

Revenue in all the other parts and places, depends on the Provincial officers, the former are less able to appreciate the circumstances which affect the Trade of the Province generally, and from the situation of Saint John's and the incessant duties devolving on the Collector in so large a Port, his visits to distant places for acquiring the necessary information, would be attended with a great deal of inconvenience.

In supporting the application of the merchants and Inhabitants of Dalhousie, for the privilege of a Free Warehousing Port, I was influenced by the considerations which I have explained. I am not aware of the grounds on which the privilege has been withheld; but if it should have been from the quantity of Goods imported being too limited to justify the expense of a Warehouse Keeper, I would observe, that the encouragement that would be given to the fair Trader, and the consequent check to the Smuggler would more than compensate to the Revenue for the small stipend required, and that the admission of the charges for Warehouse Keepers in all situations where Goods might be conveniently stored for Winter consumption, would not only operate to increase the Trade and Revenue of the Province, but reduce the expense of the preventive establishment now maintained, as the owner of every store licensed for the warehousing of Goods would be as much interested, and as active as the Officer in detecting the Smuggler.

As the Revenue is collected for the use of the Province, the appointments of Warehouse Keepers will constitute a local charge which would be readily defrayed, and would be amply provided for in the consolidation of the Customs and Provincial Establishments, in which last, as I have stated, a number of officers are now maintained for protection and collection of the Provincial Duties throughout the year.

As a familiar example of the practical effect of the present restriction in the warehousing of goods, I may observe, that while large quantities of goods are warehoused in Saint John, and the Retail Trade is there amply supplied, the merchants in Fredericton are obliged to limit themselves to a scanty supply of the most indispensable articles, to avoid the necessity of holding stocks on which the duties must be paid down; and all persons who can afford to send to Saint John for the supplies by the river steamers, have consequently the advantage of a larger assortment. Of this, the merchants, as well as the other inhabitants of Fredericton, not without reason, complain.

The ports and places to which it would be of immediate importance that the privilege of warehousing should be extended, are Dalhousie on the Restigouche, Chatham, on the Miramichi, and Saint Stephen's, on the Croix, and Fredericton, on the Saint John; but it would be desirable that it should be granted to other Out Ports along the coasts and inland places on the river where there are Warehouses fit to be licensed, and Provincial Officers who could discharge the Duties of Warehouse Keepers.

W. M. G. COLEBROOKE.

Right Honorable Lord Stanley.

Fredericton, N. B. 14th November, 1843.

My Lord,—Referring to my Despatch, No 102, October 27th, I enclose to Your Lordship, copies of a further communication which has been made to me by the Collector of Customs at Saint John, and one from the Collector at Saint Andrews.

From the tenor of these observations, I am induced to repeat, that when the Provincial Revenues may be collected by the Customs Department, there will be ample means in the reduction of the Provincial Establishment of making provision without increased expense, for the additional Officers required at those places which may be admitted to the privilege of warehousing goods, either as Free Warehousing Ports, or otherwise.

The Collector of Saint Andrews, in his letter of the 27th July, 1842, observed, that if a suitable Establishment were provided at the Ledge, which is an anchorage in the Saint Croix, four miles below Saint Stephen's, where Foreign vessels discharge their cargoes, there would not be any objection to such an arrangement. The establishment he recommends is a Sub Collector and Boatman. The Sub Collector at Saint Stephen's having to attend to the land route and inland navigation, I have inquired of the Collector whether, from the proximity of these places, there would, in his opinion, be any objection to comprehending the two places in one Free Warehousing Port, placing the establishment under one superintendence; an arrangement which I am disposed to recommend.

The Collector of Saint John, in his letter of the 9th instant, has made no further observation respecting the Port of Fredericton, and the operations in progress at this season, strongly indicate the advantages that would be obtained from the privilege of warehousing. Three steamers have plied daily between Fredericton and Saint John during the summer, and have continued running until yesterday, the navigation having now closed; and although it would have been the interests of the Merchants to have taken advantage of the markets throughout the season, for laying in their supplies of Goods for Winter consumption, the steamers obtained but little freight until a few days of the close of the navigation, when they were overloaded with goods; and it sometimes happens that the sudden formation of the ice, obliges them to deliver their latest cargoes at Ormoco, a small port about eleven miles below Fredericton, or at Sagetown, half way down the river. There can be no doubt, if permitted to Warehouse Goods at Fredericton, that the Merchants would import their Goods throughout the summer, whereby the River navigation and the Inland trade would be encouraged, and the smuggling down the rivers would be checked. In reference to my observation, as to the sale of Ame-

rican Clocks in the upper country, I enclose a letter from the Collector of Saint John, reporting that 265 had been imported since the 5th January, of which 153 were brought by inland carriage to Woodstock, on the Saint John river, and near the American line.

