

very respectable authority, to upwards of 150,000 tons. The American States, therefore, must have recourse to the quarries of Nova Scotia and New Brunswick, where this article is procured; but the Americans seem determined, not only to procure the article, but to secure the carriage of it, also, to their own vessels. Every artifice is employed for this purpose. A tonnage duty is imposed on the gypsum imported into the States in British vessels; and the encouragement of American custom-houses is not wanting to establish, as far as possible, the whole importation in American bottoms. The consequences have been decisive. The American vessels never want cargoes, for which they frequently pay in contraband commodities; and the injury resulting from this practice to British trade, has been stated in a memorial presented to Governor Carleton, in the year 1803, praying for the interference and protection of the British Parliament.

In various other places in the remaining British settlements in North America, the traders of the United States carry on the same traffic, with skilful and indefatigable perseverance. The advantages and superiority which they enjoy in the West India markets, afford them peculiar facilities in the markets of Canada, Nova Scotia, New Brunswick, &c.; and they are thus enabled to procure, almost at their own prices, the produce of those provinces, which, under a better policy, would have been directly exported in their own vessels.

In one of the numerous documents in my possession, on this subject, (and those documents come from the most respectable authority,) the statement is yet stronger. "It is a great misfortune," says this paper, "attendant on the late discouragement to the West India trade, that our fishermen, tempted by American bounties, have, for some time past, been annually leaving us; and many of them have gone with their families to reside and to settle in the United States. To increase this evil, the contraband trade, carried on by America, pursues us wherever we go. The permitted cargo which is procured in the West Indies by the American merchant, is partly paid for, on many occasions, in articles of the manufacture of the States, or of East India produce; and in consequence of the admission of American vessels into our ports, we are deprived of two thirds of the trade of this province (Nova Scotia) in East India goods, and many West India articles, and our markets are clandestinely and most mischievously supplied with commodities of the growth, distillation, or manufacture, of the United States."

In consequence of these practices, the North American colonies have suffered in almost every particular which could affect their political or commercial welfare. In Nova Scotia and New Brunswick especially, the decline of this trade has necessarily been followed by a loss of revenue, which has added to their other misfortunes, the want of the means of recalling that trade so speedily as the exigency requires. Scarcely any circulating specie has been left in either province. The whole of the silver which has gone out, particularly to New Brunswick, for the subsistence of the troops, has been so completely carried off by the Americans in payment for their contraband goods, that individuals are obliged, on the most common occasions of trade, to have recourse to notes of their own issuing. The emigrations have also become considerable and alarming; not only a number of fishermen, tempted, as already observed, by American bounties, but many of the lower classes of mechanics and tradesmen, have gone for employment to the States of America; and several respectable merchants and traders, disheartened and discouraged by the circumstances which have been stated—the decline of all regular trade, from the want of due encouragement and protection, the illicit trade and encroachments of America, and the perpetual relaxation by West Indian licences of the Navigation and Colonial Laws—have been lately induced, likewise, to settle in different parts of the United States.

These grievances have been very fully represented to the English Government by our colonists and others, and some orders were consequently sent out to the governors in the West Indies, on the subject

of American intercourse. Those orders, however, which in some instances were issued, have been recalled, and they have therefore produced no effect. But, notwithstanding all the discouragements by which they have been much impoverished, the North American colonies had made a great exertion and some progress: and by what they have done, have proved in a great measure what they could accomplish, if fostered by a more genial and considerate policy. Wheat, flour, barley, lumber, fish, and other articles, have been largely carried from thence. Saw mills have every where increased. Ship building, especially in the harbor of St. John in New Brunswick, and in Canada, has been carried to some extent; and the soil began to be much better and more extensively cultivated.

