

ments, Chester, Rochester, Colchester, Swansea, Brecon, Swaffham, Chichester, Hillsborough, Down, Windsor, Wilton-on-Thames, Oatlands, Weybridge, Sunbury, Weymouth, Helston, Cornwall, Bury St. Edmunds, Newport, Salow, Westport, Sligo, Bath, Carnarvon, Harwich, Weymouth, Norwich, Egham, Chesterfield, Brighton, Royston, West Malling, Salisbury, Worcester, Frome, Farnmouth, Tadmor, Guernsey, Heligoland, France, Hanover, Oporto. The greater part of the Nobility and about 10,000 Individuals have also subscribed.

28th September.

At a meeting of the most respectable Inhabitants of Fredericton, held this day, it was unanimously resolved that a Book be opened at the Secretary's Office, where such persons as may be inclined to contribute to the above national object may have an opportunity of subscribing.

H. H. CARMICHAEL,
Dep. Sec.

LONDON, August 6.

Accounts have been received to day from Suranna, of the 18th ult. stating, that some Insurgent privateers, cruising on that coast, had anchored in the Harbour of Camarinas on the 14th, and demanded provisions and refreshments, which, after some demur on one side and menaces on the other, had been supplied and paid for at the prices demanded; and it was reported that they were selling the produce of their prizes in the Bays and Creeks of that province.

The following intelligence from St. Michael's has been received by way of Lisbon:—

"Within the last fortnight a Portuguese ship of war has arrived from Terceira, having touched at Madeira. She brings very important orders—to send to Terceira all the public money at this place, and to make a levy as quick as possible of all the men fit to serve, as the appearance of a Spanish fleet has raised apprehensions. In two or three days 5 or 600 men were collected. The ship of war having returned to Terceira has come back with about 100 recruits. The general opinion is that no fears need be entertained; but it is certain that the Governor has adopted measures of defence, and has fortified the Church of *Mas de Dos*, from whence signals are made. Some people think that the fleet is English and not Spanish. A small smack has arrived here with the crew of a rich ship from Brazil, captured by a corsair with a single gun. She did not yield until after a hard struggle."

His Excellency Sir Miles Nightingall, G. C. B. and Commander-in-Chief at Bombay, East Indies, has been pleased to appoint Major William P. Tucker, to be Deputy-Quartermaster-General to the forces on that establishment; and Capt. Charlton B. Tucker, to be Military Secretary, and Aide-de-Camp to His Excellency the Lieutenant-General. These Officers are two of the brothers of the late Lieutenant-Colonel G. J. B. Tucker, D. A. G. and of Capt. N. B. Tucker, A. D. G. who were both unfortunately lost in his Majesty's late ship *Primrose*, on their return to the Peninsula, where they had served on the staff of Sir Arthur Wellesly, K. E. and Brigadier-General Nightingall.

The supply of grain is exceedingly abundant; no less than 100 sail reached the river on Monday, with cargoes of wheat, barley, &c. Although the decline in price has already been considerable, a further reduction must be the consequence.

EXTREME HEAT.—At two o'clock yesterday, a thermometer in the shade, with south aspect in the Strand, was at 84° F. —A thermometer in the Sun, 124° deg. Do. bulb blacked, 122° deg.—4 feet from the ground.

AUGUST 7.

The following Letter appears in *The Times* of this day, and therefore the public will of course read it with cautious distrust:—

Extract of a Letter from Ceylon, dated March 3.

"Last night's Gazette contains a Proclamation of martial law throughout the whole of the Interior; and there is a general order of the 26th ult. I think, directing that no treasures or ammunition should be removed from Keralakela, Arivovella, Altopetaya, or Ametapore, posts between Colombo and Candy, without an escort of twenty men.

All these posts have been lately strengthened from hence, and we expect that the three Provinces, called the Seven, Four, and Three Corles, will openly declare themselves against us very soon. The force in which the rebels have appeared round Candy has induced the Governor to call in his scattered detachments, and to concentrate his force in Candy: he means to keep Badulla also.—I conclude from the apparent movements of the rebels, that they intend to change the seat of war, and to divide our force; the Destawee of Ouwah occupying part of our troops in Lower Ouwah, and thereabouts, and the Pretender, or some of his adherents, menacing our communications between Colombo and Candy. The rebels show no want of fire arms, or ammunition; they now bring forward their gingsals. We trust that the melancholy situation to which the British interest on this Island has been reduced, by the ignorant and impetuous measures which have been pursued in the Candian country, will induce his Majesty's Ministers to make an immediate change of men and measures. As long as our present system is observed, no solid tranquillity can be expected; and the Candians will have no confidence in our professions, as long as they are to treat with the authors of the Candian Convention. We cannot help comparing the wretched want of talents displayed in the local Government of this Island, with the able and liberal policy of Lord Hastings, and must, sincerely regret that our Government is not placed under his control."

BOSTON, SEPT. 10.

FREE-PORT.

