

British vessels, with an aggregate tonnage of three millions of tons. The comfort and welfare and happiness depends, as do our own largely, on the preservation of that commerce. War between the two nations would sweep it from the ocean. The ministry that should involve that nation in war with the United States, would be driven from power by public indignation, arising out of universal calamity and distress.

England is a manufacturer. Her imports in all her domains are valued by hundreds of millions annually, and her exports are equivalent. She needs raw materials—cotton and wool and other articles, and breadstuffs and provisions. And to get these, while extending the markets for her manufactures, she bends all the policy of her commercial and fiscal systems. We furnish those indispensable supplies lavishly, and we consume her fabrics of iron, cotton, flax, wool, silver, gold, everything in preference to manufacturing for ourselves. A war with the United States would close these relations at once, and the artisans and laborers of England would be involved in calamities such as they have never yet known.

England is a creditor nation. We are debtors to her. Heaven knows how much capital is not accumulated in England. It is a capital that has been gathered through a thousand years, by a nation of wonderful and world-reaching sagacity, industry and enterprise. We employ that capital all that we can obtain, for we have need of it all to bring at once into sudden development and perfection vast and perpetually extending regions, which for near 6000 years, were by civilized man untrodden and unknown. A large portion of our public debt is owned in England. Large masses of our state debts are owned there. In addition to that, our merchants are indebted to England I know not how much; but I have known the time when the whole public and private debt of the United States was not less than \$250,000,000. The interest on this debt constitutes the support of a considerable portion of the British community. England then, cannot wisely desire, nor safely dare a war with the United States.

And now, what is the real question before Congress in regard to these fisheries? That question is simply this; the British Colonies insist upon the rigorous construction of the Convention of 1818, so as to exclude us from entering the large British bays, and distract and annoy our fishermen; and the people of the United States resist that construction, and they never will yield it. The British Government approve in words, and yet so far as their acts are concerned, refuse to support it. The controversy is thirty years old and seems an endless one. While that question is kept up, the American fisheries which were once in a most prosperous condition, are comparatively stationary or declining, although supported by large bounties. At the same time the Provincial fisheries are gaining in the quantity of fish exported to this country, and largely gaining in their exportations abroad. In 1844, those Colonies sent us products of fishery valued \$264,000; in 1851, the value of their fish which we received was \$781,000. In 1844, they exported through our ports to other countries, fish valued at \$3000; in 1851, the exported products were valued at \$173,000! Our fishermen want all that our own construction of the Convention gives them, and want must have more—they want and must have the privilege of fishing within the three prohibited miles, and of curing fish on the shore.

Consider for a moment the magnitude of the interest of the fisheries, that it employs a fleet of twelve hundred sail, managed by twelve thousand men, and a capital of four millions of dollars; and that together with the whale fisheries, it constitutes the basis of our naval power.

Shall we not try to quiet and end this long and injurious dispute. We think the right is with us, and so I am sure it is. But nevertheless it is a question. The British government are our equals and they hold it so. They quote American authorities, especially that of Chancellor Kent, against us. This shows us that they are as confident in maintaining their position as we are in maintaining ours. We can dictate no terms to Great Britain. We will not allow her to dictate terms to us.

Now, sir, can we in any event yield the right to navigate the Gut of Canso, and with it the fisheries of the Straits of Northumberland? No! Can we enjoy our fisheries as we ought while these disputes exist? No! Are we to leave them open, and if so, shall our fisheries be carried on hereafter under the surveillance of an armed squadron, and the guardianship of a naval fleet of our own?

The indications are abundant that it is the wish of the Senate that the Executive should not treat upon the subject, and I think wisely. I agree on that point with my honorable and distinguished friend from Massachusetts [Mr Davis.] What the Colonies require is some modification of commercial regulations which may affect the revenue. That is a subject proper to be acted upon by Congress, not by the President, if it is to be acted upon at all. It must not be done by treaty. We seem to have courted the responsibility, and it rests upon us. Let us no longer excite ourselves and agitate the country with unavailing debates; but let us address ourselves to the relief of the fishermen, and to the improvement of our commerce.

