United States, in the year 1782, the free navigation of the Mississippi was guaranteed to both nations for ever. This stipulation was insisted on by England, because at that time it was believed that the river Mississippi took its rise in the territories of Great Britain, and continued for some portion of its early course within them. This belief subsequent and more accurate exploration has proved to be incorrect. The great father of waters takes its rise south of the English frontier, and now runs during its whole gigantic course through the territories of the United States. This subsequent discovery, however, in no way affects the principle then asserted by England, though it completely destroyed the value of the stipulation in support of which it was invoked.

There was, however, another great natural highway—a river in some respects even more gigantic than the Mississippi itself—which did really run for hundreds of miles through the territories of both the contracting parties, and which formed the sole outlet to the Atlantic for an immense portion of the continent of North America, but respecting which no such stipulation was allowed. We allude to the St. Lawrence, which is, in fact, the outlet of the vast system of lakes which lie like great Mediterranean seas in the immense valley that extends from the Atlantic to the Rocky Mountains. England possesses both sides of the St. Lawrence during its whole course from latitude 45 to the sea. But from that point up the river, the territories of the United States form the southern bank—one half of the waters of lakes Ontario, Erie, Huron, and Superior, together with the whole of Lake Michigan, belong to the United States. Yet England, because she possesses the mouth of the river, chooses to prevent the United States from making use of its waters as the means of carrying the produce of the vast and fertile territories which border these great lakes to the Atlantic. England insisted upon her right to float down the whole length of the Mississippi, because she was supposed to possess a small tract of territory in which that stream took its rise—and she denied the same privilege to the United States as regards the St. Lawrence, because she happened to possess both banks of the river where it enters the Atlantic. A more flagrant instance of two measures and two sets of weights for the same transactions, was never exhibited to the world.

In our yesterday's impression we published an act of Congress relating to the trade of our colonies with the United States, and also a most interesting and important communication from a citizen of the State of Michigan, touching the extraordinary prohibition upon which England insists with respect to the navigation of the St. Lawrence. The United States' Legislature has followed the lead of England in her late liberal commercial policy. The example we set in the repeal of our restrictions on the importation of corn, and also of our famous Navigation Act, necessarily produced an immense effect upon the intelligent people of the United States; and in the act which we so published, one of the immediate consequences of that example may be seen. But the Legislature of America seeks a fair and real reciprocity, and asks of us to advance in our new course one step further, and expects that we shall allow the vast products of the great lake valley to find their way to the sea by means of the waters of the St. Lawrence.

What are the reasons which can by possibility be urged against this proposal? There is only some vague fear, some indistinct notion of a possible danger if a war should unhappily arise between the two countries. And yet if we look at this fancied danger steadily, we shall find that the permission to use this highway, so far from being a means of diminishing our strength, will give us a great advantage, and prove, in fact, a most important surety for keeping the peace. If we suppose establishments of commerce formed all along the river St. Lawrence and the shores of Ontario, Erie, and Huron—if the whole produce of the fertile regions which communicate with this great artery by means of their numerous rivers, roads, and canals, should be every year transmitted by the St. Lawrence to the sea—if the waters of the river and these vast inland seas be covered with the busy vessels which carry all this enormous produce, can any one be so blind as not to see that the United States will expose a most unguarded flank to attack should she be unwise as to court a quarrel with England?

Commerce here, as everywhere, would in fact be a bond of peace and union, by making war a deplorable calamity to both belligerents. The population on both sides of this magnificent inland navigation would to a man oppose every incitement to disagreement, for ruin to millions would be the consequence of war.