The information to which I alluded in my Despatch of the 27th October, No. 102, as to the illicit introduction of a much larger number, I received from a Gentleman who had recently visited the frontier, and who had received it from housekeepers and tavernkeepers along his route, to whom the American dealers had made the acknowledgment of the number they had sold.

I herewith enclose a Petition addressed to myself, that Miramichi may be recommended for the privilege of a Free Warehousing port, having been for several years a Free port. The Collector at Saint John's does not object to this measure, but on the contrary, has urged strong additional reasons for granting the privilege to Miramichi, to facilitate the supplies of the Shipping under the 18th section of the act 6 and 7 Vic, chap. 84, and of the Fisheries, under the 8th section of the act 5 and 6 Vic, chap. 49. I concur with the collector, that a Warehouse should be established near the custom House, on the Chatham side of the River; but I should see no objection to having a second Warehouse, if hereafter required for the convenience of Trade, on the other or Newcastle side. There being constant communication across at three ferries, the warehouse Keeper could have no great difficulty in alternately attending to his duty on the opposite sides of the river, with the assistance of an additional Locker.

Referring to my Despatch of the 27th October, and to the observations of the Collector in his letter of the 9th instant, I anticipate that if the Vessels engaged in the Fisheries in the Bay of Chaleur and along the Gulph Shores, were able to obtain their supplies at contiguous Ports, great encouragement would be given to them, from the want of which, and from the engrossing attention hitherto given to the Timber Trade in this Province, this profitable and unfailling source of industry and wealth has been encouraged on the opposite shores, where large and prosperous Fishing Establishments are in operation.

I repeat however, that were no other advantage acquired, that the opportunity of warehousing Goods for Winter consumption, in the country watered by the Miramichi River, and of checking the smuggling Trade through the interior, the privilege sought should be accorded.

With respect to the Ports of Dalhousie and Bathurst, in the Bay Chaleur, the collector observes that "when the proposed act for consolidating the Departments of Revenue may come into operation it may be desirable to establish warehouses, on which point he does not at present feel himself competent to give an opinion, and should it be considered necessary to appoint warehouses at them, this can be done without constituting those places Free Warehousing Ports."

There is no doubt that the Timber Trade has greatly fallen off within the last few years, owing to the general depression throughout the Province, and which has led to the decline of Shipping frequenting these ports. Yet the lumbering on the Restigouche is still considerable, and is likely to be extended there and on the Nepisiquit. An inspection of the Map will show that the opportunity of warehousing their winter supplies is as important to the inhabitants of both places, to the Fisheries of the bay of Chaleur and to the Lumberers employed along the Restigouche and Nepisiquit rivers and their tributaries, as in any other ports in the Province; and I may generally observe, that the improvident habits of these hardy and enterprising people, throughout the Province, who are engaged in the labours of cutting and removing Timber from the forests, are mainly to be ascribed to the difficulty of obtaining the supplies for their winter operations, except from the Timber Merchants who employ them. These supplies are advanced in kind and at high rates and accounts are kept with the people, by means of which they are retained in dependence on their employers, and are unable to make their own purchases, on favourable terms, at the best markets. From constant exposure and fatigue, the constitutions of these robust men are in a few years impaired, without having derived means for their future support. The disputes between the Merchants and Lumberers on the Restigouche, led to serious disturbances at Dalhousie, in 1841, which I had occasion to notice in my Despatch, No 20, of the 26th of February, 1842, enclosing the report of Judge Parker. For the several reasons explained in this Despatch, and in my despatch No. 71, of the 25th July last, I recommended that Dalhousie, which is already a "Free port," may be constituted a Free Warehousing Port, and that Bathurst should have the privilege of warehousing, under the 55th section of the act of Parliament, 3 and 4 William 4, cap. 59, when provision has been made in the arrangements for consolidating the customs and Provincial Establishments.

The warehousing of a single quarter of a year can hardly afford a criterion as to the prospects of Trade, when greater facilities may be afforded. What are called the Summer and Winter supplies are ordinarily imported in the Spring and Autumn; and from the observations I have made above, respecting the winter supplies brought to Fredericton from Saint John in the present month, just before the close of the river navigation, and on which, the whole of the duties are now necessarily paid in advance it must be obvious that to refer to the importations in the Quarter ending the 10th of October, as the collector has done in respect to Bathurst and Dalhousie, would be no criterion; and if the supplies imported at those places, just before

the close of the Ports, should prove to be less considerable than might be expected, from the demands of the population, it is a fair inference that they are supplied otherwise than through the warehouses of Saint John, which are scarcely accessible to them.

