

POETRY.

AN INDEX TO A LADY'S ALBUM.

A pretty little volume, with a pretty little cover;
A frontispiece, o'er which two pretty little Cupids
hover;

An acrostic on the pretty little owner of the book;
A portrait of a pretty little shepherd with a crook;
Some stanzas by a pretty little authoress of fame;

Some others by Eugenio—a pretty little name;
Two pretty little similes about a pair of eyes;

Three pretty little elegies stuck full of pretty sighs;
A pretty little picture of a virgin in a grove;

A ditto of a pretty little gentleman in love;
Two pretty little couplets on two pretty lips and
small,

(Which I never yet have kissed, and am afraid I
never shall.)

A pretty little anagram; two riddles on a tear;
Three rebuses by one who is no conjuror I fear;

A pretty little satire, inoffensive as a child;
A tempest in the Highlands, which looks anything
but wild;

Some pretty little flowers, and some pretty little
shells;

Be painted most divinely by some pretty little
belles;

Dear reader, all those pretty little items great and
small,

Are a pretty little lady's, who is prettier than all.

WEST INDIA TRADE.

FROM THE NEW YORK AMERICAN.

It is pretty clear, from the note of Mr. Canning to Mr. Gallatin, that, whatever may once have been the merits of the question pending between the two countries, they become, in the actual position of affairs, immaterial to the decision which, as it seems to us, this government is forthwith bound to adopt, in relation to British vessels trading between the United States and the Colonies. This intercourse should at once be closed, as, but for the season of Congress being at hand when Mr. Gallatin's despatches were received, we presume it would have been, by proclamation from the President. At present, American navigation is excluded from the Colonial ports of Great Britain—while the ports of the United States are open to British navigation from and to the Colonies; and as Mr. Canning has distinctly announced that even if our government should be disposed to reconsider its measures—that is to yield to the British pretensions—his government "cannot hold itself bound to remove the interdiction as a matter of course," it would seem necessarily to follow, that a like interdiction must forthwith be applied by this government. Then, and not till then, equality will be re-established; and when Great Britain has found, as she would find, that in the unprofitable contest of restriction, her Colonies are the chief sufferers, she may seek to renew and to conclude satisfactorily, the oft interrupted negotiations. It is at any rate indispensable as we apprehend, even if a disposition be felt at Washington to renew on our part the overtures for negotiation on this point, that the trade be closed for the present to British vessels—otherwise they have all and more than they have asked; for they have a monopoly of the whole, and would therefore have no inducement to change its condition.

The first demand of England is, that the flour and lumber of her North American Colonies shall be exempt, in her West India ports, from the duty to which the like articles from the U. States, and elsewhere, are subject. This on the first blush, seems reasonable, and accordingly we are told that we have no right to complain of duties on our produce, which all similar foreign produce is required to pay. But what is the fact? The North American colonies are the only countries that, besides the United States, produce the articles upon which, when imported from the United States, this heavy duty is imposed. To be told then, in relation to these, that we enjoy reciprocity of trade—that whether landed from British or American vessels in British West India ports, they pay the same duty, which duty is

