

sonable expenses of Government, none, we are quite satisfied, are prepared to resist the exaction of sufficient funds; but to raise the revenue in these Colonies by direct means, is, although confessedly the cheapest, the worst that could be devised. By the British constitution the Crown, or, in other words, the Government, can raise no revenue without the consent of the nation; and no taxes or imposts can be imposed or collected without the sanction of the assembled Delegates—and by whom they are even originated—of the people. By a rule of the Common Law, not applicable to our situation if fairly examined, the public lands are vested in the Crown in full sovereignty; and in the exercise of this power so congenial to the Common Law, originated at a remote period, but in such direct violation of the fundamental principle established at the Revolution of 1688, the Crown has assigned the public property with a reservation of an annual rent, or for an immediate valuable consideration. By this mode a tax on all land vested in the subject, is without the sanction of the public, directly imposed. To enforce the payment of the tax, the Crown has made it obligatory on the grantee, punishable in case of neglect by a forfeiture of the Title. We know of no means possessed by the Government of collecting this tax, without resorting to a suit in Chancery; and as no covenant has been made by the grantee for the payment, no expenses can personally fall on him, in the event of his making no opposition. If the people were unanimous, or nearly so, in refusing payment of this tax, all the real property in the country might be annihilated, and the country consequently depopulated; a circumstance not to be imagined,—for the resolute stand thus made by the people, would convince the Government at home, that their measures have been ill-advised, and consequently lead to retrograde steps. We abjure the least wish to obstruct the course of the Executive in any wise and judicious proceedings; our opposition is founded alone on constitutional principles.

**COLONIAL SUMMARY.**—The following students at King's College, Fredericton, have been admitted to the Degree of Bachelor of Arts—Thomas S. Wetmore, Henry J. Jarvis, James White Peters, Wm. H. Odell, Samuel D. Street, and Wm. T. Wilnot.

The Editor of the St. Andrews's Herald of the 4th inst. says—"Before this number of the Herald is placed in the hands of the public, the Editor will be on his way to Fredericton, to answer to the charge of writing, printing, and publishing certain LIBELS in February and March last, preferred against him by James Moton Spearman, Collector of the Port of St. Andrews, the action having been brought in the County of York."

His Excellency Sir Peregrine Maitland, left Halifax for England, on the 8th inst. in the Government brig Chebucto; previous to his departure, His Excellency received highly complimentary Addresses from His Majesty's Council, and the Magistrates, and many inhabitants of the town of Halifax; to which His Excellency returned suitable answers. The Administration of the Government will devolve on the Hon. T. N. Jeffery, during the absence of His Excellency.

The Halifax papers notice the Death, at Falmouth Eng of GEORGE DAMERUM, Esq. late Deputy Commissary General of Nova Scotia.

**CHOLERA.**—We have no news of importance as regards the progress of this disease. All the papers received, concur in pronouncing it on the decline in the Canadas and the United States.

**INDIAN WAR.**—The Montreal Courant states, that several of the papers received at that office from the Western part of the United States, give the details of the capture of BLACK HAWK and his prophet, together with several of his chiefs, by the Winnebagoes; who, have delivered them to the United States Army.

**DEATH.**—The English papers contain the death of Dr. ADAM CLARKE. The Dr. was in his 73rd year and fell a victim to the prevailing malady. For the information of those of our readers who may belong to the body of Christians of which he was a zealous preacher, and brilliant ornament, we shall in our next No. publish a short sketch of his life.

**SIR WALTER SCOTT.**—We lament to state that all hopes of this illustrious individual's recovery, is now abandoned. He continues in a very feeble state of body; and is now, we are grieved to understand, unable to recognise his attendants.

**MARRIAGES.**—In the parish of Chatham, on Thursday evening last, by the Rev. S. Bacon, Mr. THOMAS EVANS, to Miss MARY M'LEOD. On Saturday evening last, 12th instant, by the Rev. S. Bacon, Mr. JOHN DAVIS, formerly of Charlotte-town, Pr. Ed. Island, to Miss MARY JANE, second daughter of Mr. Levi Lockhart, formerly of the city of St. John. At Halifax, on the 6th inst. the Rev. ARTHUR M'NUTT to Miss ABIGAIL STARR, of Halifax.

## SHIPPING INTELLIGENCE.

## PORT OF MIRAMICHI

ARRIVED—Oct. 12, bark London, Harland, Liverpool, 32 days, Crane & Allison; Mary Ann, Laidley, do. 39 days, J. Cunard & Co; schr. Rachael & Jane Hamilton, Quebec 12 days; 13th, Britannia, Taylor, do. 38 days, do; brigs Joseph Henderson, Thompson, Greenock, 39 days, do; Aberdeenshire, Oswald, Pictou, G. Paylor; 15th, Arathusa, Wilkie, Grange-month, 50 days; R. Blackstock; bark Carlton. Callendar, Ristigouche, 10 days; Gilmour Rankin & Co. 16th—Schr. St Ann, Bernier, Quebec, 17 days.

