

their adoption of the measure by any other possible motive than a desire to advance the welfare, and increase the value of the Colonies, so it must be expected that if notwithstanding any objections which may be urged, it shall appear that the union will be greatly beneficial to the two Provinces combined, an apprehension of slight practical inconveniences to either, or a more general repugnance to the measure not accounted for on rational grounds, will not be suffered to prevent it. I state this in order to impress my conviction that it will be important principally to consider the permanent consequences, and the balance of good or evil, likely to arise, and I should feel it great injustice to His Majesty's Government, not to add an assurance, from my own experience, that representations upon these subjects, respectfully urged, will be sure to be patiently received, and most scrupulously weighed.

(To be continued.)

PYRENNEAN MOUNTAINS.

As these mountains are about becoming once more the seat of European war, the following short description of them may not be uninteresting to the reader:—

"This prodigious range of Mountains extends from the Atlantic to the Mediterranean, a distance of two hundred miles, and many parts of them are one hundred miles in width. The roads or passes are four in number. The first and greatest is that which Joseph Bonaparte took on his route from Bayonne to Madrid. This road for about 22 leagues, lies through the Pyrenees. The second pass is from Perpignan to Barcelona, a distance of 50 miles through the mountains, where in many places one hundred armed peasants may arrest the march of an army, and where neither houses, provisions, nor accommodations can be found. The third pass leads from Bayonne to Pampeluna, the capital of Navarre; this difficult defile is only passable between the months of May and October. The fourth is that which leads from Terbes, in Bigorre, to Saragosa. It is a tract merely pervious to muleteers during the summer, but in winter the wolves and snows render it totally impassable.

"There are nearly sixty other passes, called openings, most of which are rugged, intricate and hardly passable for laden beasts, and even those are frequently blocked up with snow."

ROMANTIC STORY.

A very curious circumstance lately occurred, which has more the appearance of romance than of serious truth, and yet we are assured the latter character may be applied to it. Many of our readers may have seen in Blackner's History of Nottingham, an account of a cave which runs under a hill called Dog-Kennel-Hill, on the west side of the road leading from May's workhouse to Gallows Hill. This cave is nearly two hundred yards long. On Wednesday a man attempted to explore the mysteries of the cavern, and after remaining in it nearly five hours, was conducted out on paying a sum of money to somebody he met therein, well acquainted with its secret labyrinths. Two individuals in the town heard of this circumstance, and determined to explore it, and having provided themselves with lights, they entered about ten o'clock on Friday morning. When nearly bewildered, a man accosted them with a light in his hand, who in the most courteous manner offered himself as their conductor; they trusted themselves to his guidance, and in a very short time he led them to a place where they saw five men sitting round a light, and playing at cards on the ground! Their conductor asked if they wished to go back again, and, of course, they replied in the affirmative, and he led them away. but they were soon attacked by a gang of ruffians, most probably the same they had seen playing at cards, by whom the lights were put out, and one of them was beaten in a shameful manner. The other escaped in the dark and hid himself. The first man despairing of life, offered all the money he had if they would let him go; they then led him to the side of a hole, reputed to be fifteen feet deep, and filled with water, and then demanded the fulfilment of his promises. Under the apprehension that he would be killed or thrown into the water, and drowned, he gave up

his money, and they pointed to a light at a distance, by following which they told him he must obtain his liberty. He did so, and escaped, but found himself considerably injured by the rough treatment he had received. His more fortunate companion who had followed at a distance escaped also and without injury.

GOLD MINE.

The editor of a new paper called the "Cheraw, (S. C.) Intelligencer," states in his first number, that in the County of Anson, N. C. two miles from Rocky River, and about thirty miles from Cheraw, an extensive Gold Mine has been discovered, in excavating which, twelve workmen are employed with very considerable success. "We have," he says, "conversed with a gentleman who a few days since visited this mine; from him we learn the ore is exceedingly pure, and sells readily in its crude state, at 91 cents the pennyweight. While he was present, one piece was dug up weighing twenty-two ounces, equal to 340 dollars 40 cents. One other piece had previously been found, weighing forty ounces, equal to 728 dollars. Gold is not found deeper than three and a half feet below the surface. There is a small creek running directly through this mine, the bottom of which being covered with millions of particles of Gold, glittering through the limpid stream, presents a very interesting and beautiful appearance."

IRISH BAR.

There are no regular reports of the Irish Cases. All the new authorities are imported from England; so that the accident of a fair or foul wind, may sometimes affect the decision of a cause. "Are you sure, Mr. Plunket," said Lord Manners one day, "that what you have stated is the law?" "It unquestionably was the law half an hour ago," replied Mr. P. (pulling out his watch), "but by this time the packet has probably arrived, and I shall not be positive."

