

industrious; that the province can furnish live stock in great abundance, and did actually furnish the British army, whilst it was at Boston, with a plentiful supply of it, though it was not then peopled with half the inhabitants which it contains at present (1784); and that the shortness of the navigation from this country to the West India Islands, is a favourable circumstance with respect to this supply.

It appeared, on the same occasion, that Cape Breton, which, though very much subject to fogs on the coast, enjoyed a dry air in the interior, was capable of producing any sort of European grain; that it abounds with great quantities of lumber, pine of every dimension, oak of various kinds, white and red, and ash, elm, beech, birch, and maple, which grow to great scantlings; that these woods frequently lie contiguous to the coast, or on navigable rivers; that it is not, therefore, to be doubted that lumber of every kind may be had in sufficient quantities from Canada, Nova Scotia, and Cape Breton; and that the disadvantages to which Canada is subject in point of Navigation, is reversed with respect to Nova Scotia and Cape Breton, the navigation from these Countries to the West India Islands being performed in a less time than from the ports of the United States.

And it was, in the last place, proved to the Committee, that, besides the salted beef and pork, which may be supplied both from Canada and Nova Scotia, the West Indies can be furnished with those articles in plenty, and of a superior quality, from Great Britain, and particularly from Ireland; that as to the important article of dried and pickled fish, there were advanced sufficient reasons for believing that the whole supply can be furnished by one or other, of the fisheries of Great Britain and Ireland, and those of Newfoundland, Canada, and Nova Scotia; that the whole quantity imported into the British West India Islands, according to the account which the Committee have received, is 159,669 quintals of dried fish annually, nine tenths of which were imported into his Majesty's Islands by ships belonging to the New England provinces; that a considerable part of this, that is 67,000 quintals, the New Englanders annually purchased of the fishermen at Newfoundland, so that of this they were merely carriers; that this traffic assisted the traders of New England to make up their assortments for the West India merchants, and, as they purchased the fish at Newfoundland with rum of their own distilling, so they sold it in the West Indies, for rum of a finer quality, and for sugar and molasses, and made thereby a profitable trade; and that it appeared from the facility and abundance of the supply to be obtained at Newfoundland, and from the favourable situation of Nova Scotia, which is so much nearer the fishing banks than the ports of New England, that great advantages will be derived from a free intercourse between Newfoundland, Nova Scotia, and the West Indies, for the exchange of their produce.

In the third allegation of the West India planters and merchants, it was affirmed, "that the navigation between the North American colonies, and the sugar colonies, cannot be effectually carried on by British ships, on account of the heavy expence, uncertainty and delay, of such a circuitous navigation, beyond that which would attend the direct navigation in British ships.

To establish this assertion, the persons concerned urged, that, before the last war, more than three parts in four of the ships employed in carrying on the commerce between the British West India Islands and North America, were American; and they produced a paper to shew that of 553 sail, which entered at the port of Kingston in Jamaica, in the year 1774, 131 were British built, and 422 American built. They further alledged that ships sent from England to take in lumber in America, and carry the same to the Islands, could not save themselves in point of expence; that it could never answer a merchant to employ ships in such a circuitous voyage; and that, as they believed, there were no ships belonging to the West India Islands employed in the trade between the Islands and America.

Upon this subject the Committee examined a

number of eminent merchants, trading to North America, and the West Indies, as well as other persons, who had been employed in his Majesty's service in America, and upon the whole of the evidence laid before the Committee, it appeared to them, that this country was never better prepared to enter into any new branch of the carrying trade; that the owners of British vessels, concerned in the West India trade, who have long laboured under great disadvantages, from the difficulty of procuring outward freight for their vessels, might now, by going first to America, and from thence to the West Indies, and so home, be sure of two freights, and, perhaps, three, instead of little more than one; and that they will not only reap this benefit, with very small additional charges in the payment of seamen's wages, and port duties, but that the vessels destined for this circuitous trade, will go from hence even in ballast, in case a freight outward cannot be obtained, because they will, perhaps, make by a freight from America to Jamaica, 2000l. or 2500l.; whereas, in all probability, as was the case last year, they would not make above 800l. or 900l. from London to Jamaica.

On this head, the Committee observed, that the number of British ships which seized the opportunity of going from North America to the West Indies with lumber and provisions, on the first notice of the order of council, (as already stated) is a clear proof that this branch of trade is profitable; and it was shewn, by three calculations laid before the Committee, that the value of the freightage in this trade, is not less, in a Commercial light, than 245,000l. a year.

