

This rapid increase of the American shipping roused the ministry from their slumber; but it did not awaken them to their senses. They stared at one another; and appeared considerably surprised at the portly dimensions, and elegant figure of the commercial marine they had so foolishly built for an enemy. They moreover cursed their theories, said a good deal about reprisal, exhausted their strength in condemning their folly, and then fell asleep.

In fact from the day we acknowledged American independence until the present one, scarcely a year has elapsed, in which the Republicans have not slied privilege from us.—They undermined the monopoly of the East India Company, and insinuated themselves into the Chinese seas, when Colonial ships were prohibited. They asked to be admitted to the West India trade, and our ports flew open at their request; they solicited an inland communication with the colonies, and we were too polite to refuse them; they begged permission to fish on our shores and smuggle in our harbours, and we generously allowed them to do both. They aspired to the honour of rivalling us on our own element; we applauded their spirit, and magnanimously helped them to defy us to a maritime war.

Proscription, exclusion, and taxation, have been the rewards we conferred on those whom we considered loyalists; while, with unexampled folly, have we shared our power, wealth, and commerce with those whom we stigmatised as rebels.

How the Americans managed to coax these favours out of us, is almost as perplexing as the fact of their having done so is irritating. Either they must have used an exceedingly fascinating address, by which they out-generated our diplomatists, or our Statesmen must have had a predilection for foreigners.

When we reflect on these and similar measures, and feel in our own depressed state the painful conviction, that they have retarded our prosperity, and promoted the interest of aliens, we cannot be accused of undue severity, when we brand them, as being so preposterous and absurd, that however much we are disposed to reprobate their tendency, we can hardly refrain from smiling at their folly.

Leaving the Americans in possession of all their wealth and privileges; and the intercolonial trade, even now, but feebly protected, by the sickly provisions of the present bill, let us turn our thoughts to the consideration of the theories lately proposed by the present ministry.

On the 18th of March, 1831, in the British House of Commons;—in the face of the assembled representatives of the people, did Lord Althorp, the Chancellor of the Exchequer, and the popular organ of the government, propose the gradual abolition, of British Shipping, and the eventual ruin of British Colonies, it being expedient and desirable, that the wealth, power and ascendancy of Great Britain, be impaired in order to promote the wealth, power and ascendancy of Russia, that we might hereafter live in dignified subordination under the power of an Eastern despot. Such in substance was the Noble Lord's motion.

It was proposed that the duties on Colonial timber should be gradually increased; and that a corresponding abatement should be made in favor of that of the Baltic. And these measures, which they, admitted, would enrich the Baltic powers, deprive Canada of half its resources, and effectually ruin New-Brunswick, the British Ministry strenuously endeavoured to carry.

To palliate such questionable conduct; to acquit them of any hostile intentions towards their own Colonies, and of a desire to promote the interest of foreigners, we must suppose they were influenced by a belief, that Great Britain, and her American Provinces would be gainers by the arrangement. We freely confess; that it is almost as impossible for us to entertain such an hypothesis, as it would be for them to anticipate such results; but we must affect inconsistency that they may be saved from our reproach.

They set out saying, that by enumbering the industry and resources of their own subjects with a direct tax, and invigorating those of Russia, Prussia, &c. by an indirect bounty, they would confer a signal favor on the people of Great Britain, without injuring their fellow-countrymen in the colonies. They affirmed that these measures would, in the course of their ope-

ration, supply good timber to the consumer at a cheaper rate than he had hitherto been able to procure it; and that the manufacturer would also be a gainer, as a considerable increase in our export, to the Baltic, would be the inevitable result.

These were the only advantages promised, let us see could they be realized? and if realized, whether no countervailing disadvantages would not attend them.

