

object. Denying as we did and do, all color of right to exercise any such general police over the flags of independent nations, we do not demand of Great Britain any formal renunciation of her pretension. Still less had we the least idea of yielding anything ourselves in that respect. We chose to make a practical settlement of the question. This we owed to what we had already done upon the subject. The honor of the country called for it—the honor of its flag demanded that it should not be used by others to cover an iniquitous traffic. This Government, I am very sure, has both the inclination and the ability to do this; and if need be, it will not content itself with a fleet of eighty guns—but sooner than any foreign government shall exercise the province of executing its laws, and fulfilling its obligations, the highest of which is to protect its flag alike from abuse or insult—it would, I doubt not, put in requisition for that purpose its whole naval power. The purpose of this Government is faithfully to fulfil the Treaty on its part; and it will not permit itself to doubt that Great Britain will comply with it on hers. In this way peace will be best preserved and the most amicable relations maintained between the two countries.

JOHN TYLER.

Washington, Feb. 27, 1843.

To the Hon. the Speaker, &c. &c.

The Secretary of State, to whom has been referred a resolution of the House of Representatives of the 22d instant, requesting that the President of the United States be requested to communicate to that House, if not in his opinion improper, whatever correspondence or communication may have been received from the British Government respecting the President's construction of the late Treaty concluded at Washington, as it concerns an alleged right to visit American vessels, has the honor to inform the President that Mr. Fox, H. B. M. Envoy Extraordinary and Minister Plenipotentiary, came to the Department of State on the 24th February instant, and informed the Secretary of State that he had received from Lord Aberdeen, H. M. Principal Secretary of State for Foreign Affairs, a despatch under date of the 18th of January, which he was directed to read to the Secretary of State of the United States. The substance of that despatch was, that there was a statement in a paragraph of the President's Message to Congress at the opening of the present session, of serious import, because, to persons unacquainted with the facts, it would tend to convey the supposition, not only that the question of right of search had been disavowed by the Plenipotentiary at Washington, but that Great Britain had made concessions on that point.

That the President knew that *the right of search never formed the subject of discussion during the late negotiation*, and that neither was any concession required by the United States Government nor made by Great Britain.

That the engagement entered into by the parties to the Treaty of Washington for suppressing the African Slave Trade was unconditionally proposed and agreed to.

That the British Government saw in it an attempt on the part of the Government of the United States to give a practical effect to their repeated declarations against the trade, and recognized with satisfaction an advance towards the humane and enlightened policy of all Christian States, from which they anticipated much good. That Great Britain would scrupulously fulfil the conditions of this engagement; but that from the principles which she has constantly asserted, and which are recorded in the correspondence between the ministers of the United States, in England, and himself, in 1841, England has not receded, and would not recede. That he had no intention to renew, at present, the discussion upon the subject. That his last note was yet unanswered. That the President might be assured that Great Britain would always respect the just claims of the United States. That Great Britain made no pretensions to interfere in any manner whatever, either by detention, visit, or search, with vessels of the United States, *known or believed to be such?* But that it still maintained and would exercise when necessary, its own right to ascertain the genuineness of any flag which a suspected vessel might bear; that if in the exercise of this right, either from involuntary error, or in spite of every precaution, loss, or injury, should be sustained, a prompt reparation would be afforded. But that it should entertain for a single instant the notion of abandoning the right itself, would be quite impossible!

That these observations had been rendered necessary by the message to Congress. That the President is undoubtedly at liberty to address that assembly in any terms which he may think proper; but if the Queen's servants should not deem it expedient to advise Her Majesty also to advert to these topics in her speech from the throne, they desired nevertheless to hold themselves perfectly free when questioned in Parliament, to give all such explanations as they might feel to be consistent with their duty, and necessary for the elucidation of the truth.

The paper having been read and its contents understood, Mr. Fox was told in reply that the subject would be taken into consideration, and that a despatch relative to it would be sent, at an early day to the American Minister in London, who would have instructions to read it to Her Majesty's Principal Secretary of State for Foreign Affairs.

DANIEL WEBSTER.

[From the Montreal Courier.]

