

of the Boat, and the said Corn or other articles aforesaid, loaded and laid on board as aforesaid, and to detain the same, and that information shall and may be thereupon made by His Majesty's Attorney General in the Supreme Court of this Province, and proceedings had to condemnation and sale according to the course of the said Court, and upon such condemnation and sale, the proceeds thereof shall be paid and applied as follows, that is to say, one moiety thereof, after deducting the costs and charges of prosecution to the officer who shall seize the same, or to the person who shall have given information in consequence of which such seizure shall have been made and prosecuted at the Court before which such prosecution may be had shall adjudge, and the other moiety to the Treasurer of the Province for the use of the same.

IN Provided also, and be it further enacted, That it shall and may be lawful for the Governor or Commander in Chief of this Province, for the time being, by and with the advice and consent of His Majesty's Council, at any time to suspend the operation of this Act by Proclamation under his Hand and Seal for that purpose made and published.

FROM THE RECORDER.

THE BIBLE.

A nation must be truly blessed if it were governed by no other laws than those of this blessed book; it is so complete a system that nothing can be added to it or taken from it; it contains every thing needful to be known or done; it affords a copy for a king, (Deut. xvii. 8.) and a ruler for a subject; it gives instruction and counsel to a senate; authority and direction for a magistrate; it cautions a witness; requires an impartial verdict of a jury, and furnishes the judge with his sentence: it sets the husband as lord of the household, and the wife as mistress of the table; tells him how to rule, and her how to manage. It entails honor to parents, and enjoins obedience to children: it prescribes and limits the sway of the sovereign, the rule of the ruler, & authority of the master; commands the subjects to honor, and the servants to obey; and promises the blessing and protection of its Author to all that walk by its rules. It gives direction for weddings and for burials; it promises food and raiment, and limits the use of both; it points out a faithful and an eternal Guardian to the departing husband and farther; tells him with whom to leave his fatherless children, and in whom his widow is to trust; (Jer. xix. 11.) and promises a father to the former, and a husband to the latter. It teaches a man how to set his house in order, and how to make his will: it appoints a dowry for the wife, and entails the right of the first born; and shews how the younger branches shall be left. It defends the rights of all; and reveals vengeance to every defrauder, over-reacher, and oppressor. It is the first book, the best book, and the oldest book in all the world. It contains the choicest matter, gives the best instruction, and affords the greatest pleasure and satisfaction that ever was revealed. It contains the best laws, and profoundest mysteries that ever were penned. It brings the best of tidings, and affords the best of comfort to the enquiring and disconsolate. It exhibits life and immortality, and shews the way to everlasting glory. It is a brief recital of all that is past, and a certain prediction of all that is to come. It settles all matters in debate, resolves all doubts, and eases the mind and conscience of all their scruples. It reveals the only living and true God, and shews the way to him; and sets aside all other gods, and describes the vanity of them, and of all that trust in them. In short, it is a book of laws to shew right and wrong; a book of wisdom, that condemns all folly, and makes the foolish wise; a book of truth, that detects all lies, and confutes all errors; and a book of life, that shews the way from everlasting death. It is the most compendious book in all the world; the most authentic, and the most entertaining history that ever was published; it contains the most early antiquities, strange events, wonderful occurrences, heroic deeds, unparalleled wars. It describes the celestial, terrestrial, and infernal worlds; and the origin of the angelic myriads, human tribes, and infernal legions. It will instruct the most accomplished mechanic, and the profoundest artist: it will teach the best rhetorician and exercise every power of the most skilful arithmetician; (Rev. viii. 18.) puzzle the wisest

anatomist, and exercise the nicest critic. It corrects the vain philosopher, and guides the wise astronomer: it exposes the subtle sophist, and makes diviners mad. It is a complete code of laws, a perfect body of divinity, an unequalled narrative; a book of lives, a book of travels, and a book of voyages. It is the best covenant that ever was agreed on, the best deed that ever was sealed, the best evidence that ever was produced; the best will that ever was made, and the best testament that ever was signed. To understand it, is to be wise indeed; to be ignorant of it, is to be destitute of wisdom. It is the king's best copy, the magistrates' best rule, the housewife's best guide, the servant's best directory and the young man's best companion. It is the school-boy's spelling book, and the learned man's master piece: it contains a choice grammar for a novice, and a profound treatise for a sage: it is the ignorant man's dictionary, and the wise man's directory. It affords knowledge of witty inventions for the ingenious, and dark sayings for the grave; and it is its own interpreter. It encourages the wise, the warrior, the racer, and the overcomer; and promises an eternal reward to the conqueror. And that which crowns all is, that the Author is without partiality, and without hypocrisy, in whom is no variableness, nor shadow of a turning.