Two of these provinces, however, New Brunswick and Nova Scotia, have been condemned by West Indian memorialists to "perpetual sterility." But nature has not been so unkind. The first of them, under a fostering care of the British Government, which has not, hitherto, appeared to be sufficiently acquainted with its value, would speedily become of great importance. The fogs which prevail in the Bay of Fundy, do not extend but a few miles into the Country, and this province is not subject to the yellow fever, intermittents, and other maladies, which occasionally prevail in some of the United States. It contains districts which, in many places, are fit for corn, but it is in general favourable to pasture that it might be almost termed the "American Ireland." The rivers by which it is intersected are numerous, and full of fish of the best kinds. Many millions of acres, frequently stretching down to the water's edge, and, therefore, affording peculiar facility to transport, are covered with forests from whence the best masts, of the second size, and lumber in any quantity, might be obtained; and it abounds, not only in coal and lime, but in inexhaustible mountains of gypsum or plaster of Paris, an article, as already stated, which is most necessary to the agriculture of several of the United States, and which already begins to be exported in immense quantities.

Even in this latter respect it would prove, in a short time, invaluable to Great Britain, because it would afford employment to a multitude of seamen, and a great number of vessels. But it is to be considered, also, as an avenue to Canada. The harbor of St. John is never frozen, and an army might be marched from its banks to the river St. Laurence, at Quebec, in less than three weeks. The settlement, therefore, is doubly valuable, first as capable of producing, or already productive of, so many articles of prime necessity; and secondly as a kind of out-post to Canada, by which the enemy, if it were neglected by the British Government, might easily find a passage almost to the very walls of Quebec.

In the harbor of St. John already mentioned, the annual fishery, though so much discouraged by the causes that have been assigned, produces 25,000 barrels of herrings, 6,000 ditto of Salmon, 3,000 ditto of shad, together with great quantities of other fish; and the number of vessels registered in the port of St. John, for the three years ending December 1802, amounted to 14,344 tons.

From the harbor of St. Andrew, in the same provinces, a harbor of which, hitherto, we have scarcely heard, the exports are very considerable. Even in the course of one year they amounted to 7,700,000 feet of boards, 16,200 tons of gypsum, 9000 quintals of dried fish, 12 cargoes of malts, 700 hhd's of lime, &c. and this quantity, there is reason to conclude, would have been abundantly increased, if the demand had borne any proportion to the means of supply.\*

[To be Continued.]

\* This account of the capability of New-Brunswick is confirmed by an interesting memorial from the merchants and inhabitants of New Brunswick, not long since laid before the British Government. See No. V. Appendix.

Oliver Bradley

RESPECTFULLY informs his friends and the public in general, that he has removed from that old Stand in Back-street, to his new Shop, nearly opposite the Main Guard, where he still carries on the BLACKSMITH and EDGE-TOOL business, in all its various branches.

GREENOCK, JULY 16.

Two Hamburgh Mails, which arrived on Saturday, have brought some interesting articles of intelligence.— Whether the pass of Cattaro has been relinquished or not, the arrangement for its surrender is so far acted upon that the French army in Germany is now actually breaking up for its return to the Rhine, and the last column of Austrian prisoners is returning home. An Austrian corps waits within a short distance of Brannau, to occupy that place on the departure of the French.

The Russian Minister D'Oubril, if he proceeds to Baden, instead of Paris, will be followed to the former place by the French Minister Rouchfoucault, so that the existence of a negociation between Russia and France can no longer be doubted.

Bremen was quitted by the Prussians on the 21st inst. a measure which, we trust, is but the first of many cessions to be made by the Court of Berlin.

It is understood that the last dispatches received by Ministers from Petersburg were of a very satisfactory nature, inasmuch as they renewed the former pledge made by the Emperor Alexander, that he would not enter into any negociation with France, without previously consulting the British Cabinet on the subject.

The island of Sicily, for the permanent protection of which Government is making such extensive military preparations, is reported to be the principal obstacle in the way of peace. The preparations for the defence of that important island are carried on with unabated activity; transports for the conveyance of 9000 men are fitting out at Portsmouth, in addition to which Government has advertised for 150 more.

We learn from Newry, under the date of the 7th inst. that the Wickham Cruizer, Capt. John Fullarton, which had been ordered out to cruize for an American ship that had attempted to carry off passengers from that Country to America without licence, and contrary to Act of Parliament, had the good fortune to fall in with her, in company with the Ross, and had carried her safe into Newry, the night before the date of our letter. She is a fine ship, of nearly 400 tons burthen, and will be a good prize; as, it is said, Government are determined to put the law in force against her. She had on