The Memorial of the undersigned Merchants of Montreal, to British Underwriters, Ship-owners and Ship-masters,  
RESPECTFULLY SHEWETH,

That the people of Canada derive their supplies of imported goods chiefly from Great Britain, and export thither almost all their surplus produce; paying freight and assurance both ways; and therefore have a deep interest in the good management of British merchant ships.

That we believe British underwriters, ship-owners and ship-masters are desirous of giving every reasonable satisfaction to their colonial customers, and therefore it is our duty to make known to them such suggestions as occur to us respecting the better management of our mutual intercourse.

That we believe the common use of intoxicating drinks on ship-board to be a custom fraught with many pernicious consequences. First—By forming and fostering habits of intemperance among seamen. Second—By frequently interfering with the proper subordination of the crew, and the clearness of judgment and self-command of the officers. And third—By causing frequent shipwrecks, thereby wasting life and property, and, as a necessary consequence, materially increasing the rates of freight and insurance.

That, in the transmission of American produce to Britain, which constitutes a large part of our business, the Atlantic cities of the United States come into competition with us, and the great advantages which they enjoy in point of freight and insurance, (advantages partly attributable to the prevalence of Temperance principles in their ships,) nearly counterbalance the difference of duty in our favour; so that we hold this important trade by a frail tenure. Any measure, therefore, which will elevate the character of British vessels must improve the intercourse between Britain and Canada, and be of vital importance to the best interests of both countries.

That we believe not only from what we have heard of American ships, but from the experience of the owners and masters of some of the finest vessels that visit the St. Lawrence, that it is not merely practicable, but highly advantageous to sail vessels on Temperance principles. And therefore, we respectfully request British ship-owners and ship-masters to give that system a fair trial.

That, as the risk of loss must be considerably diminished, in vessels sailing on Temperance principles, we request British underwriters to adopt the American plan of making an abatement of premium to the owners of and shippers by, such vessels, not only as an act of justice to them, but as an encouragement to others to follow the example.

That if Temperance principles were adopted in passenger ships, the voyage would be a much less formidable obstacle to emigration; and not only the emigrants themselves would be benefitted, but emigration, upon which Canadian prosperity to a great extent depends, would be encouraged.

That it is of great importance to the morals of our city, that the seamen who annually visit us should be sober and well behaved, instead of drunken and dissolute; as has often been the case hitherto.

That for these reasons it appears to us to be a duty to give a preference in the way of business, (other things being equal) to vessels sailing upon Temperance Principles, and to urge the adoption of these principles in the management of British merchant ships, by every consideration of interest and humanity.

The above memorial, which is now in course of signature, has it will be seen, been adopted by our most influential importing and exporting merchants, and must carry great weight with it, as a request to British Underwriters, ship-owners and ship-masters, especially such as are engaged in the Canada trade.

We may add that several merchants who might otherwise have signed the memorial are now absent from the city.

The memorial is to be sent, we are informed, to the Chambers of Commerce of London, Liverpool, and Glasgow; and we trust the Boards of Trade of Quebec, Toronto, Halifax, St. John, N. B., Miramichi, St. John's, N. F., and the other commercial cities in the British Colonies, will adopt and forward similar Memorials.

[The Memorial is signed by the President and other office-bearers of the Montreal Board of Trade, and 75 of the most respectable mercantile houses of that city.]

#### SEA AND RIVER WEED AS A MANURE.

It is a fact that, in some parts of the empire, as for instance, the island of Jersey, the land would produce very little, except for the application of the weed thrown up or growing by the sea. When first used it was found to benefit the land only as to the crop reaped the same year it was put on. But this, though owing to the nature of the weed itself, it has been found, can be avoided. The parts of the weed are volatile, that is they fly off in quick evaporation. Now, by mixing the weed with earth, lime, &c., or any other suitable substance, layer upon layer, the parts most volatile are made to amalgamate, and when the whole is putrified, the parts of the weed assimilate with the other substances; so that, instead of being merely an annual manure, its beneficial effects are found to last through many years. The great misfortune is, however, that there are farmers who still cling to the original practice of making it still an annual manure. We have seen, during the month of August, vast quantities gathered on the Cumberland coast, and we were sorry to observe that many farmers never intended to allow it to