

and which construction is now admitted, given by the British authorities themselves, to have been erroneous.

From all these views, which might be extended, and from the committee having reason to believe, that an adjustment of the commercial intercourse between the United States and the British Colonial possessions, forms one of the special and prominent objects which have been committed to the Minister of the United States at the court of London; that a corresponding desire to arrange it on a satisfactory footing appears to exist on the part of the British Government, and that the negotiations respecting it are expected to come to a definite issue, before the next session of Congress; the committee, although fully agreeing with the Memorialists in the wish to cultivate and extend the trade in question, which they trust may be done to the mutual advantage of the parties concerned in it, are still unanimously of opinion, that it is not expedient, at this time, to legislate on the subject; and, therefore, ask to be discharged from the further consideration of the memorial.

Which is respectfully submitted. We cannot allow this Report to pass without making a few observations on the extraordinary statements it contains—statements so at variance with established and notorious facts, and so inconsistent with the late acts of the British Parliament as to induce a belief that the Committee, of whom we beg to speak with every respect due to their high station, have very much misconceived the matter. The Report, it will be seen, says:—“On the part of the American Government it is alleged, that a just reciprocity does not exist, as the duties on American vessels and their cargoes, on arriving in British colonial ports, are required to be discharged by an immediate prompt payment, and frequently at a great sacrifice to acquire the means of doing it, while a credit is given for duties payable on British vessels, and their cargoes, arriving in the United States from the Colonies,” &c.

Now it is well known that credit on Custom house duties is a regulation not known in British ports; therefore no holder there is exacted from American than British vessels in this respect, in the colonies. The United States cannot, surely, expect greater indulgences from the British Government than their vessels, than she gives to her own. Moreover, colonial vessels do not receive a credit on the tonnage duty in American ports—it is a prompt payment, always required, and of course always complied with. The Report further asserts:—

“That bonds, with sureties, are required for the landing of the return cargo in a specified port in the United States, which are occasionally obtained with great difficulty,” &c.

This is entirely erroneous. The Acts of Parliament of the 27th of June, and 31st of July, 1825, expressly authorize importation and exportation in foreign vessels, to and from any port whatever. The celebrated 4th section of the act of the 6th July, runs thus:—

“And whereas by the law of navigation, foreign ships are permitted to import into any of the British possessions from the countries to which they belong, goods the produce of those countries, and are also permitted to export goods from the British possessions, to be carried to any foreign country whatever.”

The Report then goes on to say:—“An export duty of 2 per cent. is imposed on the return cargo, which cannot be countervailed in the United States.”

We do not see why it cannot be countervailed in the United States. There is, that we can perceive, no farther reason why an export duty of 2 per cent. or 10 per cent. cannot be imposed on British vessels taking American goods to the West Indies. Besides, this 2 per cent. is paid by British as well as by American vessels; consequently there is no violation of reciprocity in this instance.

We fear we shall fatigue some of our readers, but all who are engaged in colonial matters, we know will bear with us. The Report thus goes on:—

“Vessels arriving at a bad market have, at times, not been allowed to seek a better, unless by a double payment of duties, while British vessels may run along the whole coast of the United States” &c.

American vessels with American manufactures on board, may, without let or hindrance, proceed to every island in the West Indies in quest of a market, paying the duties only at the place where they ultimately unload. If more duties have in any case been levied, it was contrary to law, and the captain was not bound to pay them. British vessels do not enjoy privileges to an equal extent when visiting the ports of the United States.

But the following is the most extraordinary statement of the whole:—

“Onerous and heavy duties, and colonial fees, are exacted [from American vessels,] amounting, as is stated, in some instances, on small lumber-loaded vessels, to the value of the cargo; the latter of which is corroborated, in some degree, by Mr. Huskisson, in his speech in Parliament in March, of the last year, in which he mentions the liability to abuse, and the vexatiousness of the practices in this particular” &c.

Now it is notorious as the sun at noon-day, that Mr. Huskisson called the attention of Parliament to these high charges, for the express purpose of abolishing them: and that, by the authority of Parliament, in the act for the general regulation of the customs, he actually did abolish them. Notices have been and are still posted up at all the Colonial Custom-Houses, announcing that the office of Naval Officer is extinct, together with all the heavy fees formerly paid there; that custom-house fees of every description are abolished. We have before us the proclamation of Sir Ralph Woodford, Governor of Trinidad, abolishing the Colonial fees of that Island. These facts have been communicated to the American people long since by almost every journal in the United States. Prohibition is reduced to a miserable shill.