CLEARED—Oct. 9, brig Retreat, Kinnear, Grange-month; schrs. Mary, Rotchford, P. E. Island; Elizabeth, Wake, Dalhousie; 10th, brig Douglastown, Allan, Newfoundland; 11th, brigs Ann, Hewson, Hull; Fawcett, Brown, Newport; Ann, Ross, Halifax; schr. Isabella, Wadman, Richibucto; 12th, schrs. Messenger Siteman, Halifax; Jane, Doran; Bathurst; Trial, Sivet, Dalhousie; brig Urania, Younger, Leven; Six Sisters, Danthwaite, Wyre Water; 13th, Jane, Collins Kingston, Jamaica; schr. Richard & Jane, Hamilton, Guysborough.

## PORT OF RICHIBUCTO.

ARRIVED—October 3, brig Edgar, Gibson, London, Mich. Samuel; Jane, Tweedie, 43 days, John Jardine; 5th, brig Matthews, Donaldson, Kircudbright, Wm. M'Leod; 10th, brig Ocean, Thompson, Maryport, 37 days, George Platt; bark Clio, Terry, Limerick, 31 days, J. Cunard & Co; 12th, brig Isabella, Carruthers, Carisle, 42 days, Blackstock & Haddow.

CLEARED—Oct. 3rd, brigs Neilson, Cockbain, Wyre-water; 4th, Curlew, Hanrahan, Newfoundland; 13th, brk Good Agreement, Robson, Liverpool.

## PORT OF RISTIGOUCHE.

ARRIVED—brig Catherine, Clarke, Treon, 27 days, Master: barks Royal Adelaide, Taitte, Wilmington, 14 days; Cruckston Castle, Fisher, New-York, Capt. Hamilton; brigs Margaret Ritchie, Clark, Aberdeen, 38 days, do; Anwell, Morrison, do. 42 days, Master: Clyde, Ferguson, Froom, 42 days, R. Ferguson; Highlander, Mitchell, Aberdeen, 51 days, H. & J. Montgomery; Luna, Lookop, Dumfries, 35 days, Master: barks Faside, Port Glasgow, 35 days; Carleton, do. 28 days, Gilmour, Rankin & Co; brigs Madawaska, M'Murphy, Campbellton, H. & J. Montgomery; Shaw, Feron, Lancaster, 40 days, Master: Mary, Fraser, Dublin, R. Ferguson; bark Minerva, Nesfield, Liverpool, H. & J. Montgomery; schrs. John, Ramsay, Pr. Ed. Island, hay, &c.: St. Laurent, Barnier, Quebec, 9 days, A. M'Kay.

CLEARED—Bark Rankin, Mitchell, Port Glasgow; brigs Helen Douglas, Forrest, Dumfries; Concord, Williamson, Aberdeen; Jean Haddow, Hamilton, Greenock; Robert Wm. Harris, Fairn, do.

## PORT OF ST. ANDREWS.

ARRIVED, October 4, ship Campo Bello, Liverpool. Cleared, bark Brothers, Liverpool; Royal William, do; Revolution, do; brigs Hannah, Lancaster; John & William, Poole.

## PORT OF ST. JOHN.

ARRIVED, Oct. 3, ship Tay, Liverpool; brig Ontario, Londonderry; 4th, ship Kent, Liverpool; brigs Trafalgar, Dublin; Wm. Tell, Newry; Hope, Exeter; Elizabeth Ann, Youghall; Dorcas Savage, Belfast; Diana; 5th, ship Lord Byron, Port Glasgow; brigs Charles, Cork; Camilla, Belfast; 6th, brigs Hannah, Tralee; 8th, ship Wm. Pitt, Liverpool; Antelope, Tynemouth. Cleared—ships Lord Stanley, Liverpool; Eleanor, do; Pacific, do; Felicity, do; Henry Grattan, Hull; brigs Thomas & Hannah, Sunderland; Argo, Sligo; Prince Coburg, London.

The brig Douglas, of Sunderland, Hooper, from Philadelphia, bound to St. Andrews, was dismasted on Tuesday last, off Grand Manan, and towed into Passamaquoddy Bay on Wednesday, by the steamer Henrietta.

Captain Hatrick, and crew of the brig Beaver, (hence for Londonderry) who were taken off the wreck by the brig Quivede, of Sunderland, after being 22 hours upon it, and carried to Dublin, state, that the Beaver was run down in a very thick fog, on the 4th July, by an American brig with passengers, in lat 47 N. long. 63, 10; the American brig was hailed, and told that the Beaver was filling with water, but with a barbarity almost unparalleled, they made sail and left her to her fate.