exacted on the like articles from all other foreign ports—is to be paltered with in words, whilst the substance is sacrificed. If the British Parliament should have imposed in terms, and directly upon the produce of the United States, the higher duties to which it is thus incidentally and exclusively made subject, it would have been a more ingenuous, but not a more certain mode of attaining the end in view, that of fostering, under the fallacious plea of reciprocity, the North American colonies at our expense. The idea that England may, solely as it suits her own convenience and interest, at times treat the colonies as integral parts of the empire, and at others refuse to permit their being so considered, seems to us unreasonable. Either they must be, to foreigners, always integral parts of the empire, or always separate, and, as to them, independent countries, and not, as is now pretended and practised by England, parts of the empire, subject to all its obligations, and entitled to participate in all its rights and privileges, whenever any advantage is to be derived from such a pretence; or where inconvenience and loss are apprehended, distinct and separate dependencies with which foreigners have no rights of trade or intercourse. This government has again and again proposed, that the intercourse between the colonies and the United States should be put precisely on the same footing as that with the mother country; but England has as often refused, and obviously for the reasons to be deduced from the above statement, that her interests are best advanced from this double character given to her colonies. As, then, England would not permit us to consider the colonies as integral parts of the empire, it seemed very naturally to follow, that we were at liberty to treat them as independent countries. Hence the claim, on our part that the word *elsewhere*, in the article stipulating that produce from the United States, imported into the West Indies, should all pay the same duties as similar articles from *elsewhere*—should embrace the British North American colonies, which as to us, were by the acts of England herself, placed in the situation of distinct countries. But this claim, it was at once seen, might, if acquiesced in, be injurious in its effects; and forthwith the identity of colony and mother country is invoked and pleaded, and we are called unreasonable for disputing it. But this is not all. In pursuance of the reciprocity which England affects to see in her proposition, to tax our produce, and exempt that of the Canadas, Nova Scotia, and New Brunswick, we are restricted from imposing on the rum, sugar, coffee, and molasses of the British Islands, when imported here, any higher duties than on similar articles from elsewhere—notwithstanding that in other islands whence similar articles are imported, our produce may be received free, or almost, of duty, and at any rate upon the terms of that of the most favored nation. Thus it will be seen, we concede to the colonial produce of Great Britain a real advantage, and receive for it in return a shadow.

The second inordinate claim of England is, that her ships may trade through the United States to the West Indies, back to Great Britain, or any where else. And Mr. Canning, while he calls any intercourse vouchsafed to us with the colonies a *boon*, treats our refusal to permit the circuitous trade above alluded to, as an *injury*, and a virtual violation of treaty stipulations. The obvious answer to this latter imputation, was promptly given by Mr. Gallatin, that so far from being a violation of the letter or spirit of the treaty of 1815, that treaty *expressly* excepted the West Indies from the operation of its provisions. But what in effect is the demand of England? We will illustrate it by an example. She asks that a West

Indiaman from Liverpool or Greenock, or London, which usually goes out in ballast, or with such few manufactures and plantation tools, as the market will bear, relying upon her home freight for indemnity and profits, shall be permitted to come here, having first taken in, at half, or quarter price (for whatever is received is so much gain,) a cargo of coal and salt, and crates and other heavy articles—discharge that cargo—re-load for Jamaica or Barbadoes, or some other island, take another full cargo there and thence return to Great Britain; or if that be not deemed advantageous enough, the lower hold may be loaded with coffee and sugar for which the English market will probably afford a demand, and between decks rum and molasses, for which, that market would not afford a demand, but which may be disposed of in the United States, may be stowed, and thus loaded, the vessel may touch at any of our ports, discharge her rum and molasses, fill up again with rice, cotton, tobacco or flour, and pursue her golden track homeward, having thus earned with very little deviation of route or loss of time, four freights on a voyage, that now only affords one. It has been estimated that there are 600 vessels employed between Great Britain and her colonies, probably averaging over 300 tons each. Let our ship-owners reflect—let any man conversant with the shipping interest calculate, what would be the effect on our navigation of such a concession as England asks?—Instead of sending forth from our ports as we now do, vessels that in speed and symmetry emulate the dolphin, and yet with a capacity that enables them to compete successfully with the fastest—vessels that combine with strength and safety, the fabled splendour, fabled until now, of the fond Egyptian's barge—we should behold these matchless vessels rotting at our wharves, while the huge unweildy vessels of England would usurp their place and bear off all the profit. This is no fanciful sketch. Let it be examined, and the more fatal would it be found to accede to her pretention—not that we dread fair and equal competition—far from it. Let England grant to us what she asks from us—let her permit our ships to trade from the United States through the colonies to Great Britain, and vice versa, and there will be no dissentient voice among our ship owners in urging this government to grant the same privilege to England. We ask no favours—we ask no bounties—we dread no competition. Our policy, our interests, and our institutions point the rule of reciprocity, real and just reciprocity, as that most conducive to the harmony and permanent welfare of nations."

FROM THE NEW-YORK EVENING POST.

Great Britain, it is said, insists upon levying a duty upon our produce when imported into her Colonies, while that of one Colony imported into another, as well as of the mother country, is exempted from this duty.