The Report next revives the old complaint, that British vessels can bring flour, &c. from Nova Scotia and New-Brunswick into the West Indies, at a less duty than the American vessels can bring the similar articles from the United States. And why should they not? Is it not a coasting trade? England might as well claim the privilege of bringing Jamaica Sugar in British vessels to New-York, upon the same terms that American vessels bring sugar from New-Orleans to any other part of the United States. Why do not the United States claim the right to take Carolina Cotton to Liverpool, upon the same terms that British Ships take it from Demerara? or to take Beef and Pork (if permitted from New-York upon the same terms that English-coasting vessels take the same articles from Ireland? The principle in all these cases is the same.

A treaty it appears is preferred, because the Collector of Halifax put a particular construction upon the wording of an act of Parliament. Would not a collector be as likely to put a particular construction upon the wording of a treaty as a convention? Besides, did not the Governor by an order in Council, supersede the decision of the collector a few days after it was promulgated, so that the trade sustained little or no injury?

We cannot avoid thinking that the committee must have overlooked many of the provisions of the colonial acts of June 27 and July 31 for noal-lusion whatever is made to them except once, and then incidentally. It is besides said, that the colonies are only open to a limited number of articles; whereas the reverse is the fact. The limited articles are those which are prohibited; such as arms, ammunition, beef, pork, and a few others; while American cotton, woolens, furniture, carriages, and, in short, all that the United States produce, with the exception just mentioned, are admitted at 15 and 20 percent. It seems impossible that the committee can have had the late acts under consideration; one would almost think they founded their Report on old acts, which are repealed. We do hope that this Report will not be final, and that the question will yet occupy the attention of Congress before its labors close. We are fortified in this expectation, entertaining as we do, the fullest conviction that the Gov't and people of the United States are animated with the most honorable and friendly feelings towards Great-Britain and her Colonies.

FREDERICTON, N. B.

Tuesday, 9th May, 1826.

Alms-House and Work-House.

COMMISSIONER FOR THE WEEK, HENRY SMITH, Esquire.

SAVINGS BANK.

TRUSTEES NEXT WEEK, HENRY C. CLOPPER, ESQ.

JAMES TAYLOR, ESQ. MR. PETER FISHER.

Amount deposited Yesterday, £32 14 9

(P. S. to the Gazette.)

Commissioners of Bye-Roads. 1826.

Northumberland.

Samuel M'Kean, £30, for opening and improving the Road from New Galloway to the South side of Richibucto Harbour, and for building a Bridge over Murray's Creek.

J. W. Weldon, £67; 10s. for opening and improving the Road from Samuel M'Kean's on the South side of Richibucto River, to the head of the Tide.

Edwin Atkinson, £37; 10s. to explore, lay out and open a Road from the Settlement on the South side of the Little River at Buctouche, to Lot No. 10, above Wood's Mills on said River.

J. W. Weldon, £60, for building a Bridge over the Little Buctouche, opposite to Peter Robicheau's.

Charles F. Allison, Richard M'Loughlin and Archibald Duncan, £48; 15s. for the Road from Red Bank, to Beau-bair's Points.

Charles F. Allison, Richard M'Laughlan and Archibald Duncan, £48; 15s. for the road from Caul's Cove to Oxford's Cove.

Roderick M'Leod and James Davidson, £97; 10s. for opening and improving a Road from Baribouque to Niguac.

James Gilmour and Thomas C. Allen, £500 for rebuilding the Bridges destroyed by Fire in the Parish of Newcastle.

David Croker, £90, for the road from the mouth of Renou's River to the upper Settlements on the same River.

Thomas M. De Slois, Perry Dumaresq, and John Young, for all the Bye-Roads from Caraque in Saumarez, to the Elm Tree river, in the Parish of Beresford.

Aron Estey, Joshua Jewett, and Able Pond, £97; 10s. for exploring and opening a road from the upper Settlement on the South West Branch of Miramichi river, to the Cardigan Settlement.

Peter Leggie, £9; 10 towards building a bridge over Black Brook in the lower District of Chatham.

Alexander Goodfellow, and Mungo Murray, £100, for opening a road from the Newcastle road to the Settlements on Great and Little Baribouque rivers.

Westmoreland.

Wm. Crane, jun. £80, for the road from Stephen Ward's to the Bay Verte.

