

SATURDAY'S MAIL.

UNITED STATES.

Exciting Scenes on the Rivers.—Ice Bridges.
—Narrow Escapes.—In consequence of the extreme cold on Monday night—the thermometer ranging from zero to eight or ten degrees below—the Rivers and the Bay became bridged with ice of about four or five inches thickness. Ferry boats were, until the turn of the tide, almost useless, and when they succeeded in getting into the stream it was a matter of uncertainty where they would land; the Fulton ferry-boat, from Brooklyn, at one time landed her passengers at Oliver street, at another, on a ship at the end of pier near Maiden-lane, while the Staten Island boat was forced to put in at Jersey City.—The firmness of the ice, however, in some degree compensated the Long Islanders for the lack of ferry-boats, as hundreds of the young and venturesome risked a cold bath and trusted their lives on the ice bridge. About sunrise the scene was exceedingly picturesque. Long files of men were seen, like pigmies winding carefully across the treacherous bridge, feeling cautiously for "air holes," and making wide detours to avoid suspicious looking places. From a dozen different points in Brooklyn, these streams set forth, and before 10 o'clock thousands of persons had achieved a feat of which they will hereafter boast to their gaping grandchildren—they had actually walked across the East River on the ice. At 10 o'clock the tide turned, and a strong current set toward Sandy Hook, by the force of which the ice began to break up. In a short time the whole body of ice in the East River was in motion, except a narrow strip at either shore which was too firmly wedged in with the piers to be started. The moving mass was heaved up and broken in every direction by the force of the water, and as the cakes of ice were tossed up and again sank down crushing each other in indescribable confusion, the spectator might almost have fancied himself in Wellington Channel in search of Sir John Franklin. But attention was now chiefly diverted to the condition of persons who were crossing near the South Ferry. There were perhaps forty or fifty on the ice when the mass began to move; most of them made immediate tracks for New-York, and reached the piers before the shore and stream ice separated. One old colored woman, old enough to remember the time when Washington dragged cannon from the City to Staten Island on a similar but firmer bridge, fell into an air hole, but was soon hauled out as good as new, except the bathing. Several men who got ashore at Pier No. 1, E. R., were obliged to jump as much as they knew to clear the now rapidly widening chasm between them and terra firma, and three or four of them got ducked in the attempt. There were six persons, however, who were quite too late, and were carried down the Bay, three on one field of ice and three on another. Their situation became every moment more critical, as it was highly probable that the action of the water would soon break up their rafts, when escape from drowning would be impossible. In this dilemma, Whitehall Boatmen, whose courage and humanity are proverbial, went to their rescue. By patiently following the tortuous channels between fields of ice, the boats, after long and persevering efforts reached the ice where the men were, far off in the Bay, near Bedlow's Island; and when we left the Battery the last of the voyagers was safely under the stern sheets of one of the boats.—Hundreds of people had gathered at the Revenue Office and on the battery, watching the doings in the ice, and when the men were safe in the boats, a paper was circulated to raise a purse for the daring boatmen who had risked their own lives to save those of strangers.

A gentleman says, who has lived in Brooklyn near fifty years, so far as his remembrance extends, there has been no such difficulty heretofore in the navigation of the East River. Large cakes of ice have been frequently wedged between the shores, so that there was crossing on foot, but this was for a short time only. Three hours has generally been the extent of the detention, but he has never known the river to be entirely frozen across as at present.

Notice to the Public.

The Post Office Act passed during the last Session of the Legislature of this Province, authorising the transmission by Post, to and from the United Kingdom, of Books, Pamphlets, &c., at reduced rates of Postage, not having received the Royal Assent, the Public are hereby cautioned that all Books, Pamphlets, &c., at present forwarded through the Post, to and from the United Kingdom, are liable to full Letter Rates of Postage.

Due notice will be given when the provisions of the Book Post, above referred to, come into operation.

J. HOWE, P. M. G.
 General Post Office,
 St. John, 20th Dec., 1851.

Notice.

