

ter for such a length of time as may appear necessary for allowing the Herrings to mesh, during which time the nets should be occasionally pulled up a little, and examined, so that when no likelihood of Herrings may appear, the nets may be hauled—the ground shifted—and the nets shot elsewhere; and when it is found that the Herrings have meshed, the train must be carefully, and not too rapidly hauled up, and now comes a part of the fishing process which demands the most serious attention from Fishermen, as the future value of the Fish may be immediately deteriorated, if this part of these instructions be neglected.

(To be continued.)

The Politician.

COLONIAL PRESS.

From the Halifax Sun.

MR HOWE AND THE RAILWAY PRESS.

A portion of the New Brunswick Press has, for some time past, manifested a disposition to treat the name of the Hon. Provincial Secretary of Nova Scotia in a style of invective, for the insolence of which we are altogether unable to assign any apparent cause.

Now, all this abuse, so entirely unprovoked, to say the least of it, is redolent of a spirit unworthy of right-minded men, and offensive, in its out-pourings, to the great body of people on this side the bay; nay, more, it is a parade of ingratitude most pitiable.

We say ingratitude, for is it not an historical fact that to the profound talent, judgment and untiring zeal of this able statesman, whom the 'hirelings' of the Courier, &c., now 'delight to dishonor,' the lower provinces of British America, in common, owe that constitutional liberty in which they are so strong and so free?

Without unfair disparagement, we may put it to the people of New Brunswick, where, in their land, had now been the practical working of the principle of Executive responsibility had it depended on the Chandlers and Wilboms, to wring that conception of 'right' from the hand of a reluctant government at home?

The attempts of the Courier, we repeat, to underrate the public services of Mr Howe, at the same time vilifying his private character, is most discreditable, and only worthy of the mouth-piece and tool of a clique, who, had they been permitted, would have, long since, handed over to Mr C. D. Archibald 5,000,000 acres of the goodly land of New Brunswick for railway purposes! To the integrity of Joseph Howe and the New Brunswickers, at this moment, indebted that a motley of their most valuable territory is not in the hands of railway speculators.

What we claim for ourselves we concede most readily to our friends over the way, the management of their own affairs, free from impertinent intermeddling. If our neighbors care to introduce, within their borders a power superior to the government—and which, once established, shall be strong enough to put all legislative and executive authority under its feet, be it so, we may regret, but have no right to complain of, much less to gibbet them for their folly. That they should step over our border, and, unsolicited, undertake to lecture us on the policy best adapted to advance the particular interests of our country is, truly, a piece of gratuitous interposition in other people's affairs neither so easily nor so patiently borne.

AMERICAN PRESS.

From the Boston International Journal.

PROGRESS OF THE INTERNATIONAL TRADE ARRANGEMENTS.

England and the United States have established their sincerity in this matter. We fear that the worst obstacle now to its speedy ratification will be the want of union among the Colonies themselves; there, there is less of that spirit of concession and mutual arrangement than we could wish to report. The clergyman in the fable, who received a call upon condition that he would regulate the weather to suit the worldly interests of his parishioners, requested of them what kind of weather they required, and he would proceed to regulate it. But the farmer asked for sunshine, the miller for rain, &c. So one Colony disposes of a right in her fishery privileges for an equivalent, another will not. A meeting is called in a certain city, and resolutions and counter-resolutions are reported. But in the face of England's efforts, we hope most sincerely that minor interests will give way to a liberal arrangement so important to the future growth and prosperity of Colonial commerce. We have no wish to see the Colonies overreached in those negotiations; we have no fear that they will be; and relying as they profess to do, on the mature experience of the Home Government, let them have a hearty response to the negotiations for the accomplishment of the long sought reciprocal arrangement proposed for the advancement of the Colonial interests in British North America. These suggestions are made before we have heard the details of the arrangement proposed in the treaty between the two Governments, based on our faith in the clear-

sighted Imperial Government, to which the Colonies, as Colonies, have necessarily confided their interests.