The petition for a Free port in the county of Northumberland, was recommended by me in 1842, and the collector appears to have reported on the subject when in London, in April, 1842. I am recently informed, that from the privilege being withheld, the trade of that quarter is carried on across the border from a neighbouring port in Nova Scotia, by which smuggling is promoted and revenue is lost to the Province; I am therefore of opinion that the privilege of a Free warehousing port should be granted to Dorchester, under the arrangements recommended by the collector in his letter of the 27th April, 1842.

I have, &c.

W. M. G. COLEBROOKE.

Right Honorable Lord Stanley.

Sir,—With reference to a Letter from Sir George Clerk, one of the Secretaries to the Lords of the Treasury, dated the 7th instant, enclosing a copy of a Despatch addressed by the Lieutenant Governor of New Brunswick, to Her Majesty's Principal Secretary of State for the Colonies, recommending that Dalhousie or Bathurst, Miramichi, Saint Stephen and Fredericton, should be constituted Free Warehousing Ports,—

I have it in command to direct you to communicate with His Excellency upon the subject, and to report your opinion as to the expediency of conferring the proposed privileges upon Saint Stephen, and what additional Establishment would be necessary in the event of that place being made a Free Warehousing Port.

And I am to apprise you, that the Collector at Saint John has been directed to report with reference to the several places, other than Saint Stephen, mentioned in His Excellency's Despatch.

I am, &c.

C. SCOVILL.

Custom House, London, }
27th September, 1843. }

[Enclosure to Despatch, No. 108, dated 14th November, 1842.]

Custom House, Saint John, N. B., }

9th November, 1843. }

Sir,—I have the honor to acknowledge the receipt of your letter, dated the 21st ultimo, containing His Excellency's directions to me to report respecting the places mentioned in an Order of the Commissioners of Customs, dated the 27th September last, No. 161, being constituted Free Warehousing Ports, namely, Bathurst or Dalhousie, Miramichi, Saint Stephen and Fredericton.

In obedience thereto, I have the honor to submit the following observations:—

With respect to Fredericton, I beg to refer to my letter addressed to you, dated the 24th ultimo.

With respect to Saint Stephen's, I have to state, that that Out-Bay is attached to the Port of St. Andrews, and consequently not within my survey.

With respect to Miramichi, I am of opinion that it is desirable that it should be constituted a Free Warehousing Port, it being already a Free Port, as advantages might be derived therefrom, particularly with reference to the delivery, Duty Free, of articles so permitted to be delivered under the 8th Section of the Act, 5th and 6th Victoria, cap. 49. Although the Fishery from Miramichi is at present carried on only to a trifling extent, yet the vessels employed in its neighborhood at Shippegan and Caraguet, could, if Miramichi were a Free Warehousing Port, obtain their supplies there, and avail themselves of the 8th section of the act before referred to. At present, however I believe that the Fisheries carried on at these places, is chiefly, if not wholly, a Shore Fishery, being by open boats, to which the advantages before referred to do not extend. Also with reference to the 18th Section of the act 6th and 7th Victoria, cap. 84, [passed 22nd of August, 1843,] which permits Foreign Beef and Pork which shall have been Warehoused, to be delivered duty free for ship stores, from the number of Vessels which are engaged in the Trade of Miramichi that are now unable to avail themselves of the advantages granted by the Section of the act last referred to, owing to no Warehouse being established. I beg further to observe that I have for some time past been of opinion that it was desirable that a Warehouse should be established at Miramichi, and that the establishment would afford all the facilities that could be reasonably required for the Out Bays of Bathurst and Dalhousie, particularly as at Miramichi the Customs establishment is on a larger scale than at the other Out Bays.

The great difficulty that I have considered in attaining this desirable advantage for Miramichi, is the division that exists amongst the parties interested as to the proper site even for the Custom House, and this division, I think would be even stronger as to the site of a Warehouse for depositing Goods; and it appears to me absolutely necessary that the Custom House and Warehouse should be contiguous to each other, as the establishment of scattered Warehouses not only materially increase expense, but would render the conducting of business under the superintendence of the proper Officers almost impossible.

It is unnecessary for me to make any further observation upon this point, as His Excellency the Lieutenant Governor, from recent occurrences, must be fully aware of the state of party feeling at Miramichi.

