

Communications.

HINTS ON THE FISHERIES.

As it now appears that Railroads are to be the order of the day in this Province, and as a branch will of necessity be made to your noble river, the Miramichi, I think if we are wise, we will now endeavour to introduce Capital for the more extensive prosecution of the FISHERIES. Why not try a Joint Stock Company, in five pound shares, say two hundred shares, which will make up One Thousand Pounds. Let there be five Directors chosen to manage the business of the company. By way of trial let there be two vessels built by way of trial for the Mackerel Fishery, and let Northumberland and Gloucester join in the speculation.

I would beg to throw out some hints on the subject, suggested by my own knowledge of the Mackerel Fishery prosecuted in the Gulf and in the Bay of Chaleur. I have seen some vessels this year that were equipped for that trade in our neighbourhood; vessels of a very superior class, but not at all adapted for the trade in any way or shape, except the bait mill on board; but the parties deserve the thanks of the public for the noble spirit of enterprise they have manifested. But the trade with us is new, and must be learnt before those who prosecute it can make it pay, and a sure foundation laid for its prosperity. I wonder much if that fine workman, Mr. Mason, a native of Miramichi, could have completed such a fine piece of workmanship, and sent such a specimen of architecture into your river as the Indian Queen, if he had not first learned his business under such a tradesman as his father. So it must be with our Mackerel Fishermen, and time must be given before it will pay.

I would suggest that two vessels be built of from 60 to 70 tons register. This class would take 9 hands, including a cook, and every attention must be paid to equipment of the vessel for the voyage. When an American is preparing, the first consideration is to put her in proper trim. She is loaded with salt and barrels, and if not deep enough in the water, the empty barrels are filled with salt so as to bring her down to the requisite bearing. She must swim nearly down to her gunwale, so that when the fishermen rises a shoal of mackerel she does not drift from it. The bulwarks are as low in the water as is consistent with comfort and safety. A vessel such as I have named fitted out here, would if they came across a shoal of mackerel, drift away from it, owing to her height out of the water; besides, an American in jigging and catching their mackerel, owing to the vessel being low in the water, has no occasion to make a second pull on his line. As to the crew necessary to be put on board, it should consist of a master, (if possible give him a share in the vessel or voyage) a mate, and two hands thorough American mackerel fishermen, of steady habits, then put on board five natives, two of them young men of respectability and education and acquainted with navigation. Let these go as apprentices for three or four years; the cook and the other two ought to be smart active young men, they also ought to be bound for two years. The two apprentices above mentioned, to make them perfect, ought to go in winter and learn to be thorough Coopers, for this is a most essential branch of the business, and I find that every American fisherman is a thorough cooper. Two thirds of every crew could be well employed in winter in making their barrels for the next season, and it would require the remainder to get out of the woods s'aves, heading, hoops, &c. The models of the vessels should be procured from the States. These vessels are built flat, with a large floor and good beam, but notwithstanding this they are cutter built; a vessel of 80 tons will draw three feet more aft than forward, and has a fine reaching bow, sharp as the Indian Queen's, which makes her a vessel of high sailing qualities, either off or upon a wind. No vessel can carry more sail with fine taut raking masts, than these vessels can do. The American vessels class from 60 to 100 tons register. Nothing is wanted on board, and every thing is staunch and good, with every attention to economy. On account of their broad beam they have plenty of room on deck for all their operations, when all are at work. After their day's catch, there will be seen on deck in all directions, coopers at work barreling the fish, many of the barrels are hooped with iron on the head, and made of African oak. Here you will see every man with his adze or driver in hand, heading his barrel (no broken heads here)—it would do some of our professed Coopers essential service to see these fellows heading and hooping the barrels and sending them off to the hold, all as snug as a button. All their fish is put up in prime order, and the pickle that is put on them is

as clear as Geneva; the greatest order prevails—there is a place for every thing, and every thing is in its place.—Every man has an ample stock of good clothes, suitable for all work and all kinds of weather.