New York Herald of February 1. THE FISHERY QUESTION.

Our contemporaries were a little behind the time yesterday, in the important matter of the Canadian reciprocity treaty brought back by the Africa, with the ratification of the British government. This treaty was completed between Mr Everett and Crampton, at Washington, a few weeks ago. We gave at the time, as far as it could be ascertained, the gist of it. It embraces the two subjects—the fisheries and reciprocal trade. Among other things, it provides that Colonial vessels may obtain American registers. This would bring colonial ship-builders in direct competition, with ours; and as our builders are obliged to pay duties on several articles used in their construction—iron, cordage, &c.—which the colonists obtain free of duty, the advantages which the latter would obtain are manifest. Independently of this, Congress desires to take the initiative in any measure of reciprocal trade. It is also contended, among certain leading men at Washington, that it would be an ample exchange for the freedom of the fisheries, for the United States to do away with the duty of twenty per cent, which is now imposed on fish brought here in British vessels.

We apprehend, therefore, that this treaty will be rejected by the senate—that Congress will do nothing upon the subject this session, but turn the whole matter over to the administration of General Pierce. He is said to be favorable to an arrangement of reciprocity and free trade, on a much broader and more liberal basis than this contracted affair of Messrs Crampton and Everett. We have been doing up our foreign affairs long enough, in all conscience, in sixpenny instalments.

Our special Washington correspondent writes that the Senate will be certain to reject the treaty for the settlement of the Canadian reciprocity and fishery questions, which the Secretary of State and the British Minister have so long been engaged in perfecting.

The above remarks were based on the following, from the correspondent's Washington letter:

It is understood that the Senate will take up the Everett and Crampton treaty as soon as it is laid before that body, and at once reject it, so as not to interfere with the legislative branch of the government, which, through the action of the House Committee on Commerce, has, for a year past, been engaged in the preparation of a bill covering the whole ground. Mr Crampton, it is said is quite sanguine that the treaty will be sanctioned by the Senate; but a few days will give him reason to change his mind.

The New York Tribune, a high protective paper, opposed to the reciprocal arrangement with the Colonies, thus delivered itself on the 2nd February:

The steamer Africa was delayed beyond her time of starting on her last trip to New York by the British Government. It is stated that the delay arose for the desire of that Government to complete some commercial or treaty arrangements with the present Administration, whose career so shortly ends. It is now reported from Washington that the framework of a treaty or the project of a prospective treaty, has been sent over by this steamer, which looks to the settlement of the various open questions between us and England. Such, for example as reciprocal free trade between the British provinces on our borders and the United States; embracing, it is alleged, the question of admitting provincial vessels into the participation of one coasting trade; also the question of the Fisheries, the free navigation of the St. Lawrence, and sundry claim questions by way of make weight.

We have small doubt that something that approaches a definite settlement of all these questions is on foot. We know that Mr Everett directed his attention to them immediately after he took office, and we know that he has sought information from certain quarters that have a suspicious look, and also that things have of late been very close at the Department of State on this whole subject; that there has been indeed an air of secrecy and mystery about it throughout. We know, moreover, that our new Minister at the court of St. James, Mr Ingersoll, has received a remarkable degree of attention in England, and has been unduly soft soaped during his brief career there, and further, that in his speech at Liverpool he very distinctly intimated, that some of the subjects in question had been undergoing diplomatic treatment, and that what England wanted was likely to be granted; from all which we infer that the Administration is aiming to complete a commercial arrangement or treaty with Great Britain covering the subjects we have enumerated.

Now what particularly strikes us on the face of this whole affair, is the unseemly haste with which things seem to be driven forward. It looks as though the administration or Mr Everett were possessed with some small ambition to hurry through a job which it is hoped may redound to their glory. We trust there is nothing of the sort, but we can imagine some reasons not less influential in prompting the action of the Secretary, than has operated upon him of late on some other topics. Without being possessed of any definite knowledge upon the subject, we yet see enough and know enough to induce us to look with suspicion on the aspect of things, and to ask for a sharp lookout in the Senate upon

what is under way. Where England is concerned, the diplomacy of Massachusetts Secretaries will bear watching.

