

The sum of £25 towards completing the Bridge over Dennis's Creek.

The sum of £15 to open and repair the road from Dennis's Creek to the Village at lower Bay Du Vin.

The sum of £250 to open and improve the road from the River Miramichi to the River Nipisigwit.

The sum of £20 for opening and repairing the road from the settlement on the River Bartabogue to the River Miramichi, near John English's.

The sum of £30 to complete the Bridge at Thomas Purdie's Creek.

The sum of £100 towards erecting a Bridge and improving the road near James Henderson's Mill.

The sum of £20 towards improving the road from Bartabogue to Oak-point.

The sum of £20 to improve the road from Burnt Church River to Tabisintack through Neguac Village.

The sum of £35 to improve the road from Tabisintack to Pocmouche.

The sum of £20 to improve the road from Pocmouche to Caraket.

The sum of £160 to explore, lay out and open a road from the north side of the River Nipisigwit to the River Restigouche.

The sum of £50 to complete the Bridge at Caul's Cove.

IMPORTANT DEBATE.

House of Representatives of the United States, THURSDAY, JANUARY 30, 1817.

COMMERCIAL INTERCOURSE.

The House in committee of the whole, Mr. BRACKENRIDGE in the chair, on the bill "to prohibit all Commercial Intercourse with ports or places, into or with which the vessels of the United States are not ordinarily permitted to enter and trade."

Mr. KING, of Massachusetts, observed that it was only necessary to suggest to the committee, the great importance of the subject under discussion, to insure to it all the attention it demanded. It was not a subject that respected particular classes in society, or particular sections of the country, but it had a direct bearing upon our national prosperity and national defence. Commerce and navigation were indeed indivisible, and their intimate connexion with the agricultural and manufacturing interest was known to all. The regulations proposed by the bill bore no analogy to the restrictive system, commencing with the non importation act of 1806, and ending with war in 1812: that was not to regulate commerce, but to convert it into an engine of war, which reacted with greater force upon our citizens than it acted upon our enemy. The present regulations, if adopted, would be, in self-defence, to retaliate upon foreign nations some of their injurious impositions. It never has been the policy of this country to begin a system of this kind, but it is her true policy to countervail the regulations of other nations. An hon. gentleman from S. Carolina (Mr. Calhoun), who does not appear to have examined this subject with his usual accuracy and precision, in the few observations he submitted yesterday, thinks that regulations of the kind contemplated by this bill, ought to be the subject of compact or treaty: why then is the power to regulate commerce vested in Congress? Especially if the doctrine contended for by some hon. gentlemen be correct, as in the case of the late commercial convention with Great-Britain, that the sanction of Congress is not necessary to the validity of such a convention.—But, sir, it requires the consent of two nations to form a treaty, though we may pass laws regulating commerce. And such laws are infinitely more permanent than treaties. Take the case of Great Britain in relation to her celebrated navigation act; which has now existed for more than one hundred and fifty years.—How often have her treaties within that time been renewed, with the principal nations of Europe! Laws thus passed, thus permanent, are not liable to be torn assunder by every blast of war.—But, sir, we have no option left—some of the nations of Europe, one at least, has established her regulations, injurious as we think to our navigation, and refuses to treat on the subject; nor will she ever treat thereon, if you thus acquiesce. A free and fair commerce with all the world is what we wish—an absence of all restrictions; but if other nations will not pursue this course, we must retaliate, or sacrifice the best interests of the country.

I wish, sir, to draw the attention of the committee to the language and opinions of

some of our most distinguished statesmen on this subject. In 1784, the report of a committee of Congress, under the confederation, two of which committee were Mr. Jefferson and the late Vice President, Mr. Gerry—contains these paragraphs: "The trust reposed in Congress renders it their duty to be attentive to the conduct of foreign nations, and to prevent or restrain, as far as may be, all such proceedings as might prove injurious to the United States. The situation of commerce at this time claims the attention of the several states, and few objects of greater importance, can present themselves to their notice. The fortune of every citizen is interested in the success thereof; for it is the constant source of wealth and incentive to industry; and the value of our produce and our land must ever rise or fall in proportion to the prosperous or adverse state of trade."

"Already has Great-Britain adopted regulations destructive of our commerce with her West India Islands. There was reason to expect that measures so unequal, and so little calculated to promote mercantile intercourse, would not be persevered in by an enlightened nation. But these measures are growing into system," &c.