Now, sir, there is only one way that Congress can act, and that is by reciprocal legislation, with the British Parliament or the British colonies of some sort. I commit myself to no

particular scheme or project of reciprocal legislation, and certainly to none injurious to an agricultural or manufacturing interest. I, for one, will give my poor opinion upon the subject, and it is this—that so long hereafter as any force shall be maintained in those Northeastern waters, an equal Naval force must be maintained there by ourselves. When Great Britain shall diminish or withdraw her armed force, we ought to diminish or withdraw our own; and that in the meantime, a commission ought to be raised, or that some appropriate committee of this body—the committee on Foreign Relations, the Committee on Finance, or the Committee on Commerce—should be charged to ascertain whether there cannot be some measure adopted by reciprocal legislation to adjust these difficulties and enlarge the rights of our fishermen, consistently with all the existing interests of the United States.

THE SEASON.

Since Thursday last a most delightful change has taken place in the weather. A large quantity of rain has fallen, which has had the effect of putting out the extensive fires which had been raging in different parts of the county, and of clothing the fields with herbage, that were scorched and brown. It will be of great service also to the cattle, which were suffering for want of pasturage, and in many places for water, and greatly benefit the potatoes.

STEAMERS FROM NEW YORK TO AUSTRALIA.—The establishment of a line of steamers between New York and Australia, is claiming the serious attention of the merchants of the above-named city. It appears that a number of the largest class ships have already gone out, crowded with passengers, and having large and valuable cargoes on board. A correspondent of one of the papers says—"It is estimated that the trip may be made from New York by steam, via Panama, and from thence across the Pacific in about thirty days. If this can be done there can hardly be a doubt but that this route would attract the emigration from Europe, and the Line by Panama homewards would be immeasurably preferred to any other."

TRADE BETWEEN THE UNITED STATES AND THE COLONIES.—This subject still continues to engross the attention of the American Journals and public. A late number of the New York Express thus comments on the matter:

Of the five millions we received from the Colonies last year, more than two thirds was entered in bond and paid no duties in the United States whatever. The principal value of her imports from Canada consists in breadstuffs, which enter our ports under our warehousing law as free of duties, and enter in our markets as much into competition with our products of the same articles as it admitting under the proposed reciprocity. So too in regard to lumber, forming the only article of any magnitude we buy of Canadian product for consumption. Lumber is becoming an article of prime necessity in the United States as well as to the poor as to the rich, and there is no good reason why it should be taxed at all. Our import of Canadian lumber makes a vast carrying trade, giving employment a large amount of lake and canal tonnage, and thousands of men. It is entered in our lake ports at about an average foreign value of six dollars per thousand, and at a 20 per cent duty. When it reaches the great markets of the Hudson, it obtains an average value of about \$25 per thousand, principally earned as will be seen by our own people.

The conduct of England, in regard to the fishing grounds, will prevent any action by this Government upon the subject of Reciprocity. It is true that Lord Elgin, Mr Andrews, and others have denied that Reciprocity was at all in view, when the orders were given to send a fleet upon the coast.—Lord E. told Mr Corwin, we understand, that they were given in conformity with the urgent petitions of the Colonial authorities—petitions continued but neglected by the Government, for six or seven years. From other sources, too, we are advised that the British Government had no reference to the promotion of the Reciprocity measure, in their action, whatever might have been the intentions of the Colonial Government. But the act itself has caused so much feeling at Washington, the Committee on Commerce will hardly report the bill which Mr Seymour has prepared.

AN EXAMPLE WORTHY OF IMITATION.

The following paragraph is copied from the St. John Church Witness. Is there any parish in this county disposed to follow such a good example?

It gives us much pleasure to learn that the inhabitants of the Indian Town district, in the Parish of Portland, have agreed to avail themselves of the provisions of the new School Act, and have authorised an Assessment to be made of the sum of one hundred pounds for the construction of a suitable School House in the district. This praiseworthy example, we hope to see followed in other parishes and counties, where school accommodation is defective. And we hope that next year the inhabitants of Indian Town will set another example to

the Province, and tax themselves for the support of the teachers and other incidental expenses of the schools, by which they will be entitled to receive from the Province Treasury twenty five per cent. over and above what is allowed to Parish Schools of the same class, in parishes or districts in which the assessment principle has not been introduced.

THOUGHTS WORTHY OF CONSIDERATION.—The Editor of the Head Quarters concludes a sensible article headed "Responsible Government and its Responsibilities" with the following admirable remarks. When will the time come? that is a question we are afraid cannot be easily answered. To bring it speedily about the people must think for themselves, and act independently, unbiassed by local prejudices, or actuated by selfish or personal consideration. When they do this, the happy period alluded to below, will not be far distant.

