

the evident that some "mismanagement" exists in their government which calls for immediate redress:—and they may be well assured that nothing short of a constant preservation of honorable and upright demeanour can secure to them the possession of that fame which, in some respects, they have so justly merited.

The N. Y. Albion, of the 20th ult. says: "From every quarter we hear of nothing but the most unqualified praise of Mr. Cantrig's masterly speeches on the affairs of Portugal—unqualified praise, we say, not only of the vigour and force of their oratory, but of the general approbation of the sentiments they enforce. It is, we believe, very generally conceded in this country, that the act of the British government has placed England on a prouder eminence than she has ever yet occupied, whether regard be had to the sacredness of the principles for which it is enforced, the promptness and spirit with which it is undertaken, or the faith with which she observes her treaties."

Mr. Cantrig's second Speech on the question alluded to, will be found in our present number; and if the perusal of it does not excite the same emotions which the opening one did, it will, at least, leave a permanent conviction on the mind, that England possesses as great a Statesman in the present day, as she ever did; if not, in some respects, a greater. We hope the next advices from Home will assure us of the Right Honorable Secretary's perfect restoration to health; in the preservation of which, England herself must, at this crisis especially, feel a most lively interest.

THE EDITOR'S REMINISCENCES OF THE YEAR 1826.

[Continued.]

NAVIGATION LAWS, And Mr. HUSKISSON'S SPEECH. [Concluded.]

In considering this important question, I do so on the principle, that no concessions from our navigation laws ought to be made to other powers, but such as are unavoidable, or necessary for the protection of British interests, and that in the most extended sense. In this national view of the subject, (which I consider that I am borne out in taking, by Mr. Huskisson's admissions,) whilst I admit that great difficulty was connected with the question of arrangement for our future intercourse with the north of Europe, yet I must contend, that the only safe course for us to have followed was, adherence to the restrictive, or more properly, protective system notwithstanding the disadvantages we were exposed to by additional duties and charges being imposed on our ships in their ports. Our great trade with those countries is in timber, and the freight is about double the first cost, or two-thirds of the value on arrival in a British port. In 1824 our import of square timber and masts from the North of Europe (deals not included) was about 130,000 loads; in 1820, 310,000 loads; taking the average of these extremes, or 230,000 loads, and that of each cargo at 250 loads, the number is 920, and I think I am within bounds when I suppose 280 more ships are annually loaded with deals, making an aggregate of 1,200 cargoes in ordinary years. Under the protection of the past system, a fair proportion of this trade has hitherto been carried on in British ships, perhaps fully one-half. The tonnage of those countries has been regularly, though not rapidly, increasing, such increase being somewhat repressed by the additional duties and charges in our ports, and their almost entire dependence for employment on their intercourse with us. Had our restrictions been persevered in, and followed by similar charges on our ships in their ports, I admit that the cost of their cargoes, when delivered here, would either have been enhanced in that proportion, or the prices reduced at the shipping ports, the first, the most probable. I also admit, that the result of this conflict would, probably, have been the exclusion of British ships from the trade; but the increased cost would have soon diminished its extent, and acted as a premium to the increase and advantage of importation from our American colonies in British ships, and led, ultimately, to the northern powers either abandoning their countervailing duties, or submitting to the worse alternative, of being deprived of this market for their timber, and of employment for their ships,

in participation with ours, such, as I contend, they can find nowhere else.

Mr. Huskisson represents the shipping of Norway as of an inferior class, only fit to carry their lumber; and those of Prussia as not much better; but the facts, that the Norway ships are equal to such British as are generally employed in our timber trade, and for which, were we deprived of the employment, we could find none for them in any other branch of our commerce, whilst a large proportion of those of Prussia, are of a superior description. It is well known, that when ships arrive at the age of ten years, they are placed in a depreciated class of character, and not by choice employed in the more valuable branches of our foreign trade; yet a very large proportion of our tonnage is above that age, and they have hitherto been chiefly employed in our timber-trade. They might have been so with Norway, had not the cheapness and abundance of their shipping, with the lowness of their navigating charges, made it improbable for even our worst class of ships to live in such employment, which, with equal charges, the Norwegian will now continue to engross. With Sweden the case is almost similar; but hitherto the tonnage of Prussia, has not been sufficient for her export trade. The rule for freight has, therefore, been the rate at which British ships could afford to take it, whilst this, though productive of little benefit to us, must now be highly so to them, and lead to a rapid increase of their shipping, until it becomes sufficient for the whole carrying trade between the two countries, to the entire exclusion of British. Such is the only view I am able to take of the subject. I consider the sacrifice of no ordinary character, and the consideration of retaining, or not retaining an export trade to those countries, as of little comparative weight. That trade has always been on a very limited unimportant scale, and dependent on the means furnished by their export to us for funds to carry it on.

