

secured his immortality in the Pleasures of Hope [cheers]. Lansdown [cheers] while yet within the age of many now before him, had acquired and displayed those powers which, at twenty-one, raised him to one of the highest stations in the Councils of the King [cheers]. These were examples which, in a more favorable time, they were called upon to imitate, and which he hoped would attract their attention, and excite their emulation. — *Scotsman*.

SPIRIT OF THE PROVINCIAL JOURNALS.

ST. ANDREWS COURANT.—We were visited on Monday last by a violent storm of rain, attended at night with Thunder and Lightning, the latter continued almost incessantly until Tuesday morning accompanied with very heavy showers. The St. Croix rose on Tuesday more rapidly than we have ever witnessed, and had the thaw continued a few hours longer the whole river would have been clear of ice, there is only a bar at present of less than half a mile which must give way with the approaching high tides. Some vessels are at anchor as far up as Burnt Point. All the streams and brooks in the county that we have heard of, have risen in an unusual manner. It is probable that a number of Lumbering parties will leave the woods in consequence of the thaw; and we think both men and cattle must be thoroughly tired of their winter's work, which has proved the longest and best ever experienced in this portion of the Province. The immense body of snow that still remains in the interior, will we think, insure a sufficient freshet to bring the timber and logs to market, and enable those concerned, to reap the reward of their industry and perseverance.

A friend has politely enabled us to lay before our readers an account of the number of Vessels belonging to the port of St. Andrews on the 1st January, 1832:

	Number.	Tons.
Ships and Barques	6	1,840
Brigs	16	4,416
Schooners	74	2,219
Total	96	7,465

Since the 1st January the following vessels have been registered:—Brig Susan 173
Barque Margaret Rait 308
Ditto Royal William 276

Making a total tonnage at this time of 8,232

A ship of about 600 tons will be launched at Chamcook early in the spring, and there are, (within our knowledge) frames getting out, and preparations making for building nine square-rigged vessels in the County—there may be others that we have not heard of, so that there will in all probability be more vessels launched in Charlotte County during the current year than in any two seasons since 1825—6.

ST. JOHN COURIER.—History of New-Brunswick.—We are given to understand that there is a work in preparation for press, to be entitled 'A History of the Province of New-Brunswick,' to be put into two octavo volumes, of about 720 pages each, and embellished with 13 fine engravings from the press of Pendleton, New-York; viz:—Bust of —, frontispiece; view of the City of St. John, taken from the Carleton heights, a few rods from Buist's cottage; a view of Fredericton from its opposite shore, including the Government House and College; view of the Towns Chatham, Newcastle and St. Andrews; two views of Margerville; view each of the upper and lower falls of the river St. John; a group of Aborigines; the Steam Boat Henrietta, and a variety of Sleighs used during our winters. This work is to be arranged in chapters, among which there will be one (perhaps not the least interesting) shewing the great similarity of 7000 words of one of our native tribes with those used by the Creek nation, and a like number with those of the Sioux; each arranged by the author from sounds and motion.

HALIFAX FREE PRESS.—During the last week the House of Assembly were considering various Bills, most of them, however, of a local nature, which has enabled us to devote what space we could spare to the report on the Pictou Academy question, and the insertion of various articles under the Colonial head. The Revenue Bills passed the House 20 to 17. They impose a penalty of £20 on any person selling flour meant for the fishermen to any other than those persons actually engaged in the fisheries, and a duty of 10 per cent on oil imported; and 3d per lb. on tobacco. A Bill for increasing the representation of Cape-Breton was considered on Friday, and will be taken up again to-morrow. The Marriage Licence Bill passed the House on the same day. The Bill for regulating the Representation of the Province will be taken up on Saturday. A Bill for authorising the Commissioners of Streets to borrow money to complete the same has been introduced, and if

it passes, will be productive of great saving and benefit to the community. The Pictou Academy Bill is still before the Council, who have examined the Rev. Mr. McKenzie fully as to the merits of the question. The Rev. Dr. McCulloch, we understand, declined attending.

We mentioned a short time since, that in future His Majesty's ships on this station are to refit and victual at this port; and we feel pleasure in adding that an advance will probably be made towards the re-establishment of a Naval-Yard here. A letter received by the Packet from Bermuda states—'That Mr Glover, is appointed Store Keeper to the Yard at Halifax.'—Mr G. has been for some years Naval Storekeeper at Kingston, U. C. and was Secretary to Admiral Cockburn during the American war.