With respect to Bathurst, I am of opinion, that a Warehouse is not required at that Out-Bay, owing to the trifling extent to which Trade is carried on there; for instance, during

the last quarter, ending 10th October, only three entries were passed at the Custom House there, two on the 11th September, and one on the 21st September, and only one of them was a Duty Entry, which amounted to £42 2s. 5d. sterling. The objection to its being constituted a Free Warehousing Port is therefore apparent.

With respect to Dalhousie, it appears to me that the foregoing remarks upon Bathurst also apply. The number of Entries passed at Dalhousie during the same quarter, is twenty, and the amount of Duty collected by this Revenue, £53 8s. sterling; and I am of opinion that if Warehouses were established at these places, they would not be used. When the proposed act for consolidating the Departments may come into operation, it may be advisable to establish Warehouses, but upon this point I do not feel myself, as yet, competent to give an opinion. Should it, however, be considered necessary to appoint Warehouses, this can be done without constituting these places Free Warehousing Ports.

I am also called upon by your Letter, before referred to, to refer again to the former correspondence, respecting a Petition in the County of Westmoreland, and report again thereon; and having referred to the said correspondence, I have the honor to state, that whilst I was in London, in April, 1842, the whole of the papers relating to this application were referred to me for my observations, and it appears to me, that I cannot comply with the directions contained in your letter, to report thereon more fully, than by furnishing a copy of my Letter to the Honorable Board, dated London, 27th April, marked D, which I have the honor herewith to enclose.

I have, &c.

H. BOWYER SMITH, Collector.

The Honorable William F. Odell,

Provincial Secretary.

February 29.

On motion of Mr J. A. Street, the House went into Committee of the whole, on a bill to repeal all the Laws now in force relating to Bankruptcy in this Province. Mr Connell in the Chair of the Committee. The chairman reported that the Committee having the Bill referred to them under their consideration, the following Resolution was moved:—

"Resolved, That the further consideration of the said Bill be postponed for three months."

Upon the question for adopting the said Resolution, the House divided as follows:—

Yeas—The Hon. Mr Wilnot, Messrs. Fisher, Perley, Payne, Jordan, Partelow.

Nays—The Hon. Mr Speaker, Hon. Mr Simonds, Messrs Rankin, Hill, Boyd, Thompson, Wark, Brown, Gilbert, Barberie, Barker, W. H. Street, J. A. Street, Botsford, Scoullar, Taylor, J. Earle, Hanington, End, Palmer, Allen, Stewart. And it was thereupon decided in the negative.

That the Committee then went through the bill, and after making amendments thereto, agreed to the same. Ordered, That the Report be accepted and the bill engrossed as amended.

March 1.

Read a third time as engrossed, a bill to authorize the erection of a Marine Hospital at Dalhousie, in the county of Restigouche, and to make further provision for sick and disabled seamen, not being Paupers, belonging to this Province, so far as the same may relate to the Port of Dalhousie. Resolved, That the bill do pass.

Read a third time as engrossed, a bill to repeal all the Laws now in force relating to bankruptcy in this Province. Resolved, That the bill do pass.

On motion of Mr J. A. Street, Resolved, That a select committee be appointed to take into consideration the present state of the Laws for the relief of Insolvent Debtors in this Province, and to report thereon by bill or otherwise.

March 2.

Extract from the Report of the Committee on Fisheries.

The committee have taken into consideration the petition of Sylvanus Powell, John Long, and John Marshall, praying the grant of a sum of money to aid them in fitting out Vessels from Richibucto, for the purpose of making an experimental voyage in the Seal Fisheries:—On this subject the committee, viewing it as a very desirable object to encourage such enterprise as appears to promise increased means for profitable employment of provincial industry and capital, recommend that a small grant to the extent of fifteen shillings per ton on the registered tonnage of the Vessels so proposed to be fitted out at Richibucto, be made in committee of supply to the petitioners; not to exceed in the whole one hundred pounds.

Your committee recommend that a select committee be appointed to prepare a bill to meet the views expressed in the several petitions as heretofore recommended; also to advise and amend the laws relative to the inspection of Fish.

March 4.

Read a third time as engrossed, the following bills—a bill to amend an act, intituled "an act to repeal an act to encourage the destroying of Wolves, and an act to grant a bounty on the destruction of Bears in the Province, and to make other provisions in lieu thereof."—A bill in further addition to the acts relating to the Public Registry of Deeds in this Province. Resolved, That the said bills do pass.

The house in committee for the establishment of a Legal Tender—it was moved, that the blank, fixing the value of "The English Sovereign," be filled up with the sum of One pound four shillings and four pence—to which an amendment was moved, that the said blank be filled up with the sum of One pound four shillings. And upon the question for the amendment the committee divided as follows—Yeas