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THE SHIPPING INTEREST. The following energy from the Liverpoor ourier, of the 18th of Oct. 18-6 When we were his dayoured with the Paper concerning this importany discussions, our arran emerit did, not permi us to give it insertion; but having been since obli ed with it again, and as the subject may be new many (and interesting to als,) our readers we no doubt esteem it a very acceptable applicay for any thing that we could say under the present read.

NAVIGATION LAWS. And Mr. HUSKISON'S SPEECH

To the Editor of the London Courier. SIR-I think it is hardly possible to read Mr. Huskisson's speech on our navigation laws, without being alive to the great ability, intelligence, and inrigin and progress of those laws, the benefits they different, as I shall endeavour to show. onferred, with the effects they produced, and the ause that led to and rendered necessary the altera ons which have taken p ace in relation to our in e applies to the concessions letely made to the orthern powers. It is not my intention to folow him over the whole of this ground, but to onfine myself, in a great measure, and to draw eatiention of your readers, to the treaties lately niered into with Prussia, Denmark, and Sweden, hich, unless counteracted by other measurers, apear to me pregnant with ruin to that large proortion of our commercial matthe which has his berto been engaged in the carrying trade between be United Kingdom and the ports of the Baltie There are those who, in treating this subject. avegone so far as to impuga to the motives of grain are required. foverament; to charge them with a wilful disreaid of our shipping interests, and a disposition to free Trade" which they have fearlessly adopted, tant to them than to us. adappted in other cases with much advantage to e public interests. These are not my opinions. hilst Mr Huskissonfully admits the importance our shipping interests, he contends for the nessity, which he says, led to these concessions unr achoice of defficulties, and in coing so, I think! is impossible to doubt the sincerity with which advocates and supports them; but on the conary, I believe no man can be more desirous than is to promote the best interests of the country. every measure he introduces, though in the preat instance, I think he has been led into error, dinduced to come to conclusions, than are not the out by his facts, or the reasoning on which grounds them. Our right honourable representative begins and

ncludes his speech by stating, that our commermarine was the foundation of our power, that r commerce and navigation were the two great ments of our strength, wealth, and political imriance, that their interests, though generally uni-, vere not always identified, that projection to shipping was a measure of the first necessity, therefore he admits, that when these two great erests could not be reconciled, commerce ist yield and give way to navigation. In these uments I most cordially join. We depend inly on our navy for protection and conquest, that navy can only be manned and made effec-, by our commercial marine; notwithstanding this resource was of greater magnitude during late eventful war that at any former perior, it was at last so exhausted as to leave the mernt shipping almost dependant for their crews foreign seamen, landsmen and boys, and even I it was found madequate; for it is well known. when several of our ships of war came to ac with those of the United States, some of them te captured, in come quence of the acknowleged impetency of their crews, in which the want of hen was mide up by landsmen and boys !--Brever, ther, may threaten to din unish this source of our power and influence, it must in duty to grand a among with the most deterde gitance. Our navigation taws have been means which breginated and have upheld our merial merine; it is therefore, as a great pral question, and not as one of individual in I's, nowever important they may be, that I Ter the to consider and discuss the changes Final ein our sys em.