The British brig Tiber, from London, with a cargo merchandise and twenty cases silver, lying at Point d'Arenas, W. coast of Central America, took fire, from a candle in the hands of the steward, (who was drawing spirits,) and was totally destroyed—the captain, mate, and most of the crew perished.

## PORT OF HALIFAX.

ARRIVED—October 4, bark Acadia, Greenock; 5th, bark Miranda, London; 9th, H. M. Packet Reynard, Falmouth, 31 days. Cleared—ship Samuel Cunard, Liverpool.

## PORT OF PICTOU.

ARRIVED—October 1, bark Elizabeth, Newcastle; Chilton, Hull.

ARRIVALS from this Port in Great-Britain:—Pilot, at Cardiff; Orion, at Liverpool. From St. John, St. John at Liverpool. From St. Andrews, Caledonia, at Liverpool; Fairfield, do.

The Wellington, of Workington, timber laden, was fallen in with on the 30th July, in lat. 53, 42, long. 20 52, water-logged.

Loading at Liverpool for this port:—Scott; Eleanor. For Richibucto—Zebulon; Lune. For Ristigouche—Gordon Castle.

**LOSS OF THE SHANNON WHALER.**—We regret to have to state the total loss of the above vessel, Captain Davey, from Hull, by having struck on an ice berg in the northern seas, with a fearful destruction of human life. The following extracts from a letter received by the owners, from the Capt. via Hamburg, will best explain the nature of this fearful calamity; it is dated Davis' Straits, June 13, 1832. "On Thursday, 26th April, at 3 p. m. we were running under double reefed topsails, with a strong wind and sleety weather, when the ship ran stem on to an iceberg. There were three men in the fore-castle at the time, but they were not aware of its proximity till the shock knocked them down. The starboard bow was entirely knocked in, the main stem broke, the bowsprit rose, and the cook's coppers thrown as far as the foremast. In short, the vessel was knocked to pieces, and forced along the iceberg, which she struck again with the starboard quarter, damage unknown. The vessel was immediately hauled to with her head to the north-eastward, and a topsail was got out of the line room to put in the hole, and both pumps were set to work; but all to no purpose, for in about ten or fifteen minutes the ship filled and turned over on her broadside, on which some of the crew got for safety, while others were drowning before their eyes. I was washed from the main chains, and got hold of the main top. I had not been there long, when they cut away the lower rigging, and the fore and main masts broke, and the ship then righted a little, so that the starboard side of the fore-castle was dry, and, fortunately, I reached the ship again. When we counted our men, there were 17 men and 2 boys missing. We then rigged a tent to shelter us from the sea. Every thing was washed off the deck, and the sea making a fair breach in, soon began to break up every thing; boats, bed-cahins, bulk-heads, and every thing in between decks, broke up, and came up the hatchways, but not one single article could be saved. There were two ships in company on the preceding night, but the weather being thick, they were not seen after. We made very many attempts to get some provisions, but the sea ran so high, we could get nothing but a cask of flour, caught hold of in the hatchways so that the people had nothing to eat and drink but flour, raw beef, and salt water, for seven days and six nights. Many of the crew were out of their minds, and two died on the morning of the 2d May, on which day to our great joy, two vessels were seen coming towards us, which proved to be two Danes, bound to Davis' Straits, with goods and passengers. I, the mate, and twelve men, went on board one of them, the Navigation, Capt. Bang; the doctor and twelve men, went on board the other, the Haraldfiken, Capt. Grain. Two men died on board our vessel, and five on board the other; they were all out of their minds, and in a shocking state. We have been into one port, and are now in a second, and have another to go to in lat. 63 N. whether we have sent the mate and another, to have a leg each taken off, as our doctor went there in the other vessel. There are only twenty of us left."

**Sinking of a Ship by a Whale.**—A young man who arrived here in the schooner Loon; from St John's N.F. states that he is one of six persons, survivors of the crew of the American whale-ship John Adams, Captain Clark; of Nantucket; which vessel was sunk on the 28th of July last; off Fayall. The particulars he gives are as follow: He was one of the boat's crew that struck the fish; about a quarter of a mile from the ship; that it sounded shortly after rose and made for her stern: she then lying to: and struck her several times, when they cut the line in the boat and pulled alongside the ship; but being much confused and alarmed let go and drifted astern; that in a few minutes there being a heavy sea, the ship fell over on her side and sunk: carrying with her the captain and remainder of the crew: consisting of 16 persons—all the other boats being lashed at the time. About 12 hours after they were picked up by the American whale-ship Orbit, and landed at Pico; from thence they proceeded to Fayal, where he left his companions. The chief mate was among those saved.—*Novascotian.*

On Friday the ship Margaret Ratt, of Saint Andrews arrived at this port from New-Bedford, for the purpose of completing her equipments for a Whaling voyage. —*St. John Paper.*