Possessing, as we should still, the mouth of the river, we should in fact be safe against any encroachment, against all attack. In the meantime our provinces would derive incalculable advantage from the trade, and Montreal would quickly prove a formidable rival both to New York and New Orleans. The valley of the St. Lawrence is, we believe, in almost every article of produce, more than the rival of the great valley through which the Mississippi flows. The climate is indeed severe, but it is healthy; the agricultural produce which it will be able to supply will be found to exceed that of the rival territory. In no part of the American Union has there been seen a more rapid advance than in the towns and districts which lie along the borders of Ontario, Erie, Huron, and Michigan. A new source of wealth has been discovered of late years in the mineral products of Lake Superior; and some may see reason to prefer on many accounts the route which the Saint Lawrence offers for her products to the sea, to that circuitous path which she may possess by the rivers falling into the Mississippi. In short, if we look at this matter, treating it simply as a commercial question, it is impossible to suggest a reason for not granting what the American Legislature desires; but if we look at it as politicians, weighing the consequences of the proposed concession upon the power and influence of both nations, the advantage is wholly on our side, always supposing that we desire peace, justice, and the real happiness of mankind. Our only difficulty is to imagine an argument against the adoption of so rational a proceeding.

Looking back to the past history of the human race, we see that its earliest advances in science, in art, and in civilisation generally were made upon the shores of an inland sea, which, except in climate, cannot compete in any one advantage with the wonderful territories to which our present observations refer. The shores of the Mediterranean do not equal in fertility those of Ontario and Erie, Huron and Michigan. In the most palmy days of Athenian, Carthaginian, Venetian commerce, it could have exhibited nothing that could have been compared with the wonderful life, energy, skill, and almost miraculous advance which these American inland seas already manifest. There is still room for millions of human beings to live with ease, and in comfort and in opulence. All that is now required to spread a new life and fresh vigour throughout this fertile land, is to give immediate and easy communication with the Atlantic; and yet England sulkily shuts the door, stands like a surly masiff in the way of the eager traveller—deriving no benefit from her morose disposition—all she does being to keep waste tracts fitted for the happy homes of countless people, and to retard the advance of her own provinces while she places herself as an obstacle in the path of her American neighbours.

Already we have expended vast sums in freeing the navigation of the St. Lawrence from physical difficulties. Our canals, formed by English capital, connect the Atlantic with Ontario direct, and even with the waters above Niagara. If we wish this capital to be productive, we have only to free the navigation from legal shackles, to allow the citizens of the United States to purchase the use of our locks and canals, and thus to arouse the languid energies of the Canadians by exhibiting at their very doors the spectacle of an enterprising race, turning to advantage all the wonderful capabilities of the country they inhabit. The foolish doctrine of an old and effete system ought not to stand in the way of a proposal which good sense and good feeling alike sanction. Diplomatic folly ought not to be allowed to thwart the suggestions of a rational and truly beneficent policy.

THE COLONIAL PRESS.

From the Quebec Gazette.

UNION OF THE PROVINCES.

The papers of the Provinces have taken up the question of a Union of the North American Provinces, which has lately been started by the Hon. Henry Sherwood, in a letter to the Editor of the British Colonist. Opinions are very much divided on the subject; but, generally, we think the Journals are disposed to examine the question fairly, and are rather favorable to the proposition than otherwise. The principal argument which can be urged in favor of the proposition is the advantage of forming a larger community, which would have more confidence in its own power, and would take away that feeling of inferiority to the great nations, which the colonists, and particularly the people of the Lower Provinces, appear to feel very deeply. Our politicians would then have larger subjects to discuss, a wider field for effort, and we think that if it could be carried out cheaply and effectively, it might give greater stability to our government than it has ever had before. The storms which trouble our province now would not be felt then; only one part would probably be agitated by any one question at a time, and the remainder, who would be unaffected, would form a very good safeguard against their violence troubling the nation in a very great degree. A great community is always more difficult to agitate than a small; it always requires greater efforts and greater motives; it is the shallow waters which are