The New York Evening Express, February 2d, has the following:

The important negotiation with Great Britain is near its end. Involved in the arrangement, is the regulation of trade and navigation between the United States and Great Britain. Great concessions have been made on both sides. Great Britain agrees to yield to the United States the free navigation of the St. Lawrence and the river St. John, from its mouth to its source. Maine has long considered her interests neglected, from the failure of government to secure an outlet, for lumber by the mouth of the St. John, the upper portion of that stream being a boundary line between Maine and the Provinces, but the lower part lying exclusively within British territory.

The enlargement of the list of free goods passing from the United States to the Provinces, and the entire removal of duties now levied on others, is a matter of consequence, and it is said that concessions have been made by Great Britain on this head greater than were anticipated. It is, however, proposed to naturalize provincial vessels, so far as to admit them to share in the advantages of our coasting trade, by granting them American registers on condition of a bona fide sale.

Mutual claims to be settled by joint commission, and to be of three classes: 1st, those of American vessels seized, detained and searched on the coast of Africa by British cruisers; 2d, those of American fishing vessels seized, detained or confiscated by British authorities; 3d, those of British subjects illegally exacted and seizures made in California.

The privileges proposed to be extended to provincial vessels create unfavourable feeling, and they will be opposed, it is said by the entire New England shipping interest.

The New York Journal of Commerce, by its Washington correspondent says:

A day must be assigned for the consideration of the Convention, and it must undergo a considerable amount of discussion before it can be passed. In the present state of business and feeling in Congress it is idle to expect considerate legislation on new and important subjects. But the Convention may be ratified by the senate, at the present session or at the called sessions on the 4th of March, and it may then be left for the next Congress to pass the necessary legislative acts to give it effect.

The New York Courier, announces under authority of its Washington letter, that

The subject excites the greatest interest in Washington, and the probabilities of the ratification of the treaty are fully canvassed.—The privileges proposed to be extended to Provincial vessels create much unfavorable feeling, and they will be opposed by the entire New England Shipping interest.

The Philadelphia Ledger says:

The Treaty is so far matured that it is expected to be entirely accomplished under the present Administration. This will give some additional work of interest to the Senate. But matters of such moment as are embraced in this treaty cannot be considered in the brief month left to the present Administration.

The Boston Traveller thinks—

The probability is that the Senate will ultimately ratify the Convention, although it must run the gauntlet of an indefinite number of speeches. But the House holds a sort of veto power in the premises; for the passage of some Legislative act will be needed to carry the Convention into effect, particularly in respect to those points which concern the revenue.

We have thus collected for our pages all that has yet transpired in this matter. Comment is unnecessary until the full details of the Treaty are known.

The committee of the House on Commerce, our readers are aware, have a bill independent of the treaty, which they are ready to report through their chairman, Mr Seymour, when the House calls for Committee's reports. It is the result of much labor, great research, and liberal sentiments on commercial progress. From present indications, therefore, we have reason to believe, that the Colonies are about to participate in a commercial arrangement that will be worthy of the age, and one which will mark an epoch in their trade, prosperity and distinction.

WEDNESDAY'S MAIL.

EUROPE.

THREE DAYS LATER FROM ENGLAND.—THE LAWS OF ENGLAND.—On the re-assembling of Parliament, Mr. Phillimore is to move an address to Her Majesty, to appoint commissioners to digest the Laws of England into a code.

The papers announce the decease of the Earl of Beauchamp and the Earl of Oxford. The former succeeded in his title and estate by General Lygon. The Earl of Oxford leaves no issue, and the title therefore becomes extinct.