Bill Chappell, £15, for the road Bay Verte to Tignish river.

Joseph Avar, jun. £25, for the road from Gasperau bridge to Chemogue.

John Anderson, £35, for the road from where it turns from the Chemogue road to Wm. Peacock's.

Joseph Avar, jun. £15, for the road from Chemogue to Teedish river.

Wm. Crane, sen. £25, for the road from Bay Verte to Gasperau Bridge.

John F. Ogden, £16, to assist in building a bridge over Timber river.

Joseph Avar, £35, from Westcock to Cape Meranguin.

Jesse Ayer, £25, from Sackville to the Settlement back of the Mill Pond.

Eliphalet Reed, £15, from Agree. Finley's to Beech Hill.

Edwin Boisford, £20, for the Road from the main Road to Westcock Hill.

John Anderson, jun. £20, from Point Midjeck to the Great Road on Sackville Great Marsh.

Benjamin Chartress, £15, for the road leading from the Great Road in Dorchester to Bonum Good's.

Benjamin Chartress, £30, for the road from Frederick L'Blanc's to the Great Road leading from Dorchester to Chediac.

William Wilber, £10 for the Road from Israel Stile's in Dorchester, to the Fish Ware.

Samuel Robichau, Lawrence Babinot, and Thomas Galang, £150, to assist in building a bridge over the Konehibougac River in Sackville.

Robert Scott, £25, for the Road from Young Shearman's to the Taylor Settlement.

Robert Bell, £10, for the Road from John Bowser's to Bell's Farm.

Charles Stives, £10, for the Road from Job Stives' to the back Settlement.

Malcolm Wilmot, £30, to assist in exploring a Road from the Lower Mountain Settlement in Monkton, to the Great Road.

Robert Scott, £30, for the road from Lewis Steves' on Turtle Creek, to the main Road in Hillsborough, on the Road established by a Jury in 1825.

Robert Scott, £15, for the Road from George Colpitt's to Lewis Stives'.

Robert Scott, £10 for the Road from Robert Scott's to the North River.

John Edgett, £25, for Stoney Creek bridge.

Robert Scott, £25, for the Road from Linton's to John Gildart's sen.

Robert Scott, £25, for the Road from John Gildart's jun. to Thomas Colpitt's.

Robert Scott, £20, for the Road from George Colpitt's Mill, to Robert Mitten's.

Gideon J. Reid, £25, for the Road from New Horton to Cape Enrage.

Gideon J. Reid, £25, for the road from New Horton to Chepoly Lake.

Robert Scott, £10, on the Road from Daniel Wheaton's on the North River, to Andrew Wheldon's jun. and from thence to Isaac Lewis' Tavern.

Wm. Tackles, and Ezra Stiles, £50, for the Road from Kennebeckasis to Coverdale River, and for the Road from Hope-well to Coverdale River, and to explore and open a Road from Hopewell in Westmoreland, to the Kennebeckasis River.

Robert Scott, Esq. £25, for the Road from Pericodiac River to Butternut Ridge.

Robert Scott, Esq. £10 for the Road from Robert Scott's to Benjamin Lounsbury's.

John Edgett, £20, granted in 1822, from Sinton's to Gildart's.

John Edgett, £30, granted in 1822, from Geo. Colpitt's to the Dutch Village.

John Edgett, £25, granted in 1822, from Peter Louizes to M'Latchey's.

New-Brunswick Agricultural & Emigrant Society.

AT a General Meeting of the New-Brunswick Agricultural and Emigrant Society holden at the Province Hall on the 4th March 1826, it was Resolved that a Cattle Show be held at Cogle's in Sussex Vale, on Wednesday the 20th day of September next, and that premiums as follow be granted to the owners of Animals that may then be exhibited.

FOR THE BEST PROVINCIAL BRED Stallion rising 4 years old, £10 0

For the best pair of Provincial bred Mares or Geldings, not less than 4, nor more than 10 years old, owned by one person, 10 0

For the best Bull, not less than 2, nor more than 4 years old; not being one of those intended to be imported by this Society, 5 0

For the second best do. do. do. 3 0

For the best Cow not less than 3 years old, do. do. do. 2 16

For the best Ram, not less than 3 nor exceeding 5 years old, do. do. do. 5 0

For the second best do. do. do. 2 10

For the best Ewe 2 0

For the best Boar 2 0

For the best Sow 2 0

For the best fat Ox not under 4 years old, 5 0

For the second best do. do. do. 3 0

For the best pair of working Oxen not less than 4 years old, owned by one person 5 0

For the second best pair of working Oxen, do. do. do. 2 10

For the five best fat Weathers, not less than 4 years old, owned by one person, 5 0

For the five second best, do. do. 2 10

It was further Resolved that Premiums as follow, be given:—

For the greatest quantity of good Butter, produced from any one Dairy in this Province, between the 1st May and the 1st November, in the present year. £10 0

For the next greatest quantity of Butter, do. do. do. £5 0

These two last mentioned premiums to be awarded at the next annual meeting.