stormiest. Another reason is urged in favor of the measure, that it would tend to connect the provinces more closely in trade than they have hitherto been. We do not allow much force to this argument; we believe that trade will follow the course which is most advantageous to those who prosecute it, without much reference to political connections, which are always lost sight of when a good bargain is to be made. The principal reason urged against the proposition is, that the provinces are not yet so nearly connected as to make it desirable or possible that they should be united under the same government. There are two modes of effecting the union, what are called a legislative and a federal union; the first having only one legislature for the whole body; the second on the same principle as the American constitution, having legislatures for each state to manage local affairs, and a general government to manage certain matters, such as the tariff, post office, and great public works. The first proposition, it is quite obvious, would be almost impracticable. In the lower provinces the legislature manages every thing—little grants of a few pounds for local roads and bridges, as was formerly the way in Canada, but which are now generally left to the municipal bodies. To have a legislature to manage such small matters, drawn from all parts of the British American provinces, would be a mockery of legislation; not one tenth of the representatives would be informed on almost any one local subject which would be brought up, and log-rolling, as it is called in the States, and corruption, would be the order of the day. The Federal Union is open to the objection, that if there were local legislatures there would be but little for the general government to do, while there would be an expensive system of machinery to support. In the United States, the federal government has the Army, Navy, and Foreign relations to attend to, which fortunately we are relieved from, and there would only remain for our federal government, a very few comparatively unimportant matters, while the expense of supporting it would be very great. In time, however, these matters, which now are but trifling, will become of more and more importance; in time, too, the provinces will be drawn closer together in trade and friendship; the great breath of comparatively unoccupied country which divides us from the lower provinces will become thickly peopled; railroads and steamboats will render communication easy between their large cities; and we might then very clearly see our way to a union, either legislative or federal, between us. It is certainly a very pleasing idea, that of forming a strong and powerful confederacy on this continent, under British protection and control, which should perpetuate the glories of the mother country, which should reverence her example and follow in her footsteps. A thriving, prosperous community would be formed, able to receive from her the overplus of her population, not taking them from her to rival her in strength, and contend against her in political and commercial affairs, but giving her a true and generous support in all her enterprises. We believe that the time will come, when this will be accomplished, but we think it has not arrived yet, and that a premature agitation of the question would only retard it. We have had enough of agitation lately on such subjects, and it would be better to leave this subject alone for a time, confident that if it be feasible it will not be long ere the people demand it.

Editor's Department.

MIRAMICHI.

CHATHAM, MONDAY, NOVEMBER 25, 1850.

THE MACKEREL FISHERY.

The following admirable suggestions respecting the prosecution of this important branch of business, we take from the Nova Scotian of Wednesday last. The hints are intended for the people of Halifax, and the fishermen on the Nova Scotia coast; but they will apply with equal force to the people of Northumberland, Kent, Gloucester, and Restigouche, all of whom have natural facilities for carrying on this trade with advantage. Our bays are yearly swarming with those valuable fish, and we believe there has not been for a long series of years, one vessel, nay, even a boat, engaged in the fishery.

Our population are constantly complaining of dull times, want of employment, scarcity of money, &c. We admit there is cause of complaint, but why do not the people avail themselves of the privileges which nature has so bountifully bestowed on them? Our Fisheries offer a wide field for enterprise, and it has always been a matter of surprise to us that parties have not entered into them with spirit. The Nova Scotian speaks of Boys; we have troops of them, and it would be doing the "state some service" if some plan could be devised to give them useful employment, instead of having them reared up, as many of them are at present, in idleness and dissipation.

"Several vessels arrived during the last week from the Eastern coast, report the American Fishermen to be doing a good bu-