Try the business after this model on a small scale; foster and cherish it, and it will be a mine of wealth to Miramich, and supply your railroad with traffic, in sending it off to Canada, the United States, and elsewhere to market. The young men when they have served their terms of apprenticeship will be able to command vessels, and teach others, and thus keep up a constant supply of efficient hands. By following these hints a trade could be created which would give employment to our young men, who are now leaving the country to seek employment elsewhere. To commence this trade there will be no difficulty in procuring competent hands from the United States and Novascotia.

Hoping these hints will receive the attention their importance deserve.

I remain yours,

J. D.

Bay Chaleur, November 1, 1852.

WELLINGTON.

See sorrow o'er Britannia now,
Her dark'ning mantle spread;
See valorous tears how fast they flow,
Lord Wellington is dead!
The lofty mind, the fearless soul,
Her firmest stay and shield,
Who caused her thunders oft to roll
O'er many a battle-field.
The Hero through a hundred fights,
Protected from on high,
Whose cry in life, was Britain's rights,
Has breathed his latest sigh.
Full many a time hath India's ray
Beet fiercely on his head,
There too his faithful comrades lay,
Long numbered with the dead;
And wide o'er Europe many a thing
Marks well that here hath trod.
Lord Wellington who served his king,
His Country, and his God.
Yet more, Britannia, would'st thou know,
Go ask of Waterloo,
Where thy best blood did freely flow,
He saw and mourned it too;
In thy defence at his command,
It crushed the demon strong,
Who vowed destruction to thy land,
And sought to do thee wrong;
They died, the noblest of the brave,
Resigned their breath and name,
They died, Britania thee to save,
He lived to thee and fame.
Oft in thy Councils, too, was heard,
His wise and prudent word,
And still his warrior watchword was,
O save, save from the sword,
For better 'twere he still maintained,
A few short years of peace,
Than thousand years, should discord reign,
And turmoil but increase;
And should that council e'er assume
An influence 'gainst thy weal,
For many acts of wisdom done,
One erring one conceal.
Forget not yet the sage advice,
Britannia hold thine own,
Let thy Colonial Empire rise,
The glory of thy throne.
Remember Wellington stood forth,
As Chatham did of old,
And said by ill advice let not
Thy Colonies be sold.
He might have said O Island Queen,
Behold in me thy son,
Whose honors but reflect the sheen
Thy armies bold have won;
I've led thy warlike children forth,
Oft 'gainst the steel-clad foe,
And sorrowfully triumphed in
Thy victories of woe;
Their blood bedewed the heritage green,
On many a distant plain,
Oh! Wellington what had'st thou been
If not for them the slain.
And what would'st thou Britannia be,
Rest of thy children dear,
Who far across the distant sea,
Preserve thy honor clear.
Neglect not then the hearts who hold
Like his who now lies low,
Thy freedom as the war-cry bold,
For which their tears should flow;
And while his memory you revere,
Preserve his sayings wise,
And cherish those who laugh at fear,
When freedom bids them rise.
Hibernia claims him, Britons pray
Ye fervently and long,
That of her myriads many may
Resemble Wellington.
My Sovereign, thee, through life I've served,
This wish my soul retains,
That thou, when I am all unnerved,
Dispose of my remains.
Then rise ye Britons, still maintain
The glory he has won!
To emulate each sinew strain,
Departed Wellington.
Let never where his ashes rest
Thy foe's loud revel rise;
Nor hostile footsteps ever press
The sod 'neath which he lies.
Let Rule Britannia ever swell
Free o'er the glorious bed,
Where Wellington and Nelson dwell
Among the mighty dead.

AFFLEX.

Chatham, October 29, 1852.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, NOVEMBER 13, 1852

CANADA.—RAILROADS.

We devote a large space to the proceedings in the Canadian Legislature, relative to Railway matters.

On the 2d instant, Mr Hincks laid before the House the following Resolutions.