To this it may be asked if we do not in like manner receive the sugar and molasses of Louisiana, duty free, into our northern ports, while those articles of foreign prohibition are burdened with high duties? But the Editor of the New-York American says, Great Britain at one time considers her colonies integral parts of the empire, and at another time refuses so to consider them, to suit her own convenience.—This, even if true, is a matter between the mother country and her colonies, exclusively; which does not in any manner affect our trade with either. In 1824, Great Britain offered us, by treaty, a trade with her colonies, on the sole condition that the discriminating duties on both sides should be abolished; which we pertinently refused. By the Act of Parliament of 1825, she again tendered to us an intercourse with her colonies, on a more broad and liberal basis than that enjoyed by us with the mother country itself; inasmuch as every article admitted into the latter, was in like manner admitted into the former, with the important addition of flour and breadstuffs; against which the ports of Great Britain were closed. These terms, there is every reason to believe, would have been granted to us, by treaty, but having delayed twelve months taking steps in

the matter, that is now denied to us. But what renders it clear that our pretension to have our productions received into the Colonies on the same terms as their own, cannot be sustained, is the fact that we have offered to abandon it, when it is apprehended, it is too late. The very circumstance of our overtures having been rejected, proves most conclusively that the colonies are less dependent upon us than formerly; for it is not correct, as asserted in the American, that the northern colonies and the United States, are the only countries producing the articles required in the West Indies upon which the heavy duties are exacted; on the contrary, our most valuable export to the West Indies, flour, is exported from Hamburg and other ports in the North of Europe, to some of the colonies at a cheaper rate than ours, and it only requires to be fostered for a year or two, by restrictions on our part, to give them the valuable trade we are wantonly sacrificing. But another "inordinate pretention," set up by Great Britain, is, according to the American, that her vessels coming from the mother country may clear for the colonies, and vice versa. In return for this she has granted us the privilege of carrying cargoes from the mother country, or colonies, to any part of the world, other than her own possessions; and this it is believed is far more than an equivalent for the other, even if her claim to it were not founded in right. The Editor of the New-York American states that a British vessel from London, Glasgow or Liverpool, may take on board a cargo of salt, coal, crates, and other heavy freight, discharge the same in the United States, re-load for the West Indies, and take a cargo thence home again. This, to a person ignorant of the details of the trade, may all seem very plausible; but what are the facts? In the first place, cargoes of salt, coal and crates, and other heavy freight, are not to be procured in London, which is the principal West India market in the Kingdom, and British vessels would therefore have to come here in ballast. With Glasgow our trade is nearly extinct, and an attempt to keep one ship a month in the trade, utterly failed; vessels from thence would also have to come out in ballast. From competition with them, therefore, we have nothing to apprehend; added to this, it is only the Liverpool ships that trade to Jamaica that would call here and carry out cargoes for the Windward Islands, and so small are the markets in each, it may safely be affirmed, that no vessel, either British or American, of the tonnage usually employed in that trade from Great-Britain, has for the last ten years loaded in our ports. We have only then the Liverpool ships engaged in the Jamaica trade to interfere with us, and the number of them is so insignificant, that if the whole were to call here the effect upon our navigation would never be felt. But when the Colonial Trade was entirely closed to us, and British vessels alone carried the supplies to the Islands, it is believed that ten ships annually did not call here on their way out, and it is not to be presumed if the field were opened to a fair competition that the number would increase, but the reverse. The other position, that British vessels would fill their lower holds with sugar and coffee in the West Indies for the mother country, and take rum and molasses between decks for the United States, shows a greater unacquaintance with the trade than the first. Our exports to the West Indies are so bulky, and give employment to so much tonnage, that it requires at least five times as much shipping to carry them out, as it would do to bring back the returns in West India produce. But our duties on rum, the only export to any extent from the Windward Islands to the United States are so heavy that great losses have been sustained in it year after year since the termination of the war, and besides the consumption has so much decreased with us, that the returns from these Islands are now almost altogether in specie or bills on England. The small vessels therefore, engaged in that trade, generally return by the Salt Islands and purchase cargoes on owner's account, which enables them to make a home freight, which they could not obtain in the Island where they delivered their outward cargo. From the Windward Islands therefore, the large British ships could bring no freight to the United States. Our intercourse with Jamaica is still more advantageous to us, and as little likely to be inter-

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