From a New-York paper of the 28th January we have copied the following:—

To the Honourable the Congress of the United States.

I demonstrated I think very satisfactorily to your honourable body, in my first number under 3d of Jan. that the operation of that part of the new tariff law, which denies the rights of debenture on goods imported from places where Am. vessels are not allowed to trade, is inimical to the true interests of the U. States, as it not only interferes with the system of revenue, by diminishing the imports, and of course lessening the quantum of duties that might be collected, but also essentially injures our carrying trade, by preventing the transit through the United States, and the transportation from thence in American vessels to foreign countries, of a very large amount of valuable property, that would be imported if entitled to the above privilege.

And I think I also demonstrated equally satisfactorily, in my second number, under the 21st instant, the impolicy and disadvantage of unnecessarily shackling commerce, as well as the moral injustice of interfering with the colonial trade of other powers, as being a right inherent in the possessors thereof, and to which we can lay no legal or proper claim, without tendering therefor a satisfactorily equivalent.

I in like manner, represented to you, in my last number, under 23d instant, (and furnished you with a practical and correct statement, corroborative thereof) that the trade to the British West-India colonies was better in the hands of foreigners than our own, inasmuch as it is naturally a very losing business to the parties concerned in it, and as on every voyage performed by an ordinary sized vessel, the revenue benefited to the extent of about one thousand dollars more, when this voyage was performed by a foreign than an American vessel, making an additional revenue of about four thousand dollars, (averaging each voyage at three months) arising from the intercourse of a foreign vessel of 200 tons, more than if this vessel was excluded, and an American one substituted in her place.

I intended next to have shown to your honourable body the impolicy of the exaction of two dollars and a half per ton (two dollars tonnage and fifty cents light money) duty on foreign vessels, since it produced retaliation on the part of foreign powers, and by its operation thus compelled the American ship owner, (at a time when the low rate of freights, will not admit of paying even the very lowest peace expenditure, to which a ship is subjected) before he could finish a voyage, to pay the same inordinate exaction, making it virtually have the same effect, as if the United States exacted two dollars and fifty cents per ton, on its own navigation in the ports of the United States, (in place of six cents per ton, the present rate) for it certainly mattered not to the American ship owner, whether he paid this extravagant sum at Havana, or any where else, where he might proceed, (occasioned by this law of the United States) or whether he paid it on

his arrival in the United States, since he could not finish his voyage without paying it. But since your honourable body has by a law of the 14th inst. gone a considerable way towards remedying that grievance, it of course does away the necessity for those remarks. What has been said however, will tend to show you the impolicy of carrying too far the favourite doctrine of discrimination in charges to favour American shipping; that is, of laying large discriminating duties, since it falls eventually as a burthen on our own navigation and commerce, as we cannot expect or suppose that foreign powers are to admit our vessels into their ports, on the payment of trifling duties and charges, when their vessels in our ports are subject to so much heavier exactions. This system therefore, on our part is the more impolitic, as our navigation is so much more extended particularly in the intercourse to or from the United States, than that of foreign powers generally, and it therefore follows, that it is the interest of that party having the largest amount of shipping to fix the duties and charges on vessels low, always presuming that such will be equalized by foreign powers. As your honourable body still however, retain the same high duty of two dollars and a half per ton on vessels arriving from places where American vessels are (by the colonial law of other powers, for I know of no power that denies to the vessels of the United States the right to enter into the ports of any of their mother countries) not allowed to trade, will make some further remarks to show its very unfavourable operation on certain branches of trade essential to the United States; and to suggest in such cases the policy of a relaxation of this system. I have already shown you how unprofitable the British West India intercourse is, restricted even as it is by their laws to their own vessels, and I will next show you the operation of our high tonnage law upon the plaster trade from Nova-Scotia and New-Brunswick. A schooner of 100 tons, (the kind of vessels usually employed) will load very deep with 80 tons dead weight of plaster—that plaster cost generally three dollars per ton—making two hundred and forty dollars, as the cost of her cargo—she arrives in N. York where she disposes of the same at 5 1-2 dollars, the price at which it has been current for sometime. The sales are as follows—