Hon. Mr Hincks moved, that this House will, immediately, resolve itself into a Committee, to consider of certain proposed Resolutions on the subject of a Railway from a point opposite the city at Quebec to River du Loup or Trois Pistoles, and from thence to the eastern limits of the Province.

Hon. Mr Hincks, by command of His Excellency the Governor General, then acquainted the House, that His Excellency having been informed of the subject-matter of the said Resolutions, recommends it to the consideration of the House. The House then resolved itself into the said committee, and passed the following Resolutions, which were reported and agreed to:

1. Resolved, that it is expedient to repeal so much of the Railway Guarantee Act, 12 Vic. cap. 29, as relates to the aid to be given to the proposed Railway between Quebec and Halifax, and instead thereof to provide that the guarantee of the Province may be given, under the provisions of the said Act as amended by Act 14 and 15 Vic. cap. 73, providing for the construction of a Main Trunk Line of Railway throughout the length of this Province, to any Company which shall be formed for the construction of a Railway from a point opposite the city of Quebec to Trois Pistoles and that such Railway shall form part of the Main Trunk Line of Railway aforesaid.

2. Resolved, That it is expedient to provide for the incorporation of a Company to construct such Railway as aforesaid, whenever a sufficient number of persons shall express their willingness to construct the same, and shall have subscribed a certain amount of capital and complied with the other requirements of the Act to be passed in that behalf.

3. Resolved, That it is expedient to provide, that if such Company, (or any other, but with a preference in favor of such first mentioned Company) shall extend the said Railway from Trois Pistoles to the eastern limits of the Province, a tract of one million of acres of the ungranted Lands of the Crown lying in the vicinity of such extension, may be granted to the Company which shall have effected such extension.

Hon. Mr Hincks introduced a Bill to provide for the incorporation of a Company to construct a Railway from opposite Quebec to Trois Pistoles, and for the extension of such Railway to the Eastern Frontier of the Province; second reading Thursday next.

Hon. Mr Hincks reported to the House, That His Excellency the Governor General had been attended with the Joint Addresses of both Houses respecting the Addresses to Her Majesty on the subject of the Fisheries—of War Medals—and of Reciprocity, and that His Excellency had been pleased to say he would transmit the said Address to Her Majesty to the Secretary of State for the Colonies, that the same may be laid at the foot of the Throne.

Hon. Mr Hincks introduced a Bill to empower the several Railway Companies whose Railways form part of the main Trunk Line of Railway throughout this Province to unite with any other such company, or to purchase the rights of any such company, and to repeal certain acts therein mentioned incorporating Railway Companies; second reading Thursday next.

Mr Cartier, moved, and the question being proposed, that the bill to incorporate the Grand Trunk Railway Company of Canada be now read the third time.

The Bill was then passed upon the following division: yeas 28, nays 7.

The following is an extract from a speech made by Mr Hincks while the House was in Committee on these Resolutions. The speech was in answer to some strictures which Mr Brown had made on his conduct while in England.

The Globe newspaper and the hon. member had accused him of a great deal of wrong doing and most improper motives in England, but it must be remembered that the interview with Lord Derby was a last resort, while he was even doubtful of the propriety of asking for it. It was said that he only gave Lord Derby twenty-four hours to consider; but was Lord Derby ignorant of all that had taken place while he was in England? He had before explained every thing to Sir John Pakington, had again written to the assistant secretary, stating the time he was to leave England, and had received an answer that his application would be replied to before he did leave. He did not believe that the St. John's route would have been accepted in England under any circumstances, whether Mr Howe had been there or not. He did not believe Sir John Pakington was influenced by that, nor by the letter—called impertinent—which he had written. He had reason to know that Sir John Pakington thought none the worse of him for that letter. He did not on his side complain of any want of courtesy; but with perfect respect, he did complain as a public man, of the failure on the part of Sir