We understand that the Collector of this port has received instructions from the Treasury Department against the admission of British vessels from Halifax and St. John's (N. B.) and that the act of Congress passed at the last session, is to go into full effect after the 30th Sept. against those ports; the same as if no act of Parliament or Order in Council had been passed;—the trade to those places being limited in its duration, and subject by Order in Council to further order—and certain specified articles only being admitted to an entry in them from the United States, they cannot be considered *Free Ports*.

INSTRUCTIONS

RELATING TO THE TRADE WITH
NOVASCOTIA.

Circular to the Collectors, Naval Officers, and Surveyors.—Treasury Department, Comptroller's Office, August 31, 1818.

SIR,—Since the passage of the Act of Congress of the last Session, concerning navigation, an Order of the British Council, is understood to have been issued, founded upon an Act of Parliament, whereby the ports of Halifax, in the Province of Nova-Scotia, and of St. John in that of New-Brunswick, have been opened to vessels of the United States, for the importation of certain specified articles, and for a term of time limited by the Act of Parliament to three years, and six weeks after the commencement of the session of Parliament then next ensuing; and by the Order of Council subjected to the further limitation of continuing further Order. As neither this Act of Parliament, nor the Order in Council, issued under its authority, have effected any alteration of the ordinary Laws of navigation and trade, by which the ports of Halifax and St. John are closed against vessels owned by citizens of the United States; neither can they, in any manner, affect the operation of the Act of Congress, concerning Navigation, of the 18th April, 1818.

The ports of the United States will therefore, be closed against British Vessels, from Halifax, and St. John, in like manner, as if no such Act of Parliament and Order of Council had been issued.

It is considered that the second section of the Act concerning navigation, taken with the proviso guarding against any construction of the Act which might violate the Commercial Convention of 3d July, 1815, leaves a discretionary authority to dispense with the exaction of Bonds, prescribed by that section, in cases of vessels and cargoes, manifestly engaged only in the direct trade between the United States and the British ports in Europe.

You will, therefore, require these Bonds and securities to be given, for all such articles, laden by British vessels for export-

ation from the United States, as are suitable for Colonial markets, or are permitted by the British Laws to be imported into them. Among the articles for which the Bonds and Securities must be taken, are—scantling, planks, staves, heading boards, shingles, hoops, horses, neat cattle, sheep, hogs, poultry, or live stock of any sort; dried, smoked, or pickled fish, bread, biscuit, flour, peas, beans, potatoes, wheat, rice, oats, barley, or grain of any sort; pitch, tar, turpentine, fruits, seeds, and tobacco.

The articles upon the exportation of which in British vessels, the bonds and securities may be dispensed with, are cotton, sugar, indigo, flaxseed, coffee, pot and pearl ash; and generally all articles not of the growth, produce, or manufacture of the U. States.

In the circular instructions from this department of the 24th ultimo, are contained the following words:—"A British vessel sailing from a port not opened to vessels owned by citizens of the United States, entering a port which is open, unloading there, and taking the same, or some other cargo on board, and clearing thence for a part of the United States cannot be admitted to an entry." Having been advised that a more extensive construction will probably be given to these words, by some of the collectors of the customs, than the words were intended to convey, I take occasion to observe that although the expression, "a port which is open," as there used, was meant to have reference more immediately to British colonial ports; yet it is to be construed as also applying to British ports in Europe; but not in an unlimited sense. A British vessel taking in a cargo at an occluded port, sailing thence for a British European port, there unloading the same, and taking a new cargo on board, no part thereof having at any time, been brought in the same vessel from an occluded port; and consisting of articles which may be lawfully imported into the United States in vessels owned by British subjects, will be entitled to an entry.

The same privilege, it is to be observed, however, cannot be extended to British vessels employed between different colonial ports.

In the former case, the vessels may be considered as having become entitled to the benefits of the commercial convention of the 3d of July, 1815, whilst, in the latter, the trade being by the convention placed upon the footing that each of the contracting parties, retaining the complete possession of its rights, could make any regulations in relation to such trade, as it might deem expedient; the vessels are liable to the disqualifications of the Act of Congress of the last Session, concerning Navigation. The law itself is an act of self preservation, and intended to counteract the restrictive colonial system of Great Britain.

Halifax, September 21.

At 12 o'clock on Saturday night last, a fire was discovered bursting from a Store belonging to Mr. Frederick Major, and situated in the rear of his dwelling-house. The alarm was immediately given, and the Officers and Soldiers of the Garrison; the Officers and Seamen of His Majesty's ships *Dee* and *Grasshopper*; the Officers and men of the Dock-Yard and Ordnance Department, and the Inhabitants of the Town, very soon assembled, and made the greatest exertions to extinguish it. The Store in which the Fire originated was then completely in flames; and they soon communicated to a building in the occupation of Messrs. William and Michael Brown, (also the property of Mr. Major) which was consumed; as was also a large quantity of board and other lumber near it; and strong fears were entertained for the safety of the Houses and Stores in the neighbourhood; but, fortunately, there was little wind, the atmosphere was damp, the water near at hand, and the efforts of all engaged so great, steady and persevering, that its progress was checked, and further destruction prevented.

How the Fire originated has not, we believe, been satisfactorily ascertained. Messrs. Brown have lost considerable property, but Mr. Major has suffered severely: his Stores and the contents of that in his possession, were very valuable.