Another committee of that honourable body in 1785—Col. Monroe, the President elect, was one—in a letter to the states, say: "Possessing no advantages in the ports of his own country, and subjected to much higher duties and restrictions in those of other powers, it will necessarily become the interest of the American merchant, to ship his produce in foreign bottoms: of course their prospects of national consequence must decline, their merchants become only the agents and retailers of those of foreign powers, their extensive forests be hewn down and laid waste, to add to their strength and national resources, and the American flag be rarely seen upon the face of the seas. If they (the states) wish to cement the union by the strongest ties of interest and affection: if they wish to promote its strength and grandeur founded upon that of each individual state, every consideration of local as well as of federal policy, urge them to adopt the following recommendation: To vest Congress, with power to regulate commerce.—Our present constitution gave them that power, the use they will make of it, on this subject, we are yet to learn.

In 1793, according to a resolution of the House of Representatives, Mr. Jefferson then Secretary of State, made an able and highly important report, on the privileges and restrictions of our commerce in foreign countries, in which he says—"Our commerce is certainly of a character to entitle it to favour in most countries. The commodities we offer are necessities of life, or manufacture, or convenient subjects of revenue; and we take in exchange either manufactures, when they have received the last finish of art and industry, or mere luxuries. Such customers may reasonably expect welcome and friendly treatment at every market. Customers too, whose demands increasing with their wealth and population, must very shortly give full employment to the whole industry of any nation whatever, in any line of supply they may get into the habit of calling for from it."

"But should any nation, contrary to our wishes, suppose it may better find its advantage by continuing its system of prohibitions, duties and regulations, behoves us to protect our citizens, their commerce and navigation, by counter prohibitions, duties and regulations, also. Free commerce and navigation are not to be given in exchange for restrictions and vexations; nor are they likely to produce a relaxation of them."

"Our navigation involves still higher considerations. As a branch of industry it is valuable, but as a resource of defence, essential." [How fully was this verified in our late war, by the brilliant achievements of our gallant navy—so honourable to our country—so glorious to our naval heroes!]

"Its value as a branch of industry is enhanced by the dependance of so many other branches on it. In times of general peace it multiplies competitors for employment in transportation, and so keeps that at its proper level; and in times of war, that is to say, when those nations who may be our principal carriers shall be at war with each other, if we have not within ourselves the means of transportation, our produce must be exported in belligerent vessels at the increased expense of war freight and insurance,

and the articles which will not bear that must perish on our hands."

"But it is as a resource of defence that our navigation will admit neither neglect nor forbearance. The position and circumstances of the United States, leave them nothing to fear on their land-board, and nothing to desire beyond their present rights. But on their sea-board they are open to injury, and they have there, too, a commerce which must be protected; this can only be done by possessing a respectable body of citizen seamen, and of artists and establishments in readiness for ship building."

"The carriage of our own commodities, if once established in another channel, cannot be resumed in the moment we may desire. If we lose the seamen and artists, whom it now occupies, we lose the present means of marine defence; and time will be requisite to raise up others; when disgrace or losses shall bring home to our feelings the error of having abandoned them. The materials for maintaining our due share of navigation are ours in abundance; and as to the mode of using them, we have only to adopt the principles of those who thus put us on the defensive, or others equivalent and better fitted to our circumstances."

"Where a nation imposes high duties on our productions, or prohibits them altogether, it may be proper for us to do the same by theirs," &c.

"Where a nation refuses to receive in our vessels any productions but our own, we may refuse to receive in theirs any but their own productions."

"Where a nation refuses to our vessels the carriage even of our own productions, to certain countries under her dominion, we might refuse to theirs, of every description, the carriage of the same productions to the same countries."

"But as justice and good neighbourhood would dictate, that those who have no part in imposing the restriction on us, should not be the victims of measures adopted to defeat its effect, it may be proper to confine the restriction to vessels owned or navigated by any subjects of the same dominant power, other than the inhabitants of the country to which the said productions are to be carried. And to prevent all inconvenience to the said inhabitants, and to our own, by too sudden a check on the means of transportation, we may continue to admit the vessels marked for future exclusion, on an advanced tonnage, and for such length of time only, as will be supposed necessary, to provide against such inconvenience."