THE ARMY.—A notice has been posted up at the Horse Guards, under the head of "Encouragement to Soldiers." It states that by her Majesty's warrant it is provided that commissions are to be given to deserving non-commissioned officers recommended

by their colonels. In appointments to the cavalry, a sum of £150 will be granted as an outfit, and in the appointments to the infantry a sum of £100 as an outfit. All sergeants, corporals, and privates are also to be allowed a gratuity for length of service or good conduct a sergeant to have £15, a corporal £10, and a private £5. They will also be allowed a progressive pay per day over and above the usual pay. It was stated in a note that several regiments of cavalry at present offer an opportunity for recruits joining from the age of 16 to 25. Since the alteration of the standard of height many young men join the line.

NEW BRUNSWICK.

The body of Mr. James Curtain, mail carrier between St. Andrews and Robbinston, was found on the beach near the Market Wharf in St. Andrews on Sunday morning last. The Coroner's jury returned a verdict of accidental death by drowning. Mr. C. has left a wife and large family to mourn their loss.

We are pleased to learn that our old and much esteemed acquaintance, Oliver Goldsmith, Esq., now in charge of the Commissariat Department in Newfoundland has been promoted to the rank of Deputy Commissary General.

We are also gratified to find that our young townsman, Mr. Clinton Boyle, who has been nominated to a commission in the 38th Regiment of Foot, passed a highly creditable examination at Sandhurst on the 11th January, and that Ensign Brittain, son of John Brittain, Esq., of King's County, has been promoted to a Lieutenancy in the Royal Canadian Rifle Regiment.

We are told that in the Parish of Coverdale, (Albert County,) there are ten School-houses, all unoccupied, and in the adjoining Parish of Elgin there are five or six, and a school kept in only one of them. This state of things is greatly to be deplored and we trust that there are but few other Parishes in the Province so lamentably deficient in the means of education.

In the cases alluded to, we are not aware whether it is the impossibility of getting teachers, or the carelessness of the people, that has caused so discreditable a result; but if male teachers are not to be procured, females should be employed, as is general the case in the United States. And as there are twenty-seven female teachers in the Training School in this City at present, but only two male teachers, it may be presumed that any want of teachers for ordinary schools, may soon be supplied from the former class.

STEAMER COMMODORE.—This boat has been recently purchased by a Company who we understand, are giving her a thorough repair in every respect, it being their intention to employ her on the route from St. John to the Boud, Dorchester, and Sackville.

C. Boultonhouse, Esq., is the active party in the above Company; and from his well known energy and business habits, we feel confident that no exertions will be wanting to make her what the public require.

STEAM AND EXPRESS TO BOSTON.—It will be seen by advertisement in another column that the favourite Steamer Admiral will next week resume her trips between this City and Boston, touching at intermediate ports.

It will also be noticed that Mr. Gunnison the original projector, we believe, of an Express between St. John and the United States; and for many years actively engaged on the route, will resume the business on the first trip of the Admiral. Mr. Gunnison is well known to most of our citizens, as eminently qualified for the business, and will no doubt be liberally patronised.

We see by the Canadian newspapers that Mr. Keefer, C. E., of Canada, is about to proceed to England to make himself acquainted with all the modern improvements in the construction of Railways, so that he may be able to ascertain that the Railways to be built in Canada are in the best style.

We understand that Mr. A. C. Morton, C. E., the consulting Engineer of our Government, proceeded to England by the last Steamer from New-York, and he will, no doubt, avail himself of the opportunities his visit will afford, to get thoroughly posted up in Railway matters.—St. John Courier.

UNITED STATES.

FIRE.—A fire broke out in the Adams House, Boston, on the night of the 4th inst. It originated in the fourth story, and in a few minutes the entire roof was in a blaze. The flames were finally subdued, but not until damage to the amount of several thousand dollars had been sustained.

A fire occurred in Nassau-street, New York, last week, which destroyed property to the amount of \$25,000 or \$30,000. Two men were burned to death, and another, who leaped from a third story window had both legs broken.

The packet ship Antarctic, bound from Liverpool to New York, has put into Hampton Roads, with the small pox on board. Sixty of her passengers have died of the disease.