Several medical men have spoken of the air of the Courts and Hall of Dublin, as particularly unwholesome. Besides the impurity communicated to the atmosphere by the crowds that collect there, the situation is low and marshy. The building is so close to the river, that fears have been entertained for the safety of the foundation. Formerly, before the present Quay was constructed, the water in high tides sometimes made its way into the hall. Upon one occasion not only the hall but the subterraneous cellars in which the bar dresses are kept, were inundated. When the Counsel went down to robe, they found their wigs and gowns afloat: Curran, for whom a cause was waiting, seized the first that drifted within reach, and appeared in Court, dripping like a river-god. "Well, Mr. Curran," asked one of the Judges, "how did you leave your friends coming on below?" "Swimmingly, my Lord." In the course of the morning, one of these learned friends (who, from missing his footing had come in for a thorough sousing) repeatedly protested to their Lordships, that he should feel ashamed to offer such and such arguments to the Court. Curran, in reply, complimented him upon his delicacy of feeling, which he represented as "truly a high and rare strain of modesty, in one who had been just dipped in the Liffey."

MARITIME RIGHTS.

Official Correspondence.

Unto the Right Hon. the Lords Commissioners of His Majesty's Admiralty—
The Memorial of the West-India Association of the City of Glasgow:

HUMBLY SHEWETH—That the British ship Aurora, Allan M-Kinley, Master, was registered in the name of John Scott, ship builder, in Greenock, and was duly navigated according to law.

That in the month of November last, the said ship sailed from the Port of Greenock, on a voyage to the Island of St. Thomas, and from thence to His Majesty's settlement of the Bay of Honduras; that for the latter of these places, she was loaded with a valuable cargo on account of British subjects; that she was cleared out accordingly—that corresponding instructions were given by the Owner to the Master; that the bills of lading were filled up for the assigned destination; that insurance was effected,

in conformity, on ship and cargo; and that in all respects it was a fair, true, and bona fide voyage.

That the said ship arrived at St. Thomas, on the 27th of January, and after discharging such part of her cargo as was to be landed at that Island, proceeded on her destination for Honduras.

That on the 7th of February, the said ship was captured off the west end of Porto Rico, by a Spanish privateer, called the Scipio, commanded by a person named Torres; carried into the Port of Mayagues for adjudication, and condemned by sentence of the resident Court, dated St. Germain, 15th February, 1823, of which a copy is herewith produced.

That when the intelligence of this capture arrived, it was accompanied by a report that the judgment was grounded on the pretext of the said ship being actually bound for a port at war with the Spanish Government; and that your Memorialists had accordingly prepared the most convincing proof to satisfy your Lordships of the falsehood of such an allegation; but this they now deem superfluous, as the sentence of condemnation admits that the vessel "was bound for the Bay of Honduras."

That it is impossible to conceive a more wanton attack on the rights of His Majesty's Subjects, a more flagrant breach of Treaty between two Countries at amity, or a more unprovoked insult on the British flag.

That the basis of the sentence is, "That the Port of Honduras is now in a state of rebellion and insurrection, and also in a state of blockade, for various causes and declarations." Now it is well known to your Lordships, that the rights of the British Crown to the settlement at Honduras, have been recognized by different treaties with his Catholic Majesty, from 1667 down to the present time; that in particular, by the Reports of the Lords Commissioners of Trade and Plantations in 1717, it was shewn, "That His Majesty's subjects have now as full and ample a right to this trade, as to any other liberty and privilege that has been allowed by the Crown of Spain, and enjoyed by them, by virtue of any treaty whatever;" and that this right was again confirmed by the 17th Article of the Treaty of Peace in 1753. Under such circumstances, for any of the Colonial Ports of Spain to assume the declaration of "blockade;" to state that a British ship, sailing to a British settlement requires "a certificate from the Spanish Ambassador in London;" or to assign as a ground of adjudication, "the establishment of British Merchants promoting the spirit of revolt and insurrection, in their clandestine trade with the said Colony, and as injurious to the national interests of Spain"—is the most daring affront that could be offered to the British Crown; and with exactly the same reason the capture may be justified of any vessel bound to the Island of Jamaica. If it were not absolutely ludicrous, your Memorialists might allude to "Articles of Privateering Ordinances," as set up against the Law of Nations, which requires that even, with respect to the unquestioned ports of any country, the power which undertakes a blockade, should immediately notify the same to all neutral States. Nor is it less absurd to place the condemnation of the ship on the ground of her containing "provisions," as "calculated for sustaining and promoting war;" for these articles cannot be held as contraband, even if bound to a belligerent country, and if they were, cannot involve the forfeiture of the ship, while in point of fact, the provisions were intended for the sustenance of the British settlers, who will suffer great distress by their privations. But your Memorialists must beg pardon of your Lordships for occupying your time with such miserable subtleties, as there never was a case of more audacious piracy and unprincipled robbery, committed under the colour of a friendly flag, and sanctioned by the Judicial Establishments of a friendly State.