Information was also given to the Committee, that, "besides various ships, employed from the ports of Great Britain in the same trade, there are twelve sail of British ships established at Jamaica, for carrying on the trade between that Island and the continent of America, besides others intended to be fitted out: to which may be added the ships of Canada and Nova Scotia, which will be employed in this trade; and if the trade to the West India Islands is conned to British shipping, it is expected that many ship carpenters will settle in Nova Scotia, where they will find timber of every sort, and where, as the tide in the bay of Fundy rises very high, the harbours are better fitted for ship building than any on the continent of America."

[To be Continued.]

James D. Berton,

HAS just received, a general assortment of DRY GOODS and GROCERIES, which he is now opening at his new store, (directly opposite the Barracks,) and will be sold low for Cash, good Bills, or Country Produce.
The highest prices given for FURS.
FREDERICTON, AUG. 30, 1806.

Notice.

ALL Persons indebted to the late COPARTNERSHIP of GEORGE D. BERTON, & Co. are requested to settle their respective balances by the 24th Sept. next, to prevent trouble and expence; and all those having any demands against them, are desired to call for payment.
JAMES D. BERTON.
FREDERICTON, AUG. 30, 1806.

E. W. Miller,

HAS just received—a fresh supply of BRITISH & WEST-INDIA GOODS, which he will dispose of on the lowest terms for Cash.
20th August, 1806.

For Sale,

THAT well known WIND-MILL, adjacent Fredericton, belonging to Mrs. BRANNAN.—For terms and other particulars, apply to
J. H. LAMB.
20th August, 1806.

Michael Ryan,

HAS just received, and for Sale at his Store, late in the occupation of E. W. Miller, an assortment of Groceries,
Which he will dispose of on the most reasonable terms for Cash or good Bills.

Also—A small assortment of Books, consisting of ancient and modern, miraculous, queer, odd, strange, supernatural, whimsical, out of the way and unaccountable productions, which, together with a small quantity of Stationary, he flatters himself, will be well worth the attention of the public.

LONDON, JUNE 17.

French and Dutch Papers are received, the former to the 11th, and the latter to the 15th inst.—The Moniteur announces, that the Cattaro is certainly evacuated, and that in consequence Brannau will be restored to Austria.

King Louis was proclaimed at the Hague, on the 11th inst. the new Dutch Constitution was promulgated at the same time.

It has been announced in General Orders at Edinburgh that Lieutenant-General Lord Cathcart is to be Commander in Chief of all his Majesty's Forces, Castles, &c. in North Britain and that all Inspecting Field Officers are suspended.

JUNE 19.

The dispute between Prussia and Sweden has not been productive of any further hostile operations, than the blockade of the ports of the former in the Baltic. His Prussian Majesty seems anxious to compromise the quarrel in some way. The interference of Russia has been solicited.

A rumour prevailed in the North of Germany that the Prussian troops were about to evacuate Hanover; certain it is, that they have received orders to hold themselves in readiness to march.

His Britannic Majesty's birth day has been kept with the usual festivity by all the clubs of Hanover.

JUNE 26.

Various changes in the Administration are talked of.—One report states, that Lord Howick is to go out to India as Governor-General, and to be succeeded at the Admiralty by Lord St. Vincent.—Another states, that Lord Howick is to be Chancellor of the Exchequer; Lord Henry Petty to succeed Earl Temple in the Army Pay Office;—and Earl Temple to go to the India Board.—A third rumour states, that Lord Henry Petty goes to India, as Governor General. We notice these reports merely as topics of rumour, without attaching much credit to them; but we think it not improbable, that some partial change in Administration may be in contemplation.

JUNE 27.

Lord Caledon, who is appointed to the Government of the Cape of Good Hope, is a nobleman of Independent fortune, and the greatest urbanity of manners.

That his Swedish Majesty is not apprehensive of being attacked by Prussia is obvious from this, that his Royal Consort is to meet him in Scania in the course of the next month. The Prussians, also, have given some indications of their intention to withdraw to the left bank of the Elbe; and the forage and Magazines which they had collected in Lauenburgh having been exhausted, they have taken no pains to re-supply them.

NEW-YORK, AUGUST 9.

GEN. MIRANDA.

Extract of a letter from an Officer on board the Leander, dated Trinidad, July 18th.

"It is reported that Sir John Borlase Warren has arrived at Barbadoes. His intention in coming to the West-Indies, is to join and assist Gen. Miranda: he is said to have brought dispatches to General Bowyer, at Barbadoes, Commander in Chief in the West-Indies, authorising and requesting him to render every possible assistance in prosecuting the expedition.

"Every thing now presents a prospect of certain success. A few short days will resolve my future happiness and prof-