80 tons plaster		
— deduct 5 per cent. loss of weight, by wastage, &c.		418 00
76 tons at 5 dls. 50 c.		
Deduct 1-2 weighing		15 20
76 tons, at 20 cts.		
Deduct also on four tons fine plaster sold at half price, as usual, is 4 tons at 2 dls. 75 c.		11 00
Comm. at 2 1-2 per cent.		10 45
		<u>36 65</u>
Nett proceeds, (exclusive of freight, insurance and comm. at shipping)		381 35
This vessel pays on arrival here, more than an American vessel as follows, viz.		
Tonnage at custom house	dls. c.	
100 tons at 2 50		250 dls.
Deduct as paid by an American vessel, 200 tons at 6 cts. per ton		6
		<u>244 00</u>
Add extra pilotage, more than paid by an American vessel, 10 feet at 2s. 6d.		3 12
Further extra as by law		5 00
		<u>8 12</u>
(She pays the same extra pilotage on going out)		
Also, report at warden's office not exacted on an American vessel		5 00
		<u>dls. 257 12</u>
She pays the above sum of dls. 257 12, more than is paid by an American vessel, exclusive of a variety of other extra charges.		
Add to her charges the cost of her plaster		240
		<u>dls. 497 12</u>
Add freight as customary, 76 tons at 3 dollars,		228
		<u>dls. 725 12</u>

Proceeds as above

Loss dls. 343 77

You thus see the great loss on a small cargo of plaster of paris, and you further see, that the extra exactions, of custom house charges, pilotage, &c. on a small schooner of 100 tons more than is paid on an American vessel, amounts to the sum of 257 dollars and twelve cents, which exceeds the amount of her whole freight (of 228 dls.) in the sum of 29 dls. 12 c. thus leaving her less, than nothing to pay all her expenses on the voyage, and on a voyage too in which the most vital interests of the United States are most deeply interested, for we all know that in the middle states it is the operation of this article (plaster) that has raised the value of lands in the ratio of 100 to 10. For lands that were not worth more than ten dollars per acre, before the effects of this most invaluable article were known, are now worth two hundred dollars per acre—And without the use of that article these very lands would not be worth cultivating. The state of this trade as above exhibited is the best parody on that part of the memorial of "certain interested ship owners," that will appear before you, and which states as a grievance, which they call upon your honourable body to redress, that the government of Nova-Scotia was about to prohibit the exportation of gypsum to any place in the United States north of Cape Cod. This prohibition on the part of that government is a very natural one, as I will soon convince you. As the laws are at present, an American vessel can take on board gypsum at the British lines, and bring the same to New-York, or any other port in the United States at an expense on the vessel herself of 257 dollars and 12 cents, for a schooner of one hundred tons, less than would be paid by a British vessel of same tonnage, a difference more than the whole first cost of the cargo. This difference works a total prohibition on the part of British vessels, to enter into this trade during the existence of this state of things. It explains therefore, to your honourable body, I presume satisfactorily, a pretty efficient cause for that prohibition hinted at by the memorial of the interested ship owners, for a prohibition to export to any place north of Cape Cod, is virtually saying that American vessels shall not be permitted to load at the lines.—This shows also the propriety of not placing full reliance on the exparte testimony of interested persons, of hearing both sides, and justifies the common observation, that, "one story is always good until another is told." A government as alive to the rights and interests of its subjects, as that of Great-Britain, it is presumed will not permit the present state of things to exist, which enable the Americans to be the only carriers of one of their most valuable staples, to the exclusion of their own subjects; and it therefore follows, that either the above prohibition will take place, and that consequently, the trade will be confined to their vessels, and that plaster must rise to such a price in the United States, as will enable them to realize a profit, after paying the exorbitant exaction of 257 dollars and 12 cents, and by that means throw the said sum of 257 dollars and 12 cents, as a tax on the agricultural interests of the United States—or that the government of the United States must reduce the heavy charges on British vessels bringing this article, so as to put them on a footing with American vessels, which would in all probability operate as a preventative to the British government passing the prohibition above mentioned. This article is certainly so essential to the best interests of the United States, that in place of its being shackled with such unreasonable charges, it would be much more sound policy even to grant a bounty on its importation.

MERCATOR.

Public Notice

IS hereby given, that the firm of PETERS WILMOT, & Co. was dissolved by mutual consent, on the first day of November last.—ALL persons, therefore, who stand indebted to the said late Firm, are required to make immediate payment to the subscribers, as they are desirous of bringing their concerns to a speedy conclusion. SAMUEL PETERS, W. WILMOT, STEPHEN GLAZIER. Frederickton, 5th Feb. 1817.