That as soon as the circumstances of this capture transpired, they were communicated to Sir Thomas Cochrane, Commander of His Majesty's ship Forte, who made a strong representation to the Captain-General and Political Chief of Porto Rico, who at first consented to interfere for the liberation of the vessel, "in case it should appear that she had neither contraband of war on board, nor persons enlisted, or taking a pas-

sage for the purpose of enlisting in the Independent Service," but subsequently declined, unless they obtained satisfactory security as to their personal safety, for the consequences that might result, from the Court of Madrid—a condition which the Master had no right or means to fulfil, and to which he had no inducement, as the vessel had been previously plundered of her sails, rigging, and provisions, and her cargo been partly sold; so that his only alternative was abandonment to the Underwriters.

May it therefore please your Lordships to take the premises into your immediate consideration, and to adopt such measures as to His Majesty's Government may seem meet for vindicating the rights of your Memorialists as British Subjects, and for obtaining full and ample indemnity for the serious injury thereby sustained.

THE FOLLOWING IS MR. CROKER'S REPLY.

Admiralty Office, May 6, 1823.

Sir,—Having laid before my Lords Commissioners of the Admiralty, your letter of the 2d instant, transmitting a Memorial from the West-India Association of Planters and Merchants at Glasgow, on the subject of the capture of the British ship Aurora, by a Spanish privateer in the W. Indies, with a copy of the condemnation of that vessel at Porto Rico; I am commanded by their Lordships to acquaint you, for the information of the Association, that Rear Admiral Sir Charles Rowley, Commander in Chief of His Majesty's ships in the W. Indies, under date of the 17th of March, writes, that having heard of this transaction, he would take the earliest opportunity of communicating with the Governor of Porto Rico on the subject; and that their Lordships having also heard of the capture, had, on the 26th of March, requested the attention of His Majesty's Secretary of State for Foreign Affairs, to this fresh instance of a line of conduct which it was hoped that the Spanish Government had taken measures to prevent.

I am, Sir, your very humble Servant,
J. W. CROKER.

LOST, OR STOLEN

FROM the Subscriber in Miramichi, a Red Morocco POCKET-BOOK containing the following papers, viz:—A Bill of Exchange drawn by J. & A. Goodfellow, on John Balfour, & Co. Leven, or Leran, Great-Britain, payable to the Subscriber, or order, at 60 days sight, for £52 17 10 Sterling, dated 19th June 1823; an order drawn by Donald Stewart upon and accepted by Thomas Brooks in favor of the Subscriber, for £3 10; an order drawn by Washington Chapiin on Colby and Emery, for £7 13 9 in favor of the Subscriber, a note drawn by Wm. Sutherland in favor of the Subscriber, for 15 dollars; a note drawn by Levi Rogers in favor of the Subscriber for £21; another note drawn by the Levi Rogers in favor of the Subscriber for £7; an order drawn by Hugh M'Dougald on Lewis Henry, for £5; an order drawn by John Knapp on Thomas Mullian, for 10 dollars; a note drawn by Joseph M'Clure in favor of John Devlin for 16 dollars, together with divers other papers of the Subscriber, which he is not able at present to particularize. None of the above-mentioned Bills, Notes, Papers, &c. have been endorsed by the Subscriber: therefore, should any appear with the Subscribers name thereon, it must be forgery.

The public are hereby cautioned against purchasing any of the said Bills, Notes or Orders, &c. as the payment thereof is forbidden.

Any person finding the said Pocket-Book Bills, Notes, &c. by returning them or any of them to the Subscriber, or by leaving the same at J. A. Street, Esquire's office in Miramichi, or at G. F. Street Esq's office in Fredericton, or by giving such intimation thereof as may lead to a discovery, will be liberally rewarded by the Subscriber.

SIMEON KNAPP.
Miramichi, 2d July 1823.

FOUND.

A Pocket Book, on the Nashwack, containing valuable Papers. The Owner may have it by application to
JAMES HEFY, Mason.
Fredericton, June 26, 1823.