NOVASCOTIAN.—An Inquest was held yesterday by James F. Gray, Esq. upon the body of James Baker; a Corporal in the Staff Corps, who shot himself in his own room on Tuesday evening. It appeared from the evidence, that he had formerly been a Sergeant, but had been reduced; that some matrimonial engagement had long preyed upon his mind. That he had either been married, or promised to some person in the old country who had been expected but had not yet come, and that he had since become attached to another female here. The perplexity arising out of these conflicting claims and feelings, appears to have so affected his mind as, when heated by intoxication, to have produced temporary derangement. The verdict of the Jury was Insanity.

HALIFAX JOURNAL.—Jamaica.—Our Kingston papers by the Argo, are to the 21st ult. That Island had become comparatively tranquil. Martial Law was suspended on the 8th, after having been in operation for thirty days.—Most of the leaders in the revolt had been captured, and large numbers of the slaves were daily returning to their masters. Upwards of 60 of the finest Sugar Estates on the Island have been destroyed—2000 slaves, it is thought have fallen in skirmishes.

The Bahama Gazette says, that the Editor of that paper has been sentenced to three months imprisonment, and to pay a fine of £150 for a Libel on Sir James Carmichael Smith, the Lieutenant Governor.

PR. ED. ISLAND.—Exports from that Island in 1831: 11,749 bushels wheat, 17,754 do. barley, 116,703 do. oats, 214,056 do. potatoes, 2,693 do. turnips, 153 barrels pearl barley, 1,192 do. flour, 175,299 lbs. oatmeal, 78 barrels beef, 330 do. pork.

ANTIGUA WEEKLY REGISTER, February 7.—The kindness of a friend in Barbados enables us in our present number to give a statement of the loss of lives by the Hurricane of August last. The loss in property is given at £2,211,729, Barbados Currency.

KILLED.—White, 247. Colored, 65. Slaves, 1165.

WOUNDED.—White, 106. Colored, 15. Slaves 185.

OF WHOM DIED.—White, 82. Colored, 8. Slaves 24

MISSING.—Slaves, 4.

In the authenticated account received, these remarks are made:—

'The above is the number of Killed, Wounded, &c. according to the Official Returns from each Parish—but, it is obvious, and also generally known, that many Persons have refused or neglected to report the Losses they have sustained, and many individuals were killed who left no friend to lament their death, or give information of it to the proper quarter. The number killed and who have since died of injury may be estimated at about 2500, and of Persons wounded at least 5000. This is not mere conjecture, but the result of personal observation and enquiry in every part of the Island.

QUEBEC GAZETTE.—It is said that Mr. Christie and Mr. O'Hara, Deputy Collector of the Customs at Gaspé, are Candidates for Gaspé, which is now to return two Members.

SPIRIT OF THE ENGLISH JOURNALS.

(FROM BELL'S WEEKLY MESSENGER.)

STATE OF OUR TRADE AND COMMERCE.

We have been much struck by seeing in our foreign papers a new Russian Tariff, which imposes a duty of twelve and a half per cent. upon goods imported into the territories of Russia. This is another commentary upon the reciprocity of the Free Trade system. Russia here follows the track of America and France.

It is now little more than three years since the United States of America, in the face of our reduced duties, which were concessions made to the liberalism of the age, enhanced their Custom House rates nearly thirty per cent. against the manufactures of Great Britain. And what has been the result? Has the American commerce declined? No such thing; it has greatly advanced; and a manufacturing population is daily growing up in that country, which will soon become our competitor in every species of domestic trade and industry.

We have been induced to make the above remarks upon reading the able and well-timed address of the ship owners to His

Majesty; in which they lay before the king the distressed state of the shipping trade, and imploring relief for this great national staple—this element at once of our commercial greatness and public safety. We trust that some attention will be paid to their sufferings, and that their statement will not be referred as a matter of course to Mr. Poulett Thompson, and the Board of Trade. The king's feelings on this point are well ascertained.

We have always said that the causes of our mercantile distress were produced by rash legislation—by an insane rage to innovate and change by an attempt to depart from the old system in pursuit of the new fancies of political economy. Whilst theories have abounded, the evil has augmented; and whilst we appeared to grow wiser, we have become the more weak and impoverished.