ist, as regards the concessions made to the

United States, they were in some degree, wrangs connected to very heavy rain-Currie still endeavoring to find rom us by ex sting circumstances When provi sions have been wanted in our West India colonies. the vacanity of their ports afforded a prompt sup ly Her ma kets had long seen the best and most conderate we possessed abroad for the sale of ou manufactures, and we have been in a great men are dependant on their for the suppry of articles o produce and raw in terral, particularly cutton, ping threatens to be much broken in upon, and discovered by Mr. John blinkhorn, one of the inwhich were not to be obtained in sufficient quantity affirm by by from other quariers, willst they only locked to us and advantages for ship-building we cannot compete chance who procured assistance and led him to a their immediate wants, to the exclusion, or at least, | for a vessel of 580 tons register to be under £5 per day four of the party returned to Advocate for a prejudice of ours The expense of sup-building ton, without the rigging, and about £9 per ton boat 31st, boat arrived at the cove, all embarwith them, though rather less than with us, was lugger and fitted for sea The cost of such a versel in ked and landed at Advocate same day. All here not materially so, and that of navigation much the Liverpool in the first case, would not be under £13, except Mr. Des Barres are confined to bed. same. We, therefore, had reason to suppose a land to the last, nearer £20: nor can ships, similar system of reciprocity would not exclude us from in quality to those of Danzig, he sent to sea, from the a participation in he carrying trade between the two most favoured building ports in this kingdom, uncountries, whilst to maintain a good understanding der £15, being in the proportion of 5 to 3 in fawith the United States was, in every point of view, vour of the Prussian. Mr. Jacob has also supof the greatest importance to us. Where so much plied a statement of the cost of navigating such a was to be preserved without material sacrifice, I vessel during a voyage to and from England, for think it cannot be denied, that the concessions were which a period of three months is allowed, and a ima'e knowledge of the subject it displays, as unavoidable and wisely made; yet the results of crew. consisting of only twenty in all, is taken; well as to the man'y candour with which his opr our shipping interests have been far from satisfac- their average wages are about any per month, and the nionsandviews are stated. Your readers are, no doubt, tory, or such is the nature and connexion between whole supply of provisions does not cost quite 6d generally aware, that this speech was delivered ship and merchant (American) in the trade, that per day for each during the period named; whereas Connecticut: ust before the close of the last Session, when most although we seem entitled to look for an equal it is notorious that whilst such a British ship could the thempers of both houses had lett town, that share, yet four-filths or more is carried on in their not be navigated by fewer hands, the wages of the has therefore, been since revised, and lately bottoms! Similar concessions to the Brazils and creware more than double this amount, and the in- brig Rival, with a load of fish bound to published, for the purpose, I presume, of meeting the South American Goneri ments, were measures created cost of provisions at least in the same prohe complaints, and returning the reasoning of those of greater safety, and next to nominal in their con- porton : the per centage rate of insurance is also his come s and their advocates, who complain of sequences; our trade with those countries has his the same on both, which increases our disadvant men. he relaxations and concessions that have been therto been, and must continue to be, carried on in ta et, in as far as the Prussian has less capital to nade, in our pavigation laws, to the northern na- British butions, from their want of both means cover, whilst the duties and port charges on both ons of Europe, within the last eighteen months. and inducements to create shipping, or attempt are now similar. The case, therefore, comparitive-In treating this mest important subject, Mr Hus- competition; but as regards our intercourse with ly stands thus : The Prussian ship costs £5,220 cannot picture to yourself their struction; isson has taken a wide and luminous view of the the north of Europe, the case is, indeed, widely the British £8.700, - difference in favour of Prus- they were a complete rack of bones, and

. In considering this branch of the subject, Mr. Huskisson has urged, in support of the concessions wade by the late treaties, that a perseverance in ecourse with the United States, the Brazils and cestriction on our part was producing, and would he New Governments in South America, which be followed up by, countervailing restrictions on the part of those powers.

The injuries we should sustain from a conflict of this nature, by enhancing the cost of our imports, narrowing our exports, and impelling their trade into other channels.

the shipping of the northern powers, reterring par- double the amount, whilst the interest on capital ticularly to those of Norway and of Prussia.

That the scamen of those countries form a resource in war for manning our commercial marine That with the increase in our shipping, up to the conclusion of the last year, the proportion employ-

ed in the Baltic trade had also increased, and during

that year the demand exceeded the supply. And further, that the distress which has letely prevailed, and been so much complained of by our hip owners could not be imputed to the conces-