O! that the day may come when an honest, intelligent, manly constituency will go up to our polls, and in view of these responsibilities cast their votes by open voice or ballot, for such men as will blend the spirit of progress proper to the age with the exercise of a wise discretion, and a judicious restraint over the Council and Councillors of our country. All local matters are committed to us, or those we chose or suffer to act for us. Why will we continue to entrust the most momentous interests of the land we live in to men, some of whom we would scarcely permit to act as arbitrators when a £10 issue was at stake; and with what reason can we look for sacrificial patriotism at the hands of others when we are wanting in justice to ourselves?

To CORRESPONDENTS.—Mr D. McCauley's Communication is received. We have not been in the habit of publishing such documents, and cannot see the utility of inserting the one sent us.

Mr William Forbes's answer to Mr Joseph Outram's letter which appeared in our last issue, has been received, and will appear in our next.

BY TELEGRAPH

TO THE MIRAMICHI NEWS ROOM.

St. John, Friday Morning.

The Asia has arrived at New York with English dates to the 14th August. It is stated that Mr Thomas Baring, of the firm of Baring & Brothers, is coming out to Washington to settle the fishery disputes. Several war steamers are being rapidly fitted out in England, understood to be for the fishery grounds. Enquiries are being made as to the capabilities of British merchant steamers for warfare.

Wheat advanced from 2s. to 3s., and Flour from 1s. to 2s.

The English papers are extremely barren of interest.

Nothing new here.

Saturday Morning.

A second despatch of news per Asia at New York, says that it is now rumored that Mr Baring's visit to this country is not of an official nature.

Her Majesty Queen Victoria arrived at Antwerp on the evening of the 11th.

The English papers consider it quite improbable that any serious difficulty can arise out of the fishery question.

SHIP NEWS.

PORT OF MIRAMICHI.

ENTERED, August 12—schr Stranger, Siteman, Halifax, general cargo, H. Cunard; Sally, Siteman, do. do. Harley and Burchill.

13—Swift, LeBlanc, Quebec, general cargo, R. Johnstone, Sen.

16—Villager, Watt, Halifax, general cargo, J. & G. Parker, and others.

19—Mary Ann, Des Jardines, Quebec, flour Harley & Burchill, & Gilmour, Rankin & Co.

20—schr Highlander, McLeod, St. Pierre; Ceres, Fournier, Quebec, general cargo, Johnson & Mackie; St. Laurent, Boule, Quebec, do. R. Hocken & others.

21—bark Oxford, Hunter, Port Glasgow, Gilmour, Rankin & Co.

25—Russian brig Ann & Nina, Fowling, Boston, Gilmour, Rankin & Co.

27—schr Elizabeth Ann, Muirhead, Pictou, coals.

29—bark St. Johannes, —, Liverpool, 52 days, general cargo, W. J. Fraser.

CLEARED, Aug. 9—brig Emporium, Newham, Weymouth, timber and deals, Gilmour, Rankin & Co.

10—schr Marie Hendrick, Bernier, Quebec, fish, Harley & Burchill.

12—schr Vine, Campbell, Bay Vert, general cargo.

13—schr Village Maid, Taylor, Newfoundland, lumber, Gilmour, Rankin & Co.

14—bark Majestic, Frusk, Belfast, timber and deals, Gilmour, Rankin & Co.; Prussian brig Augustus Adolphe, Wagner, Liverpool, do. do.

16—brigs Equity, Hodgson, Newcastle, timber and deals, Gilmour, Rankin & Co.; Elizabeth, Scott, do. do. do.; schr Sally, Siteman, Halifax, fish and lumber, Harley and Burchill.

18—schr Stranger, Siteman, Halifax, fish, Johnson & Mackie.

19—schr Villager, Watt, Halifax, fish, Gilmour, Rankin & Co.

20—new bark Rialto, Barker, Liverpool, timber and deals, R. Johnston, jr.

21—schr St. Laurent, Baule, Gaspe.

23—Ceres, Fournier, Quebec.

24—Mary Ann, Des Jardines, Quebec.

26—new ship Chevalier, Potts, Liverpool, timber and deals, Harley & Burchill.

27—schr Highlander, McLeod, Boston, fish, A. Loudoun and others.