From the nature of our corn laws, and our home growth of late years having been about sufficient for our consumption, our importations of foreign grain have only been occasional, and on an uncertain and limited scale, made to be warehoused for the chance of the home markets being opened. These importations have been chiefly from Prussian ports; and being made at periods and in the manner that best suited the convenience of the importers, were, from the cheapness of freight, confined to Prussian ships. At the commencement of the present season, the rate of freight from Pomeranian ports in their ships to Liverpool, was about 40s. per last; their number was then sufficient for the demand, and on such terms, it was impossible for British to compete with them; as evidence of this fact, it may be remarked, that, in the month of August, 27 foreign and 14 British ships arrived at Liverpool from the north of Europe! Since the failure in our crops was ascertained, and the consequent necessity for supplies of foreign grain anticipated, very increased importations have taken place; and as Prussian shipping could not be had in sufficient numbers for this purpose, it became necessary to employ British, which caused an almost immediate advance from 40s. to 60s., 70s., and 80s. or upwards per last; these rates being required to remunerate our ships; but, at the same time, leaving a great excess of profit to them, with increased inducement for building. Such are the fruits of our corn trade, the carrying of which is likely to be also soon engrossed by our rivals, although Mr. Huskisson is disposed to hope, that the permanent opening of that trade was all that is wanted to secure it for the employment of British shipping.

Mr. Huskisson is also of opinion, that, from the reported inferior quality of the timber imported from our colonies, we must remain dependent on the Baltic for considerable supply of such as is superior, and, as such, wanted for the more important purposes. I am not disposed to deny, that, for some purposes, the timber of the Baltic, particularly that from Riga, is considered superior to the growths of Canada and New-Brunswick; but, at the same time, I am prepared to contend, that the more experience we attain of the quality and durability of the American pine, particularly the red wood, the more are the prejudices and prepossessions against it giving way; indeed, few purposes remain to which it is not now applied, and being generally of larger dimensions, and free from knots, it is easily worked, and more in favour with the carpenter. I must, therefore, venture to dissent from Mr. Huskisson when he says, "the Baltic can do the full as well without us, as we can do without the Baltic." I believe that, if they are to sell their timber, they can nowhere else find a considerable market, and are, therefore, almost wholly dependent upon us, whilst we can draw our supplies from our colonies, where British shipping only can be employed. In this view, too, it is gratifying to find Mr. Huskisson declaring, that "if it were necessary to make an option between a contest of discriminating duties with Prussia in the timber trade, or a further reduction of the duty on the Canada timber, for the greater encouragement of our shipping, he certainly should prefer the latter measure." To return or return to the discriminating duties is no longer in our power; these we have bound ourselves for ten years to abandon, and as I think I have shown that, under the reciprocal system, the carrying of timber from the Baltic ports must rapidly pass into the hands of our rivals, and be altogether lost to us, as soon as their shipping is sufficiently increased to carry it on, all that seems left for us is, to discourage a trade so injurious to our colonial marine, and to encourage that from our colonies, by a future reduction of the

duty on the timber of their growth, which, whilst it will benefit our shipping interests, and support our nursery for seamen, will also benefit the consumers that remains, and I, therefore, trust, it will be urged by the ship owners and their numerous connections, and receive from the Government all the consideration it so justly merits.

Mr. Huskisson is likewise impressed with the opinion, that by encouraging the shipping of the Baltic, we provide ourselves with a source for the supply of sailors for our mercantile purposes during war, when our shipping is drained for the supply of our navy; such certainly, has been the case in past wars, and likely to be so, whilst we continue in a state of amity with those powers; but how much better is it to be independent of them in that respect, and, by encouraging and protecting our own in preference, have that supply within ourselves, and of a character, too, infinitely more desirable. We should also recollect the anxiety Russia has shown to become a naval power, her desire to attain a footing in the Mediterranean, her jealousy of us, her extensive influence and powerful means for compelling the other northern nations to enter into her views; when, in case of our being hereafter engaged in hostilities with Russia, in place of the seamen of Sweden, Prussia, and Denmark being found available to us; is there not a risk of their being turned against us? Neither can this reciprocal system now be denied to Russia, if not already conceded; hitherto our trade with her, under the past system, has been almost wholly carried on in British bottoms, it has been of more value and importance to us, than the whole of our other intercourse with the north of Europe, neither can we readily supply ourselves with hemp, flax, or tallow, in sufficient quantity from other quarters, as with timber. We are inviting her to create a commercial marine for herself, and can no longer object to the means; her facilities for doing so even exceed those of Prussia. Ships can be built and sent to sea from Archangel and other parts, of durable materials, and well-constructed, at even lower prices than those of Mr. Jacob's Danzig estimate, we have, therefore, only to look forward for a few years and expect to see our trade with Russia also carried on in her bottoms, and a nursery for seamen created, of which she may at some future period avail herself, to turn them against us. Of the 3,540 British ships that Mr. Huskisson states to have passed the Sound in 1824, and 5,186 in 1825, a very considerable proportion were beneficially employed in our trade with Russia. In 1818, (a year of corn importation,) the number was 5,059; in 1821 it fell to 2,819, whilst foreign shipping maintained its ground; but we rallied again, and it was under the restrictive system we were enabled to retain our share in this, the most extensive branch of our carrying trade, whilst I much fear the abandonment of that system is likely, before the ten-year treaty expires, to deprive us of it.