The meaning of Free Trade, is to repeal all duties on foreign vessels; to act upon a scale of cosmopolitan courtesy to all nations, neither preferring one to another, nor giving ourselves an undue advantage. In short, to attract all foreign commodities in our markets, that we might achieve the one object, the *HEAVY IDEAL* of modern liberalism, the buying all goods at the cheapest price. Just as if price and cheapness were the only things to be valued and considered.

All the policy of our forefathers, as expressed by many hundred statutes, leaned against this freedom of trade. They argued—not as political economists, but as partakers of our common humanity—that we should first endeavour to give bread to our own people, to employ our own artificers and industrious workmen, before we introduced the competition of foreigners. They perhaps, pursued this end too stiffly.—They maintained from Government a monopoly of the home market too generally; but in the main, they were right, for they gloriously reared, and generously protected the native artist, by imposing such a tax upon foreign manufactured goods as should give a decided advantage to British subjects. They knew that artificers abounded in every trade to keep the rate of wages at a proper level, and that laws might be enacted to punish combinations. All this they knew; and they braved other consequences. Upon this principle they were content, as a general rule, to shut out the cheaper commodity of foreigners; and whilst they reserved to themselves the right of opening and closing the door at pleasure, they laid the beams of their national policy upon this solid foundation—that the workmen, the manufacturer, and the industrious mechanic, in all the works of labour and skill, should first have full employment, and earn their bread before foreign fabrics were introduced into the home markets.

No man can deny that the effect of this policy, however exclusive and selfish as it might seem, was to raise up industry in all branches, and to improve our population in every art and trade. The silk manufacture was imported into this country, and cherished at first, like a sickly hot house plant, by prohibitory duties.—And what has it since become?—A staple of our export trade. It was the same with almost every manufacture which we possess; they were planted in prohibition, and fenced round with protective laws. The result has been, that they have naturalised themselves—have shot their roots into a genial soil, and have become ours by adoption, if not by birth. Other nations allowed freedom of trade, because they were too indolent or poor, and wanted capital to establish manufactures. In their imperfect and stunted institutions it was a matter of importance to them to buy at the cheapest market, all articles which they wanted. But our British forefathers, acting under a principle of humanity which Providence blessed, and directed to the noblest end of national good, reared a race of artists superior to those of other nations, upon maxims most adverse to free trade, and most opposed to the presumptuous speculations of the present day.

The distresses of the ship owners will perhaps induce ministers to recall before their minds the commercial principles of our ancestors, and to reconsider those theories under which they have so long acted. Our shipping sprang out of our navigation laws—it was nourished in the bosom of monopoly. It was opposed in its origin to freedom of trade; and surely those who passed these laws had as just a comprehension of the nature of commerce as those who have risen up in the present day in hostility to their principles.

We earnestly, therefore implore ministers to consider the course they have pursued in permitting our maritime interests to fall into decay. Nations and individuals have other and greater interests than mere prospective wealth, wealth, to be sought in the exclusive mine of political economy. The first concerns of a great empire are its safety, its glory, and its national character. But how are these to be maintained, if, by an absurd equalization of duties, we let our ships rot in our docks, and our sailors desert into other services.

Cut off the sources of a commercial navy, and the country would be left without an adequate defence in time of war, and it would be manifestly impossible to support the concurrent burden of our great naval and military establishments. It is necessary, therefore, to impress this duty upon Ministers, that if we would protect our marine, we must favour it. British ship owners cannot build, repair, or navigate upon the wages, prices and freights of foreigners. To expect them to do so, is to decide upon their ruin; and their cause is so much the cause of both our national security and commercial wealth, that it is impossible to separate them.

The *GLOBE*, speaking of the state of the country, says:—'If the Financial year is not more prosperous, [PROSPEROUS!] whom have we to thank for it?, who interposed to prevent an augmentation to the income of the country to be produced by a diminution in the duty on Baltic timber? Why the Conservatives, the patrons of the dry rot and of rotten boroughs; the men who, by their protracted but inefficient struggle, have cramped for a time the productive energies of the country.'

The Baltic timber, indeed! *POULETT THOMPSON*, *POULETT THOMPSON*, hold your tongue on that subject. Russia, in whose behalf the Baltic timber was to have been patronized, has just imposed twelve and a half per cent additional duty on all our commodities. But the talk about such a thing is fudge.—*London Age*.

MISCELLANEOUS EUROPEAN ITEMS.

Mr. Udney, the venerable post-master of Lymere, Bedfordshire, undertook, for a wager, to travel from that town to Lutmore, in an oyster barrel, drawn by a pig, a badger, two cats,