All persons having just claims against the Estate of JOHN MANDERSON, late of Chatham, Farmer, deceased, are requested to render the same, duly attested, within three months from the date hereof; and all persons indebted to the said Estate, are requested to make immediate payment to

GEORGE KERR, Administrator.
 Chatham, December 19, 1851. 3m

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, FEBRUARY 9, 1852.

THE RAILWAY.

Among our extracts will be found a debate which occurred in the Assembly of Nova Scotia, on the final proposition submitted to the Government of that Province, by the Delegates from Canada, who recently visited Fredericton and Halifax. This proposition was laid before the House, and after a short discussion, was submitted to a committee of eight, composed of members of different parties, who—as might have been expected—rejected it. What further action will be taken on this all-important subject, it is difficult to conjecture. There has been so little union among the members of the respective Governments, and such a want of upright, honorable principle in carrying out, and adhering to the arrangements entered into from time to time by their Delegates, that we do not see any prospect at present of the matter being satisfactorily arranged.

There is an opinion very generally entertained on this side of the Province—and it will be difficult to remove it—that since the Bills were passed in the extra session of the Nova Scotia Legislature, which contemplated that that portion of Earl Grey's Despatch which stipulated that Major Robinson's line should not be departed from, our Government has been using its influence to get an expression from the Canadian Government adverse to this arrangement, and that they have succeeded in accomplishing. This opinion has been strengthened by what has lately taken place; for no sooner was it announced that the Delegates from Canada had arrived in Fredericton, than it was currently reported they were favorable to the route by the Valley of the St. John, and this report was confirmed by the proposition they submitted to the N. S. Government. Mr Chandler was with these gentlemen in Halifax, as the representative of this Province, but there is no mention made of the decision of the New Brunswick Executive. They have thus far succeeded in throwing the whole blame on Canada, while they are apparently pursuing their old line of tactics, which has bestowed on them the unenviable title of "A doing nothing Government."

There is another piece of manoeuvring which they will find it difficult to explain away. It is this—that while they had a Despatch in their possession from the Colonial Office, stating in language that could not easily be mistaken, that the Home Government would not advance any money for the European Line, they allowed the Nova Scotians to proceed in making provision for the building of that Line, and did not furnish that Government with a copy of it until some time after the Session was closed.

If the people of the Province imagine that the business of the country will be satisfactorily conducted—that we will keep pace with the spirit of the age—that liberal and enlightened measures will be introduced and carried out, while the present men sit at our Executive Council Board, they will find themselves mistaken. We do not believe they think so, but that they are anxiously looking for some fortunate revolution in the wheel of fate, which will place men of political honesty and more enlightened views in their place.

In the meantime reports are rife that Companies in Britain are willing and desirous of employing their capital in the construction of our lines of Railways; and our Saint John neighbors are buoyed up with the hope that their pet line—the European and North American—will be speedily built by one of these Associations.—We sincerely hope so—but we have no faith in these private speculations, having seen so many prove but bubbles.

NOVA SCOTIA.—The inhabitants of Halifax have laid before the Legislature the copy of a Petition to Her Majesty on the subject of the Fisheries. The Sun thus notices it:

"A petition to the Queen's most excellent Majesty, from the Merchants, Traders, Fishermen, and others, residing in Halifax, and the adjoining Harbors on the Shores of Nova Scotia, a somewhat diffuse document, has been laid upon our table.

"The petitioners assert that the most flagrant violations of the terms of the Convention of 1813, are constantly occurring—that the right of Fishing on our shores exclusively pertains to British subjects.—That, unless this be reserved to their exclusive use, it will cease to be of any value to the British Crown,—that the concession of the proposed privilege to the citizens of the United States, will lead to results of far greater magnitude than any question of exemption from duties. These

are the leading features of protest—and embrace all the old points of discussion and reprobation, which has been the stock-in-trade of those who would seek a monopoly of the Fish Trade, for seventy years and more.