The brigantine Eu, from Richibucto, to Liverpool, went ashore at Cascumpeque, P. E. Island, waterlogged, on the 19th inst. It is expected she will be condemned.

PORT OF RICHIBUCTO.

ENTERED—August 25, —schr Jolly Tar, Bouchet, P. E. Island, 27th, Royal Minor, Babin, Quebec, flour; W. S. Caie.

CLEARED, August 14—Norwegian barks Wm. Tell, Rordan, Grembsy, deals, J. W. Holdernes; Stanley, Coffin, Bristol, do. W. S. Caie; schr Star of the West, Key, Gloucester, do. D. Wark.

15—Sax Gotha, Furneux, P. E. Island, lumber, J. W. Holderness.

21—brig Thomas, Taylor, Grembsy, deals, L. P. Des Brisay; Russian bark Julie Heyn, Knop, do. do.

27—schr Jolly Tar, P. E. Island, deals, L. P. Des Brisay.

PORT OF BATHURST.

ENTERED, August 23—schr Arctic, Barnes, New York, goods, J. B. Read; brig Amaranth, Dodds, Newfoundland, Ferguson, Rankin & Co.

24—schr Perseverance, Le Couff, Quebec, flour, John Meaghen and others; Blossom, Robischau, J. M. Wolhaupter; Londonderry, Putnam, Boston, goods, John Meaghen.

CLEARED, August 21—brig Hartlepool, Dove, Sunderland, timber and deals, Ferguson, Rankin & Co.; brig Gipsy Cochrane, Newfoundland, lumber, do.

24—schr Arctic, Barnes, Boston, grindstones, J. B. Read.

26—schr Londonderry, Putnam, Boston, grindstones and salmon, G. & A. Smith; Perseverance, Le Couff, New Carlisle.

27—schr Blossom, Robischau, Miramichi, brick, J. M. Wolhaupter.

PORT OF DALHOUSIE.

ENTERED, August 20—schr Emma, —, general cargo, J. LeBelois.

25—schr Martha Sophia, Boudroit, Halifax, general cargo, Messrs. Ritchie; brig Martha, Bijot, Newfoundland, Messrs. Ferguson.

26—brig Leadbitter, Palmer, Sunderland, timber, Messrs. Ritchie; brig John Wilson, Hunter, Dumfries, do. do.

NOTICE.

A Quarterly Meeting of the Board of the Miramichi Fishery Society, will take place at KELLY'S HOTEL, Chatham, on TUESDAY, the 7th day of September next, at 3 o'clock P. M., precisely. A full attendance is highly desirable.

JAMES CAIE, Secretary.
Miramichi, 25th August, 1852.

SURROGATE COURT.

COUNTY OF NORTHUMBERLAND,

PROVINCE OF NEW BRUNSWICK,

[L. S.] To the Sheriff of the County of Northumberland, or any Constable within the said County, Greeting:

Whereas Rowland Crocker, Executor of the last Will and Testament of DANIEL MCGRAW, late of the Parish of Blackville, in the said County, Farmer, deceased, hath filed an account of his administration on the estate of the said deceased, and hath prayed that the same may be passed and allowed.

You are therefore required to cite and require the creditors and next of kin of the said deceased, and all other persons interested in the said estate, to appear before me at a Court of Probate, to be held at my Office, in the Parish of Chatham, in the said County, on SATURDAY, the Second day of October next, at Eleven of the clock in the forenoon, to attend the passing and allowing of the said account of administration on the said estate.

Given under my Hand, and the Seal of the said Court, this Twenty-sixth day of August, One Thousand Eight Hundred and Fifty-two.

WILLIAM WILKINSON,

Surrogate for said County.
GEORGE KERR Register of Probates for said County.

Notice to the Public.

On and from the FIFTH SEPTEMBER, next, there will be Three Mails weekly each way, between Newcastle and Campbelltown.

The additional up mail will leave Newcastle on SUNDAYS, at 11 O. A. M., and be due in Campbelltown at 10 40 A. M., on MONDAYS. The down mail will leave Campbelltown, on TUESDAYS at 8 O. A. M., and be due in Newcastle at 20 P. M., on WEDNESDAYS; the same hours being observed as with the present semi-weekly mail.

J. HOWE, Postmaster Gen.
General Post Office, St. John,
23rd August, 1852.