Rules of Competition for the before-mentioned premiums will be prepared at the next meeting of the Central Board and immediately after be published.

No Premium to be awarded to any person who shall not be a Member of the Central Society, or of some one of the County Agricultural Societies, in this Province; and no owner of an Animal for which any premium may have heretofore been awarded will be entitled to any of the above premiums for the same Animal.

The Right Reverend LORD BISHOP of Nova Scotia landed at Bermuda, on the 14th ult. accompanied by Captains Stewart and Canning R. N. and the Rev. Mr. Rosenberg, with several other gentlemen.—His Lordship on landing was received by the venerable the Archdeacon, and a large body of the most respectable inhabitants of Hamilton, and its neighbourhood.

The Legislature of Lower Canada passed a series of resolutions, to be presented to His Majesty, in which they complain of that part of the New Colonial Act, by which the importation of “Timber, lumber of all kinds, pot and pearl ashes, salted provisions and other articles” is forbidden, as highly injurious to the Trade of these Provinces.—Novascotian.

London, March 21. We are happy to announce that the improvement of His Majesty's health is so decisive that, in the opinion of his medical advisers, it will not be necessary to issue any more bulletins.

Saint John, N. B. May 4. On Saturday last this City and vicinity was visited by a violent Storm of Thunder and Lightning accompanied by rain, which fell in torrents for some hours with little intermission. Some feint idea may be conceived of its violence, when we state that nearly half an acre of soil was washed from off a side hill enclosure belonging to Judge Chipman, carrying in its way the stone wall by which it was inclosed.

Ship Building.—Came through the Falls yesterday morning, the fine ship New Eagle built by Mr. John Humbert, at Hampton for Mr. G. Ball. She is represented to be a strong, well finished burthenous vessel, of 320 tons. Also the Ship Anna, upwards of 300 tons burthen, belonging to Mr. Wm. Barr, of this City, and is likewise a well built vessel.

BANK May 1, 1826. The following Resolution of the President and Directors is published for the information of all concerned.—

Resolved, That the Notes of the Bank shall be considered as of the value they respectively bear on the face thereof, and if paid in Dollars, such Dollars shall be passed at their present legal value of five shillings

By order of the President and Directors. H. H. CARMICHAEL.

May 6. We understand that Daniel Cunningham, charged with the murder of Thomas Freeborn, at Westfield in King's County, was yesterday put upon his trial—a Special Court of Oyer and Terminer having been ordered in that County, by His Excellency the Lieutenant-Governor—at this Court His Honor Judge Chipman, presided. From the large concourse of people assembled at the trial, it was evident a great feeling had been excited in that country. The Court was opened at an early hour, and a full and most particular examination took place of all the witnesses; the result of which was, the Jury after being a short time in their room, returned a verdict of Guilty against the prisoner. From the testimony which was given, this appears to have been one of the most malicious, cool, and deliberate murders that ever has occurred in the Province; and the miserable wretch so far from discovering on his trial anything like remorse for the atrocious deed even at the time he was receiving from the Judge one of the most feeling, eloquent and affecting addresses ever delivered to any prisoner at the time of sentence, and which we understand affected the audience in an unusual manner—still this remorseless murderer

remained unmoved. He is ordered for execution on Monday next.

His unfortunate wife who is left with three children, was present during the trial, and behaved in such a manner as to cause a feeling of the greatest pity for her helpless situation. We hope some means may be devised to assist her.

MARRIED at Mougerville by the Rev. R. Milner Mr. Edward Miles, to Elizabeth fourth daughter of Mr. Samuel Nevers, senr. all of the above place.

Rules & Regulations FOR THE STEAM BOAT ST. GEORGE.