The relaxations in our colonial system afford much matter for reflection: it seems reasonable, that they should be permitted to draw their supplies from the cheaper markets, and to send their surplus produce direct to those of sale; but then both ought to be confined to British bottoms, whilst the expense of their establishments and garrisons continue to be, in a great degree, provided for and paid by the mother country. The restrictions imposed by our navigation laws were certainly, as Mr. Huskisson states, one of the causes of complaint urged against us by those colonies that now form the United States; they, however, not only provided for their own establishments and protection, but were willing to have contributed to the general revenue of the empire at large, had they been permitted to participate in its representation and legislation. It was then that, in our folly, we required that they should submit to taxation without representation, which, as we well know, was followed by resistance, and terminated in independence.

If we are told the cost of ship-building here must be reduced and fixed its level with foreign countries; in that case, I ask, How is the price of labour to be supported, or the value of food maintained at prices sufficient to remunerate those who produce it? Already, about one-third of the ships built for our trade are provided by our North American colonies, to their benefit, but to the injury of British workmen and interests in every branch of that service. If money is to increase in value, and our circulation to be contracted, consumption will diminish and the difficulties in raising our immense revenue increase; in our artificial state, it is evident that the value of money must be kept down, if all is to go well. It is worthy of remark, that, at present, the chief employment for our shipwrights is in the construction of steam boats. However useful they may be in other respects, they are any thing but a nursery for seamen, whilst they are rapidly taking in upon our coasting trade, and, therefore, diminishing the number raised in that service. This observation may be considered as gratuitous; but the subject seems deserving consideration from those statesmen who desire to cherish the means by which we have hitherto maintained our high rank and station among the nations of the world.

To conclude. Under the protection of the restrictive system our trade and shipping interests have prospered, and I hope I have satisfied your readers that there would have, at least, been safety in adhering to it when in our power to do so. We have seen the United States adopt the principle of our navigation laws, and, by doing so, they forced us into their terms. It is now too late to retract our steps, were there a disposition to do so; and

the only remedy that seems left for us is, to discourage our future trade in timber with the Baltic and Norway, by giving increased encouragement and facility to that with our colonies.—I am yours, &c. MERCATOR.

Liverpool, 12th October 1826.

Halifax, January 31.

The brig Elizabeth, of Sydney, Cape Breton, M'Neil, Master, from Jamaica, bound to Sydney, with a Cargo of Rum, Sugar, Molasses and Coffee, went ashore on 1st cur. in a heavy gale of wind from S. E. near Point Mutton, about 12 miles to the westward of Liverpool.

The schr. Shelburne, 38 days from Barbadoes for Shelburne, put into Sambro, on the 17th inst. and sailed again on the 20th. On the 3d experienced a heavy gale; had her water cask stove, lost all her sails; was ten days without water, during which time they drank the milk from Cocoa nuts.

FISH. 15334 qrs. of fish were exported from St. John's N. F. for the West Indies, between the 19th of December and 16th of January.

From the N. Y. Eve. Post, Dec. 28.

WEST INDIA TRADE.—The administration finding they can no longer justify themselves for having thrown away the trade with the British Colonies, have now changed their ground, & are attempting through the medium of the press in their interest to create a belief in the public mind that it is of little value. The American of last night, says it is not worth the time that must be devoted to it. They will scarcely succeed however, in convincing those whose interests have been so wantonly sacrificed, that such is the fact. The state of Maine, by their mismanagement, loses their lumber trade which we have forced into New-Brunswick. The same state, New-Hampshire and Massachusetts are deprived of the most lucrative employment they had for their smaller and less expensive vessels.—Connecticut no longer finds the valuable market for her stock and variety of "notions;" and here let me recommend to the chairman of the committee of Commerce, to be cautious how he lends himself to a further sacrifice of the interests of his constituents.—

New-York, Pennsylvania, Delaware, Maryland and Virginia lose a market for their staple export, exceeded by only one other place in the world, viz. Brazil. To a large section of Virginia and North Carolina, the loss of this trade is immense, and South Carolina and Georgia are hereby deprived of the sale of an important proportion of their rice and pitch-pine lumber.

Shall it be pretended then that an intercourse affecting so many interests, and most of them vitally, is not worth the time and attention that must be devoted to it? Rather let the administration pause in their infatuated career, and instead of urging another suicidal act upon Congress, let them hasten to endeavour to repair the injury they have done to the country by recommending the adoption of measures calculated to effect that desirable object.

To be sold by Public Auction, on Monday the 30th day of July next, at the Court House in Gage Town Queens County, between the hours of twelve and five o'clock in the afternoon of the same day, All the right, title, interest and claim of Daniel T. Currie, in and to a certain Farm, or tract of Upland, situate in the Parish of Gage Town, being the same Farm on which the said Daniel T. Currie now resides—Seized and taken in Execution at the suit of Nathaniel H. D. Vetter, Esq. JOHN EARLE, Coroner, Queens County. Waterborough, Jan. 23. 1827.

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