



ROYAL GAZETTE.

[SUPPLEMENT.]

FREDERICTON, NEW BRUNSWICK, SATURDAY, SEPTEMBER 24, 1842.

By Authority.



By His Excellency Lieutenant Colonel SIR WILLIAM
MACBEAN GEORGE COLEBROOKE, K. H., Lieutenant
Governor and Commander in Chief of the Province of
New Brunswick, &c. &c. &c.

W. M. G. COLEBROOKE.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Tuesday the twenty seventh day of September instant, I have thought fit further to prorogue the said General Assembly, and the same is hereby prorogued to the fourth Tuesday in December next.

Given under my Hand and Seal at Fredericton, the twenty second day of September, in the year of our Lord one thousand eight hundred and forty two, and in the sixth year of Her Majesty's Reign.

By His Excellency's Command.

WM. F. ODELL.

WE would respectfully invite the attention of the Mercantile community to the subjoined Communication, which, we trust, will afford them some useful information, and lead to the development and pursuit of what might be made a profitable branch of Commerce, but which is not generally known nor embarked in by those connected with the Shipping interests of this Province:—

Extract of a Letter dated Bahamas, 13th June, 1842.

Among the various subjects of interest, the staple produce of the Bahamas, Salt, should not be overlooked. Notwithstanding the increase of the population of the United States, Salt in this Colony, although produced in not a greater quantity than formerly, is lower in price than ever it was; it is put on board Vessels at an expense of from 3½d. to 4d. Sterling per bushel, and almost the only customers to any extent are the United States of America, who employ a large amount of tonnage in the transport; as in favourable years there are a million of bushels raked and this is capable of being extended if capital were applied, but the present low price will cause labour to be drawn therefrom. Some years since what now commands 3½d. to 4d. then commanded a ready sale at 10d. to 11d. per bushel. The Merchants of the United States from circumstances enjoy a monopoly of our Salt, and so it will remain while those States comprise our only market available to any extent. Surely the British Provinces of North America ought to come in competition with the markets of the United States for so important an article in the curing of Provisions as Salt, and the Bahama Salt though not so much in request for the curing of Fish, being stronger than is necessary for that article, yet from the latter circumstance it is most useful for the curing of Beef and Pork intended to be exported or kept for a considerable time before used. Salt on its arrival in the United States, was packed in barrels, and by means of rivers, lakes and canals, dispersed over a large part of the Union, and no inconsiderable quantity of it has been in this way introduced into the British Provinces. Some years since in Lower Canada there existed a duty of 4d. per minot on Salt, and the chief difficulty understood to exist there, as to the lowering the duty on Bahama Salt was the rival feeling that existed between the respective Legislatures of Upper and Lower Canada. The Legislative Union which now happily exists between the two Provinces has removed the difficulty, and it may be considered with reference to the policy of the measure alone. The Act of Parliament regulating a Tariff for the British Colonies, imposes duties on articles of foreign produce only, leaving so far as Parliament is concerned, articles the produce of a British Colony to be imported into another British Colony without the payment of any duty whatsoever. The Colonial Legislature do however deviate sometimes from the Imperial policy, although it would be a more general feeling if every detached British Colony were to consider itself and other British Colonies as integral parts of one

Empire, and treat each other accordingly. The 4d. per minot on Salt imported into Canada equally attached to British Salt. As to the Salt from the Portuguese Seaport of St. Noes, and Vessels having carried out cargoes to Portugal, brought back Salt from St. Noes to Canada, and a cargo of Lumber thence to Liverpool or some other British Port. In a country where the curing Provisions for exportation is of great consideration, employing as it must, many persons and much capital affecting the landed equally with the commercial and shipping interests, the removing any impediment to its prosperity and augmentation surely must be desirable. It is often seen what a slight balance turns the scale, and if hitherto Bahama Salt has not been imported to any great extent into the British Provinces, the removal of the duty from it will be no loss of Revenue except to the extent to which it may displace the importation of other Salt liable to duty on importation. Salt is so bulky an article, and at the same time low in value to the proportion of space which it occupies, that the expense of transport adds much to its price, consequently it rarely happens that Vessels come directly to the Bahamas for it, but generally proceed to some one of the West India Islands with a cargo of Provisions, Lumber, &c., and thence in Ballast to Turks Island and other Bahama Salt Islands, and take home a return cargo of Salt. The extent to which Steam navigation is carried on now with countries situated in tropical countries, occasion a demand for Coals to an extent not hitherto known or expected in these countries; thus at Antigua, St. Thomas, Jamaica, Barbadoes, Havanna, Bermudas, large depots of Coals are established, and Coals being a bulky commodity equally require Vessels of as large tonnage for its transport as Salt. Some of the British Provinces it is understood have Coals in great abundance, and thus the Vessels that brought to any of the Coal depots in the West Indies a cargo of Coals, might in return take back cargoes of Salt to the British Provinces; even the Liverpool Vessels which may take out Coals, may in return take Salt from the Bahamas to the British Provinces, and from the latter, Lumber to England. But Vessels from the British Provinces may bring assorted cargoes to the British West India Colonies of Lumber, Shingles, Fish, Beef, Pork, and other Provisions, with a cargo of Coals, or not, and may not unfrequently carry an assorted cargo back from this Colony. From regular trade, and not unfrequently from Wrecks or Vessels in distress, large quantities of the produce of Cuba, St. Domingo, New Orleans, and the Gulf of Mexico, are to be found in the Bahama markets, consisting of Logs of Mahogany, Spanish Cedar, and Dye Wood, Sugar, Coffee, Cotton, &c., or besides the smaller produce of the Bahamas, consisting of Braziletto Dye Woods, Lance Wood for Oars, Dogwood for Jellies and Wheels of Carts, and Cedar Ship and Boat Timber Knees; Fruit, consisting of Pine Apples, Limes, Lemons, Shad-docks, Oranges, Grapes and Forbidden Fruit; Palmetto Plat for Hats, and various articles of commerce, perhaps even the drip Stone and squared Stone of the Bahamas, so convenient for building, might also be a valuable article in a country where fires have been so destructive.

At a Meeting of the Subscribers to the News Room, which was held on Tuesday last, the following Resolution was moved and carried unanimously:—

Whereas the patronage lately extended to the Fredericton Reading and News Room is insufficient to its respectable and efficient support—and serious pecuniary liability has already been incurred in its maintainance to this time; therefore

Resolved, That the Fredericton Reading and News Room be closed on the 30th of the present month, and that the Manager do then cause its property to be sold at Auction, and the proceeds to be applied towards the payment of its debts—unless he shall, prior to that time, receive such encouragement to continue the Institution, as to induce him to call another Meeting of the Subscribers.

The following is the answer to an Address transmitted to the Rev. Dr. BIRKMYRE, by the Elders, Trustees and Congregation