"It is also stated that the existing commercial relations between the United States and the British Provinces, are decidedly in favor of the former"; but while they "entreat her Majesty to refuse any concession whatever to the United States of the right of fishing on the shores of the Provinces within the limits prescribed by the existing convention, deeming such a concession not only utterly ruinous to the shore fishery of this province, but most injurious to the national welfare," they express themselves "favorable to reciprocal trade."

"What 'concessions' the petitioners would make for 'reciprocal trade,' we are not informed. We, however, would not be prepared to yield the privilege of a free fishery on our coasts, demanded by our neighbors, unless for a 'quid pro' entirely equivoque to the concession."

The same paper gives the following particulars of the arrival in that port of the American steamer Humboldt, bound to New York. Since then, the Royal Mail steamer Niagara, 18 days out, has also put in there:

"The American steamer Humboldt, Lyons, commander, from Havre via Southampton, bound to New York, 17 days out, put into our harbor yesterday morning, at an early hour, to obtain coal, and repair damages, being somewhat the worse of wear. She experienced during the voyage continued severe and boisterous weather. The ice on her deck was full four inches deep, and men were engaged with handspikes breaking it up, when we boarded her at the dock, her sides and boats were garished with a coat of 'frosting' just like a huge plumb-cake. One quarter-boat had been swept away, her larboard bulwark started, and strong planking from her wheel-houses ripped up, by the tremendous sea which lashed her in its rage. Some defect also, in the rudder, demanded the labors of the mechanic, and these were promptly bestowed. This morning she will sail for New York, and will bear from our city the Canadian delegates, who avail themselves of this opportunity for a speedy return home."

FISHERY SOCIETY.

In the Gleaner of the 10th September last, we published a letter from WM. SALTER, Esq., Warden of the Fisheries in this County, calling the attention of the public to the Law passed at the last session of our Legislature, granting to every Fishery Society in the Province, three times the amount of money that may be subscribed by the members; and also at his request, inserted the proceedings of several meetings which had been held in the County of Charlotte, as well as the Constitution adopted by the Grand Manan Society.

We were in hopes that something would have been done before this, to establish a Fishery Society in the County, so that our fishermen would have been enabled to participate in the liberal offer of our Legislature. It is admitted that no County in the Province possesses greater facilities for carrying on the Fishery than Northumberland, but strange to say, with the exception of Salmon, very little is done in this branch of industry.

The benefits that have resulted from the operations of our Agricultural Society are very apparent, and we have no doubt, if a similar association for encouraging the Fisheries was properly organized, and carried on with spirit, that a stimulus would be given to this much neglected, but valuable branch of business.

To effect this desirable object, we would suggest that subscription lists be made out, and placed in the hands of such parties as will take an interest in the matter; and when such a sum is subscribed as will enable us to receive the Provincial assistance, let a meeting of the subscribers be called, and a society organized.

The society might expend the money in offering a bounty on every barrel of mackerel caught in the County. They might also import machinery for the manufacture of barrels, which they could sell, rent, or make a present of to any person who would undertake to manufacture them at a low rate, or in any other way they may deem most likely to encourage our Fishermen to prosecute with greater avidity this important source of domestic trade.

We throw out these hints in the hope that something will be speedily done, whereby a large amount of money may be kept in the County, which is now remitted to Nova Scotia and Newfoundland for this necessary article of food. Every pound that can be saved, brings us nearer to that "consummation so devoutly wished for" by all classes—merchants, mechanics, farmers, laborers, &c. &c.—a Cash System of Payment, because it keeps the money in circulation which is now pouring out in various channels to pay for our imports, many of which ought to be supplied as cheaply at home.

These suggestions are well worth the consideration of our neighbours in Kent, Gloucester and Restigouche.