If the ministry had carried their measure, the Colonial timber trade would have been destroyed, and Great Britain for her supply of timber, would be subject to the mercy of those very powers, which but one and twenty years ago, formed a league against her and excluded her from the Baltic. Thus reduced to voluntary dependence upon foreigners, for an article that constitutes, in a considerable degree, the elements of our strength, it is but reasonable to suppose, that an increase demand for Baltic timber, would produce an increase of price. The Russians, Prussians, Swedes, &c. honoured with an accession of purchasers, would, as it is the uniform custom in such cases, raise the price of their commodities in the foreign market, and as British ships, could not compete with theirs, the carrying trade would fall to their own vessels, and freights would advance accordingly. Hence, the increase upon the prime cost of the timber, and a rise in freights, would exceed the proposed reduction, and the gross amount of both sums would find its way into the pockets of the foreign merchants and ship-owners, while the consumer would have to pay the difference over and above his former price. Thus the proposed alteration, instead of cheapening the timber to the consumer, would positively raise it, thereby wringing a tax from British subjects, which would have the effect of enriching foreigners, and relieving their seas and harbours, from the disagreeable presence of the British flag. This disposes of the first advantage, the consideration of the second one shall engage our attention next week.

SCHEDIASMA.

MIRAMICHI:

TUESDAY MORNING JULY 19, 1831.

The Courier arrived with the Southern Mail on Sunday morning at 11 o'clock.

The arrival at Halifax of H.M. Packet Mutine we have been put in possession of our regular files of English papers to the 30th May, and the Halifax papers contain London dates to the 2nd June, but they furnish nothing of moment. The Elections had been brought to a close, and Parliament was to have met on the 14th ult. and it was thought the Reform Bill would be early brought before the House, and there was not the least doubt but it would be carried by a sweeping majority.

The Duke of Sussex, it was rumoured would be appointed Lord Lieutenant of Ireland—in room of the Marquis of Anglesey, who it was stated was to be created Duke of Mina, and was to succeed Lord Hill, as Commander-in-Chief.

By the intelligence from Poland, it does not appear that any engagement of consequence had taken place between the belligerents. The cholera morbus was making frightful havoc in both armies.

Turkey is again the theatre of war, a revolution had broken out in that country, and the rebels, 60,000 strong, commanded by Ali Bey, were on their march to the seat of government. A severe engagement had taken place, in which the troops of the Sultan, commanded by the Grand Vizier had suffered a defeat—and the commander was taken prisoner, and beheaded. The Sultan was at Constantinople, with 10,000 of his choice troops daily expecting an attack.

If Information from all parts of the country concur in stating, that the Hay harvest, which is rapidly

drawing to a close, will be most abundant. The crops in general look remarkably well, and the husbandman is anticipating to reap bountiful return for his labour.

A young man by the name of John Cooke, was unfortunately knocked overboard, by the jibing of the main boom of the Schooner Perseverance, on Friday evening last; and notwithstanding the boat was sent to his assistance, he was drowned.

Severe indisposition has prevented us from publishing the paper in time to send it by the Post.

MARRIAGES and DEATHS.

NOVA SCOTIA. Married.—At Halifax, M. W. M. Rae, to Miss Mary Ann Grant; Mr. Thomas W. Wood, to Miss Elizabeth Morris; Mr. Peter W. Davies, to Miss Maria Magget. At Chesler, Mr. W. Wainbolt, to Miss Mary Trail; Mr. George Inder, to Miss Elizabeth Hume. At Lawrence town, Mr. Joseph Gammou, to Miss Mary Ann Balie. Deaths. At Halifax, Miss Ann M. Colla. At Merigonishe, George Ray, Esq. At East River, Mr. Thomas McIntyre; Mr. James M. Pherson.

NEW-BRUNSWICK. Married.—At Sussex Vale, Wm. Hayward, to Sophia Guirnarin; Edward Hassen, to Sarah Coughle. Deaths.—At Buctouche, Thomas Amos. At St. John, Mrs Margaret Wiggins. At Mispect, Thomas Thomas, Sen.

SHIPPING INTELLIGENCE.