siness in that quarter, while our own vessels are doing comparatively nothing. The reason assigned is a very simple, but we dare aver a good and sufficient one. Every person conversant with the Fishing interests is aware that American vessels engaged in the Fisheries have their bottoms painted green; and it is just as notorious that our own craft pertinaciously stick to the old-fashioned unsightly pitch and tar for their nether coating. Now it has been discovered that the natural consequence of this is, that while the finny tribe are not at all alarmed at the presence of the Yankee green, they on the contrary evince the same dread of Blue Nose and his black bottom as a certain personage does for Holy Water! So that while our neighbours, fishing as they do with blue lines, and excellent management, are eminently successful, our own people, for want of proper precaution, return to port after realizing the adage of fisherman's luck. We give the hint as we have received it, not doubting that it will receive due consideration at the hands of those interested. There is another suggestion we shall take the liberty to offer while on this subject. It is now a well known fact that a very considerable proportion of the crews of American fishing vessels are composed of boys; and these, while they are not nearly so expensive as men, are scarcely less efficient when properly led by a few experienced Fishermen. And as we are given to understand this important branch of industry will claim a more than ordinary share of attention during the ensuing year—particularly out of the port of Halifax—we urge the necessity of being guided by our American neighbours in this particular. There is not a city of the same population in the world that can turn out a larger proportion of "smart boys" than are to be found in Halifax. If these fellows were taken in hand, properly instructed, and received a sufficient amount of encouragement to pursue the Fisheries for a livelihood, their labours would not only prove vastly productive to the country, but highly beneficial to themselves also. We shall in a few days have some valuable information to impart, from an authentic source, on this really important topic. Meanwhile who will encourage the boys, and thus afford them a chance to improve their own and their country's interests?"

COUNTY OF WESTMORLAND.—Tribute of Respect.—We have much pleasure in transferring to our columns the following account of a tribute of respect paid to an individual belonging to that class, who of all others (excepting publishers) are the most ill-used, ill-requited, of any body of men in the Province: we mean Public Teachers or Schoolmasters. We are acquainted with Mr TAYTE, and can bear testimony to what is said in his commendation. We wish him success in his new sphere of action. If our information be correct, the causes which led to his removal are anything but creditable to some parties in Shediac:—

In consequence of an intimation received from Mr Tayte, Teacher of the Madras School in this Parish, signifying his intention of resigning his present situation, it was proposed by his numerous friends and acquaintances that a Supper should be given him at the Victoria Hotel, as a mark of respect for his assiduity, care and attention, as Principal of that Seminary during the past eight years. On Friday night, accordingly, a respectable body of the inhabitants assembled at the Hotel, and after Supper presented him with the following address:—

SHEDIAC, Oct. 30, 1850.

Dear Sir.—As we understand that you have given up charge of the Madras School in Shediac, a situation which you held during the past eight years, as Parents and Patrons of that School, we deem it justly due to you, as a Public Teacher, to record our approbation of the steadiness, care, zeal and attention which you have displayed in the discharge of your duty; not only have your efforts met with our approval, but they have also received the public sanction of all connected with the institution. Wishing yourself and family every success and prosperity in your intended change, we beg to remain your affectionate friends.

(Signed)

George S. Jarvis, D. D., Rural Dean of Shediac; R. B. Cutler; Philip Chapman, J. P.; Thomas E. Smith, J. P.; Henry Livingston; John Rusk; W. Wilson; S. Chartres; William Atkinson; R. C. Scovil; Robert Atkinson; G. W. Fernald; N. M. Walker, J. W. Bowser; David Hill; Charles Shampers; William Milne; James Milne; William Huston; John Welling; Henry Robinson; Lemuel Wilbur; Samuel Ingles; William Linen; Florence Donovan; Silvano Babino; Alexander McGhie; Joshua M. Wood; William McKay; Edward J. Smith; Peter McSweeney; James Steadman; Bliss Botsford.

To Mr ANTHONY B. TAYTE,
Teacher of the Madras School,
Shediac.

REPLY.

SHEDIAC, Oct. 31, 1850.

Rev. Sir and Gentlemen.—I feel highly gratified that my humble services amongst you during the past eight years, as Teacher of the Madras school in this Parish, have been so appreciated as to merit this flattering mark of approbation. In separating from you for the present, I do so with the conviction that I am parting from firm and attached friends, whose kindness, generosity and liberality I have frequently experienced in the