sions made under the treaties in question. In the last position I readily concur; as yet those concess one can hardly be said to be in fair operation; and, up to the year 1825, the restrictive, or rather protecting system, remained in force. lowards the conclusion of 1824, the excess of accumulated capital, and the difficulty of finding beneficial employment for it by ordinary means, led, as we all know, to the most unbounded enterprise and speculation in every branch of our trade and commerce which caused a great increase and un. usual demand for British as well as foreign shipping, and afforded full employment for both : this had not been the case from the conclusion of the war, when various causes (most correctly detailed by Mr. Huskisson in his speech; led to an increase of mears, and a lacility of despatch, which exceeded the cemands of our trade, though they had been gradually extending themselves into new changels. Rapid advance in prices, was produced by the sp culations of 1825, these brought forward cacess of sopply beyong druman, and the conserquences were the rumous results that lo lawed, and which are too recent and well known to every n ercanti e man to require turther notice from me; but the fact of mcreased employment for our ship ping in 1825, as well as the want of it which succceded, may, I presume, be safety dismused, as i enconnected with the question under consideration

Our importationsh in Prussia consist of timber and curn, with linseed arma small quantity of her p. and flax ! our exports are sal!, a latte coloniel produce, and a few manufactured grands, the wholes our exports are almost nominal; and, with the e coption of corn, when our ports are open, we have very luttle intercourse with Denmark . But oil these countries possess materials and facilities for ship building, with the means arrayigation, of the most lavourable kind; and by these treates we have admitted them thro a participation in the carrying trade from our possessions in India to ather

British shipping by the Fast India Company, as Advocate, but from fatigue was obliged to lay all well as to and from our colonies, and to be the night on the beach. carriers of certain importations from the south of 26th, part of the day moderate, the latter part Europe to the United Kingdom, for which they very cold, accompanied with heavy snow; at have nothing to give us in return, that I am aware | dark Currie reached within half a mile of the settleof, we at, from such a competition, uncalled for, ment; could proceed no further, his feet being from as I consider it, the employment of British ship | zen. In this state he laid down, where he was or a supply of our manufacturers, and or which with, and in evidence of this fact, I have only to neighbouring house. 26th, at an early hours par y hey paid us with their produce. Had we preser | refer to Mr Jac b's official report to the Board of of five men set out in search of the sufferers at the ed in the restrictive conflict, the evils to us would Trade, dated in February last, in which he fornishes cove—the party stopped all night in the woods ave been heavy and permanent, whilst they would a statement of the cost of a Danzig ship made to him 30th the party in search arrived at the cove at about have been stimulated to increase the home manu- there Hanzig being one of the most considerable 9 o'clock with some bread, the only fond seen by acture of their raw materials, for the supply of ship building ports in Prussia. He states the price the sufferers from the time of their landing-on same sia £3 480, on which the premium of insurance to and from England may be taken, including stamp duty at 40s per cent., or £69 128 . The wages £121 ; to take the English at double is a very low calculation; it would not be sufficient from Newcastle or Whitby, much less from London or Liverpool; but taking it so, and the port charges, at the loading and discharging ports, being new equal on both, at £ 100 on each, the expense, without insurance, to the Prussian, would be £221 to the British ship, with the insutance on extra va-The unimportance and supposed inferiority of lue, #411. 18s., being within less than ten per cent. employed, and the depreciation in value from age, The necessity that he urges as at present existing, and tear and wear, would hold good in the propor from the nature of our corn laws, for employing tion of 5 to 3 against us. In the posts of Norway, their shipping in preference, when supplies of foreign Sweden, and Denmark the comparative cost of building and navigation are still lower, and more The superior quality of Baltic timber placing us to our disadvantage; from all which I think it in a state of dependence on them for supply, alleg- must appear evident to every one, that it is imposcrifice them at the shrine of those principles of ing that the general intercourse is not more impor- sible for us to maintain a competition under such disadvantages.

To be Continued.

MELANCHOLY SHIPWRECKS.

Advocate, 7an. 2, 1827.