PORT OF MIRAMICHI:

Arrived—Thursday, Schooner Grasshopper, Landry, Quebec 7 days.
Friday, Schooners Janus, M'Donald, Halifax, 7 days: Ceres Warman, St. John's, N. F., 16 days.
Saturday, Schrs. Peronia, M'Donald, P. E. Island, 3 days: Perseverance, Douglas, St. John's N. F., 12 days; A. P. Henderson: Glasgow, Graham, Pictou, 3 days, Master.

PORT OF LIVERPOOL N. B.

ARRIVED, July 2.—Brig Pleiades, Dobson, Newfoundland: Blackstock & Haddow: schr. Mary Ann, M'Kenzie, Pictou; brig Scipis, Cowman, Newfoundland; R. & J. Jardine.
CLEARED, July 7.—Ship Alfred, Thompson, Leth. 9th, schr. Mary Ann, M'Kenzie, Pictou; brig Oxenbury, Milward, Bonness. 12th, brig Pilgrim, Allan, Inverness. 13th, brig Margery, Robenson, Newcastle.

PORT OF SHEDIAC.

CLEARED, July 8.—Barque Nanna, Watts, Liverpool. 11th, barque Sarah, Long, Cork. 14th, brig Breakwater, Newman, Plymouth.

PORT OF ST. JOHN, N. B.

Arrived, July 6.—brig Julia, New York: schr. Loire, Fredericksburg, Julia Ann, do. Lark, Boston. 9th, schr. Francis Ann, New York. 11th, schrs. Mac, New York: Cravett, do. Mary, do. H. M. Ship Sapphire, Hon. Capt. Wellesly, from a cruise.
Cleared—Ship Margaret, Cook: William Booth, Belfast; brig Billow, Newry: Sea Horse, Kibush: Julia, New York: schr. Lavinia, Halifax: Milo, New York: Twins, Halifax: Julia Ann, Barostable.

Brig Eliza, of Exeter, Capt. Ward, from Cadiz, with a cargo of salt, bound for St. Andrews, struck on Egg Rock, near Great Wass Island, during a thick fog, on the 28th ult. and was, with her cargo, totally lost. The Captain and Crew arrived at St. Andrews on Saturday last, in the long boat.

Brig Pilgrim, Johnston, from St. Andrews for Belfast, was towed into Cape Sable, last week, water-logged, and has been condemned. The Pilgrim struck three times before leaving the Bay.

PORT OF ST. ANDREWS.

Arrived, July 5.—Barque Hope, Liverpool. 8th, brig Hibernia, Kinsale. 9th, Ship Heroine, Barbados: schr. Hope, Digby. 11th, brig Rover, Bermuda: Milton, Halifax.
Cleared—brigs Hannah, St. Andrew (Scotland) Morning Star: Montego Bay: schr. Olive Branch, Halifax.

PORT OF HALIFAX N. S.

Arrived, July 6.—brig Adams, Norfolk: schr. William & Elizabeth, Alexandria. 7th, brig. Rival, St. Vincent: schr. Convo, Alexandria. 8th, brig. Cordelia, Boston: schr. Remark, Philadelphia—Recovery, N. Brunswick—Roseau, Buctouche—William Henry, Sydney. 9th, schr. Loon, Newfoundland. 15th, schr. Despatch, St. John, N. B.—Mary, Pictou. 11th, brig. Alyra, Philadelphia—schrs. Ben, Miramichi—Wave, Newfd.—Cerkon, do. 12th, H. M. Packet, Mutine, Falmouth—brig. Roseway, Gibraltar—schr. Aerial, Sydney.

Cleared, brig. James Hunter, St. John's, N. F.—schrs. Eliza Hand, Sydney—Conso, W. Indies—Victory, New York—Concord, W. Indies—Chance, Newfd.—Janus, Miramichi.

The Master of the ship Lion, which arrived on Friday, from Richibucto, reports a brigantine on shore near Red Head, Canso two shallows were alongside.

Custom-House Blanks.

Of various kinds for sale at this Office.