Such, sir, were the opinions and views of some of our most distinguished statesmen, and such were the principles of policy recommended by them, for the adoption of their country—equally applicable to our present situation—equally necessary now to be adopted. That they were not acted upon at an earlier period, the convulsed state of Europe, from the commencement of the French revolution, in 1789, to the termination of the late conflict in Europe, furnishes a sufficient reason. But, sir, Congress ought before to have acted upon this subject—before the termination of that conflict—before the negotiation of the late commercial convention of London. Great Britain did this—she revised her navigation laws—formed a new tariff—or greatly altered her former—and adapted the whole to a state of peace in Europe, and with America. And although in that convention, she professes to put the direct trade between the two countries upon a perfect footing of reciprocity, yet she had before secured the principal advantages to her own ships and subjects. In a word, and in the words of Mr. Jefferson's report, we did give "her commerce and navigation in exchange, for restrictions and vexations."

We admit all her productions, she refuses, or lays prohibitory duties on many of ours; all our ports are open to her; one third of her ports are closed against us. She told our commissioners we had nothing to offer in exchange for her colonial ports:—Have we not a most extensive and lucrative commerce to offer for them, a commerce if not essential to their existence at least necessary to their growth and prosperity?—Shall it be said we have nothing to offer for the trade of these colonies, when they now receive in British bottoms three quarters of their supplies from us? No, sir, pass the laws on your table, and at your next negotiation, you will have in them stronger arguments than any of your commissioners had at the formation of the late convention, as it respects the colonial trade. In little more than two

years that convention will expire you will probably treat again upon the subjects embraced by it—these laws will aid you in obtaining a true reciprocity in commerce. All nations disposed to act on high and honorable principles will find America anxious to do the same. If they are disposed to remove all restrictions from commerce, America will do the same—such is the language of her statesmen quoted above—such the language of her laws, unsolicited she long since passed a law offering to all commercial nations to abolish all discriminating duties—that commerce, like the ocean on which it floats, might find its proper level; that the ocean might indeed become the great, the common, and the safe highway of nations—where their citizens and subjects might meet as friends,

(To be continued.)

LONDON, JANUARY 28.

Imperial Parliament.

HOUSE OF LORDS.

THE PRINCE REGENT'S SPEECH.

Tuesday being the day appointed for the opening the Session of Parliament, his Royal Highness the Prince Regent proceeded in state to the House of Peers, and being seated upon the Throne, the Usher of the Black Rod was sent to command the attendance of the House of Commons. As soon as the Speaker of that House, attended by a great many Members, had made his appearance at the Bar of the House of Peers, the Prince Regent delivered a most gracious Speech from the Throne, of which the following will be found to be an accurate account:—

"My Lords and Gentlemen, It is with deep regret that I am again obliged to announce to you, that no alteration has occurred in the state of his Majesty's lamented indisposition.

"I continue to receive from foreign powers the strongest assurances of their friendly disposition towards this country; and of their earnest desire to maintain the general tranquility. The hostilities to which I was compelled to resort in vindication of the honour of the country, against the Government of Algiers, have been attended with the most complete success. The splendid achievement of his Majesty's fleet, in conjunction with a squadron of the King of the Netherlands, under the gallant and able conduct of Admiral Viscount Exmouth, led to the immediate and unconditional liberation of all christian captives then within the territory of Algiers, and to the renunciation by its government of the practice of christian slavery. I am persuaded that you will be duly sensible of the importance of an arrangement so interesting to humanity, and reflecting, from the manner in which it has been accomplished, such signal honour on the British Nation. In India, the refusal of the government of Nepal to ratify a treaty of peace which had been signed by its Plenipotentiaries, occasioned a renewal of military operations. The judicious arrangements of the Governor-General, seconded by the bravery and perseverance of his Majesty's forces, and of those of the East-India Company, brought the campaign to a speedy and successful issue; and peace has been finally established upon the just and honourable terms of the original treaty.

"Gentlemen of the House of Commons, I have directed the estimates for the current year to be laid before you. They have been formed upon a full consideration of all the present circumstances of the country, with an anxious desire to make every reduction in our establishments which the safety of the empire and sound policy allow. I recommend the state of the public income and expenditure to your early and serious attention.—I regret to be under the necessity of informing you that there has been a deficiency in the produce of the revenues in the last year: but I trust that it is to be ascribed to temporary causes; and I have the consolation to believe that you will find it practicable to provide for the public service of the year, without making any addition to the burthens of the people, and without adopting any measure injurious to that system by which the public credit of the country has been hitherto sustained.

"My Lords and Gentlemen, I have the satisfaction of informing you that the arrangements which were made in the last Session of Parliament, with a view to a new silver coinage, have been completed with unprecedented expedition. I