On the 14th of December last, the schooner Industry, Lowren Fox, master, and Robert Temple, marire, belonging to the Port of St Andrews, sailed from thence for Windsor, having on board a the body, as, from the colour of the face. cargo of boards and iron-passengers, J. L. Des they suspected that vitality was not really ex-Barres, Esq Comptroller of the Customs, of Prince Edward Island, and Mr. Palmer Andrew Inglis, of Windsor: she arrived at Eastport the same day. 5th, two other passengers joined the vessel, Mrs Flegg of Windsor, and Mr Robert Curie of Hor. ton-same day made sail, wind w s w stood up the bay all night. 16.h, light winds from the eastward -- stood to the northward all day and night. 17th, light winds from the eastward; now being of Quoco continued plying to windward till high water, waiting an opportunity to enter he harbor put in and entained at anchor till 12 o'clock that night. 18 h, light winds from the west-made sail at inchek, a. m whilst standing up the bay struck on the Quoco Ledges, at nearly day light, the ride being then on the cob; on the flood, the wind spirite up afresh from the westward, when alkon beard the ught it advisable to take to the bear, ech taking with them a some liquantity of clothing neglecting provisions. Engeavoied to make Ad that morningation has commenced. vocate Halbar, but the wind having houled so much to the southward the boat would not weather le A melancholy accident happened on the Cape Cingmete, were then obiged to stand for a small coverat the mouth of Cumberland bay, where the boar landed, in a heavy surl, about 2 p'clock sigili, wird n e. a heavy snow storm con mences anto leto the b at again, but from the a little boy who was with him this brother, both inclemency of the weather were obliged to put back. Captain Fox and Mr. Logits now started for Apple River through the woods soth, ieexports being of very Little importance of amount. Ing is retorned to the heat and said Fox had persh ed in the night- Mr. Inglis's fingers were slightly truzen, 22d, very heavy rain, 12gd, intensely cold and heavy snow, 24 h, weather still very cold. 25th, weather more more rate, about 120'. clock lan ched the boats but the immediately fil ed and dashed to pieces in the sufficient hip's were now abandored of leaving the core by water 26th, Mr. Currie started from the cove for Advaran Trasbour, and lay all night in the woods. 27 is

The Eastport Revenue Cutter went on shore between Moorepecky Head and Little River, in a S. E. gale, and all on board (22) perished ... H. R. Gaz. Jan. 24.

Boston Jan. 12. Extract of a letter from the Capt. of the Schooner Seven Brothers, to his friend in

" I fell in with the wreck of the British fam, and took off the mate and three sea-They had been 36 days on the quarter deck, the vessel being full of water, and both masts gone by the board. You naked; their clothes had washed from them; their legs were swollen to an enormous size, and provisions for the Prussian, Mr. Jacob states at and full of running sores. For 11 days previous to my taking them off, they had made use of their own urine, as a substitute for water, and the blood of a shark they had taken. They looked like a blood thirsty set, their heads full of clotted blood, which they had sucked from the shark. Sir H. Ward, Gov. Gen. and Commander-in-Chief of Barbadues, with a salary of 30,000 dollars, gave them, yesterday, two dollars each, by their giving a receipt for it.

MONTREAL, Dec. 18.

Remarkable Circumstance. - On Tuesday last the body of a young woman was conveyed to the English burying ground for interment. When the funeral party were about entering the gate a respectable medical gentleman of this city was coming up; upon observing him the relations of the apparently) deceased, stopped the procession, and begged that Dr. R. would examine nuci. On examining the body in the dead house the Dr. was decidedly of the opinion that she was not dead. The face is as fresh as ever it looked - the lips are red, but there is no pulse or animation since Tuesday. The body is kept in the coffm in the dead room which is heated to a high degree that putrefaction may be caused : but since the time when the body was placed there, there has been no change. - Yesterday forencon her mouth was of a blackish hue in the evening it became red. Several physicians examined the body daily.

Since writing the above we have leard

Keswick Ridge, Parish of Douglas, on Saturday last. A young man was felling a tree in the woods, when just before it began to fall, sons of Capt. Reed) got upon one of the umbs which bran bed in a direction where no harm co ld have been apprehended but unfortunately, when the exeman made his last blow, the axe glanced off from the tree, the wour of the young man's hand, and in near ged below the shoulder blade of the e little boy; and, dreadful to relate, the whole of the axe was buried in his flest. We have not yet beard whether he boy is in imminent danage of n . L. I M D D C