John to communicate most important correspondence by unauthorised parties. The hon. member spoke of Mr B. Wilson; but there were many others who wrote, and he asked whether these persons, when he was there as the representative of the Province, had the right to go behind him, and then get Mr. Cobden to move for these papers in Parliament without these papers being communicated to him. There were statements of Mr B. Sharp, Mr Gellespie, Mr T. Wilson and Mr H. B. Wilson, and others, going before the people of England uncontradicted. He knew too, that the measure must be submitted to Parliament, and had no objection to time being given for that; but he wanted to know if the thing would be submitted to Parliament. The fact was, that there was an opposition which the Government did not choose to encounter, and that it was well known the scheme would not be submitted that session. He denied that he had agreed with Mr Jackson before he had finished the regulation with Lord Derby. The fact was, that if the money had been given by the Government they would have insisted that the road should be carried on at least by English engineers, and there was even a strong prejudice in favour of English contractors and English roads. The test of his veracity was to be found in the fact that he had communicated every thing to Mr Chandler, and also to several leading Canadians, among whom he might mention Mr Stayner, a man of large property and intelligence. He could not help contrasting the treatment he had received with that which had met Mr Chandler, whose infinitely inferior arrangement for New Brunswick, had been passed at once through the Legislature of that Province. However, hon. gentlemen might talk now, when he went to England—nor had he charged his mind now, for he thought people too sanguine—the idea of getting a railroad built without any cost to the Province, would have been hailed with universal satisfaction. He did not think he would have been justified in leaving every thing undone, and in returning to Canada. New Brunswick could not make Major Robinson's line without the assistance of the British Government. He thought that would be built. It would be a great triumph to Lord Derby to get this line, which he wished, and if the rest was done, he thought his lordship would step in and build the line between Miramichi and Trois Pistoles. The hon. member's plan was total abandonment of everything, and a recommencement of the negotiation which had already failed; but the Imperial Government would give no money unless the first expenditure were made on the line between Halifax and Quebec, and that without any assurance that the ministry would give money to go westward of Quebec.

The Quebec Gazette of the 3rd instant thus notices the final passage of the Kingston and Montreal Railway Bill, the consideration of which has engrossed a large share of the attention of the Assembly:

The bill to incorporate this company had its first reading and was passed last night, with, however, one most important addition. Messrs. Holton, Galt and MacPherson, whose opposition to the bill has been characterised by so much violence, and by so many threats, have at last come forward and offered to waive all their rights, 'legal as well as moral,' on condition of being permitted to be incorporated as part of the company, and to be put on the direction.

The following strictures on the conduct of certain members of the Lower House, are copied from a communication in the Quebec Gazette of the 1st instant, bearing the signature of "An Upper Canadian Editor."

The Parliamentary debates have become of little importance. They consist now chiefly of recriminations, personal accusations and explanations, and bunkum. Boulton and Brown have monopolised half the past portion of the session to themselves. Parliament has been sitting now ten weeks, and not one measure of importance has yet passed the two houses of the Legislature. The most frivolous and vexatious delays have been offered by those two gentlemen. Boulton is mean, and Brown both mean and ambitious. The evident object the latter has had for his course of conduct, is to so retard legislation, that he, next winter can hold the ministry up to the country as unworthy of its confidence. Aiding those two perjured politicians, I have noticed with a feeling akin to sorrow, the Honble. John Young of Montreal. As day by day the transactions connected with the stubborn opposition of the Montreal and Kingston Railroad Company were developed, a conviction forced itself upon me, that Mr Young's conduct while a member of the Government, was far from creditable, or indeed honorable in relation to those transactions. And since those have transpired, his course of procedure taken in connexion with his unworthy alliance, with such men as Brown and Boulton, in their cowardly but characteristic opposition to the government, has only deepened that conviction. I feel bound as the conductor of a public journal, to explicitly condemn such conduct on the part of Mr Young, and to assure him that his character as a public man stands deeply compromised by it. Brown and Boulton have no political or public character to lose: what they had has been long torn into shreds. It is different with Mr Young. He has a character as a public man, as an honorable merchant to sustain, and I honestly warn him, that a contact with the two men just named, cannot but leave a taint on it. Mr Young