P. E. ISLAND.—The papers report that on the morning of Sunday, the 25th January, a fire was discovered on the premises of the Hon. George Coles, in Kent street, Charlotte-town, bursting from a building used as an oat kiln. The position of the building was such that had a strong wind been blowing from the North or Northwest, the whole of the extensive establishment must have been consumed; providentially there was a dead calm, and by the aid of the Engine, together with a large reservoir of water on the premises, the fire was confined to the building in which it originated, and a small stable adjoining the Kiln, which was also burnt, together with a valuable race horse and two Durham calves.

The Legislature of this Colony met for the despatch of business on the 22nd ult. We have not seen the Speech, but copy below from the New Brunswicker, the following synopsis of it:

Sir Alexander Bannerman, the Lieutenant Governor, in his speech, mentions his having visited all the different parts of the Island during the past season, and acknowledges the kindness he every where received, which was enhanced by the expressions of loyalty and attachment to her Majesty's person and throne, which all classes seemed anxious to impress upon him. Sir Alexander expresses his regret at the lamentable want of education, and urges the necessity of greater exertions. The financial affairs of the Island appear to have been placed on a more satisfactory footing by means of a loan on the Provincial credit bearing 5 per cent. interest; and the state of the revenue is also declared satisfactory. The question of reciprocal free-trade with the United States is discussed in the Speech; and allusion is made to the address of the Legislature in 1849, praying her Majesty to abrogate so much of the Fishery Convention of 1818 as prevented foreigners from fishing within three miles of the land, for certain equivalents. Sir Alexander says the importance of the Fishery, and the magnitude of the United States Fleet of fishermen, may be estimated from the fact that upwards of 200 sail were at one time in one of the harbors of the Island last autumn: and that no fewer than 72 American vessels were cast ashore, or more or less damaged on the shores of the Island, in the disastrous gale at the beginning of October last. With the advice of his Council, the Lieut. Governor has renewed the correspondence with Her Majesty's Government on the fishery question, and negotiations are now pending, Sir Alexander says, which he hopes will terminate to the mutual advantage of both countries. But if no concessions are granted by the United States, Sir Alexander hopes the Legislature will direct its energies to induce British capitalists to prosecute that important branch of industry, and afford them every facility for erecting fishing stations along the shores of the Island.

We notice that in Prince Edward Island, the Government lays before the Legislature estimates of the various sums required to be voted by that body, a practice not yet introduced in this Colony.

DUTY ON LIQUOR.—It appears by the returns laid before the Legislature, that the Revenue raised from Wines and Spirits, in this Province, during the last year, exceeds the sum of 20,000*l*.

A FARM IN THE NORTH.

Our exchanges in the "sunny south" frequently boast of what the farmers in their neighborhoods have done in the raising of cattle, hogs, &c. We give below an extract of a letter, showing what a gentleman has done on his farm in the Northern County of Gloucester, and we challenge our cotemporaries to produce a competitor:

Francis Ferguson, Esq., raised last year on his Farm in Bathurst, upwards of 1,000 bushels of Wheat; 250 tons of upland Hay; he killed 8 Pigs of one litter, 13 months old, which averaged 400 lbs. each, 3200; the Sow, 777; a Pig 14 months old, 646 lbs.; one 26 months old, 796 lbs.; altogether he killed last fall of his own raising 8,000 lbs. of Pork. Also a Heifer, only 3 years old, which weighed 700 lbs.!

STEAMER ATLANTIC.—The New York Express of Saturday, says the steamer Atlantic, for Liverpool, sailed on that day, with 27 passengers, and \$245,000 in American gold, 2800*l*. in sterling. In consequence of the ice in and about the wharf, the steamer experienced considerable difficulty in getting out.

SMUGGLED LIQUOR.—The Revenue Officers destroyed a quantity of smuggled liquor in the square of Chatham, yesterday forenoon.

While the present mail arrangement lasts, we will issue one edition on SATURDAY NIGHT, which will be dispatched Northward on Sunday, and the other at noon on MONDAY for the Southern mail which leaves at two o'clock, and for circulation in this County.