THE established Prices for the Steamer are—For all after-Cabin Passengers from St. John to Fredericton, or from Fredericton to Saint John, including Breakfast and Dinner, £1 0 0

And for Tea Children under 12 years of age, in either Cabin, including Dinner and Tea, 0 10 0

All forward Cabin Passengers, 0 10 0

WAY PASSENGERS, From the Indian House to Worden's, 10s.

From Worden's to Scovil's 5s.

From Scovil's to Burton, 5s.

From Burton to Fredericton, 5s.

AND ON RETURN From Fredericton to Burton, 5s.

From Burton Scovil's, 5s.

From Scovil's to Worden's, 5s.

From Worden's to the Indian House, 10s.

All Persons must pay their passage money on having their names entered on the Boat's Books at starting.

The Steward will keep a constant supply of the best Liquors and Provisions, which he will serve to Passengers at reasonable or Coffee-House rates, to be paid by the person ordering them, upon delivery.

No parcel or baggage of any kind to be delivered until paid for.

Small Parcels without exception to pay one shilling and three pence each.

All parcels or baggage to have the name of the Person to whom it belongs, or is intended for, well marked, to prevent confusion.

No Gentleman on any pretence whatever is to enter the Ladies Cabin.

No Gentleman to wear his Hat on or Smoke Tobacco in either Cabin.

No Gambling or Card Playing will be allowed in either Cabin. Nor any profane swearing, or any improper noise allowed on board.

ROBBERY.

£20 Reward.

WHEREAS that on Saturday night, or Sunday Morning last, (this being the second attempt made in their Premises,) the store of the Subscribers was forcibly entered into, and a quantity of Money, together with a Trunk, containing some valuable Papers, carried off. The above Reward will be paid to any Person or Persons, who will give such Information to His Majesty's Attorney General, as may finally terminate in the conviction of one or more of the offenders.

Ten Pounds, one half of the above Reward, will be immediately paid to any Person or Persons, who will give information to either of the Subscribers, so as to establish proof of the same, before a Magistrate, and the name of the informant, if required, shall be concealed.

Simpson & Fisher. Fredericton, (N. B.) 8th May, 1826.

WE, the Undersigned, Merchants of Fredericton, for the safety of our own Property, and that of the Public, against the lawless depredations of some Vagrants and Incendiaries, who now infest our Town and neighbourhood, do hereby promise to pay the sums respectively attached to our signature, on any Person or Persons, who will lodge information and prosecute to conviction, in this instance, one or more of the depredators, in addition to the above Reward of £20.

Jedediah Siron, £15 Samuel Kendall, £5 Peter Fisher, £5 Mark Needham, £5 J. Taylor, senr. & co. £5 J. B. Johnston, £5 James B. Loch, £5 Langes & Robertson £5 Stewart & Coy, £5 Hector Sutherland, £5 D. B. Shelton, £5 I. R. Beck, & co. £5 Wm. Peters, & co. £5 Wm. Grosvenor, £5 Geo. Woods, & co. £5 Thomas Pickard, £5

NOTICE.—ALL Persons are hereby cautioned against purchasing a Note of Hand against the Subscriber in favor of Thomas Kent, for Twenty-four Pounds, Currency, as the said Thomas Refuses to give value for or return the Note, and has since offered it for Sale.

JAMES CUNNINGHAM. Ludlow, Miramichi, May 1, 1826. gwps

STEWART AND U... RESPEC... tion and its... business... where every ar... manufactured in... manner... most reasonable... Fredericton... THE SUB... ship un... Fisher... And off... Street, near... ticks, a v. ry... British... ME... Suitable for... The whole of... red prices for... Jamaica Sug... 1s. Prime M... Scale Fish... 1s. Coils of C... English, Rus... man and Bla... assorted, &c... Fredericton... To be... On Tuesday... Co. k, for... ham V... That ex... and Offices... perty of M... e in the V... ly occupied... The La... Buildings a... Third Road... and to the... The above... order of the... Deceased... Terms of... Jo... 5th May... To... ON... one... The HOU... BEL GRO... the Corner... Good and... red for the... place on t... 9th May... For... S... cith... les 7. Pe... Tuesday... noon, from... ed to ente... a Govern... New-Bru... one, in t... ding to th... which are... E. Wool... the office... John... the whole... work;... Ciaizing... separately... may be... The s... of paym... Building... at the e... be seen... obtained... the Plan... No... compan... Person... by two... come bo... the faith... all Pers... upon Se... their sev... gre ma... Frederi...