The Inhabitants of the Town are again much indebted for the safety of their property to the powerful and spirited exertions of the Army and Navy. Their anxiety at all times to render assistance has been conspicuous, but never was it more fully exhibited than on this distressing occasion.—*Four*.

FREDERICTON, (N. B.)

29TH SEPTEMBER, 1818.

The *Free Press* received per mail, puts us in possession of Boston dates to the 10th instant inclusive—from it we have copied a Circular from the Treasury Department to the Collectors of the Revenue, stating that the Ports of the United States will be closed against British vessels from Halifax and Saint John.

The Act of Congress passed last Session respecting the Navigation of the United States, was to go into full effect on the 30th instant.

The latest accounts from Algiers say, that eighteen thousand persons have lately fallen victims in that city to the plague. It was still increasing, and taking off from 40 to 50 persons a day.

The New-York papers state the arrival there of 2200 passengers in one week, principally emigrants from different parts of Europe.

ARRIVED AT MIRIMACHI.

Sept. 7. Brig *Mariner*, Adams, Port-Glasgow.
Snow *Commerce*, Burton, Workington.
Brig *Aurora*, Nelson, Liverpool.
11. Port *Sunderland*, Brough, Maryport.
Tully, Ryass, Liverpool.
18. Louisa, Oswald, Aberdeen.
Albion, Morrison, do.
La *Nymph*, Lister, Whitehaven.
21. Ship *Dykes*, Graves, Newfoundland.
Brig *Helen*, Gibson, Liverpool.
22. Ship *City of Edinburgh*, Godby, Grenada.
CLEARED.
Sept. 9. Ship *Duchess of Richmond*, Cantwell, Dublin.
14. Brig *Albion*, Robinson, Liverpool.
Howe, Askew, Penzance.
16. Richard, Lloyd, Chepstow.
Unanimous, Garloch, Stromness.
22. Snow *Mariner*, Dillon, Ayr.

SAINT JOHN, SEPTEMBER 25.

ARRIVED.

Sunday, ship *Nautilus*, Walker, Grenada, 28 days.
Zalmon Wheeler, rum, &c.
Monday, ship *Elizabeth*, Martin, Liverpool, 35 days, James Ewing & Co. salt.
Brigs *Trafalgar*, Atkinson, Dublin, 38 days, Crookshank & Johnston, ballast.
Martin, McKeller, Antigua, 15 days, T. Hanford, ballast.
Am. sch'r *Active*, Tucker, Portland, 8 days, T. Hanford, lumber.
Tuesday, Am. sch'r, Iro, Donnell, Saco, U. S. master, lumber.
Wednesday, sch'r *Duke of Wellington*, Cory, Philadelphia, 12 days, N. Dishow, flour, &c.
Thursday, Am. sch'r *Anne*, Demett, New-York, T. Hanford, flour, &c.
Am. sch'r *Madison*, Jones, Portland, T. Hanford, lumber.
Friday, Am. sloop *Favorite*, Knight, Boston, 3 days, Merritt & Van Horne, flour, &c.
Saturday, sch'r, Chari, Dougall, New-York, J. Hughson and others, flour, &c.

CLEARED.

Brig *Triumph*, Hamm, Demerara, fish & lumber, A. Johnston.
Squirrel, Mason, Demerara, fish and lumber, E. Barlow & ms.
Woodman, Robson, Port Maria, Jam. fish and lumber, W. Pagan & Co.
Violet, Allan, Aberdeen, timber, Hugh Johnston & Co.
James & Margaret, —, Aberdeen, timber, W. Black.
Sch'r *Fair Trader*, Collard, Amboy, grindstones and passengers, master.
John, Fortune, Barbados, fish and lumber, John Ward & Son.
Sloop *Regent*, Coombs, New-York, rum, fish and grindstones, W. Dow.

NOTICE.

FOUND near the Kicibucto Portage, on Salmon River, three Stray Oxen. The owner can have them by making it appear that they are his property, and paying charges. Enquire of Solomon Perly, Mauderville, or Samuel Lambert, at Gaspero Mills.

September 26, 1818.

CAUTION.

WHEREAS J. LEDBETTER is in possession of two Notes of Hand, amounting to about Ninety-seven pounds, granted to him by me, in the year one thousand eight hundred and fifteen, the amount of which I have since paid him, on his promising to send the Notes to me, which was at that time at some miles distance from the place where the money was demanded and paid—which promise he never performed.

I am now informed that he has absconded from the Country; and for fear he may attempt to defraud by selling the Notes, I take this public method of forbidding any person from purchasing the said Notes of Hand, as I will not pay them a second time.

JOHN McGRIGOR.

Miramachi, 17th June, 1818.

RAN AWAY.

FROM the Subscriber, CHIPMAN WYERS, an Indented Apprentice, aged 15 years—short and stout. Any person apprehending and returning him to his Master, shall be rewarded, and all necessary expenses paid.—All persons are hereby cautioned against harboring and Apprentices, as they will avoid the penalty of the Law.

OLIVER BRADLEY.

Fredericton, 14th September, 1818.