

per week to the several relief Committees who receive supplies; that is, ten thousand pounds worth of Indian Meal per week is issued from Cork alone, to make up for the deficiency caused by the failure in last year's potato crop, independently of the amount sold by importers, on private account, which, however, we have no opportunity at present of ascertaining, but which, we are assured, must be very considerable.

LIVERPOOL TIMBER MARKET, July 4.—The arrivals of last month from British America consist of 21 vessels, 12,202 tons, from St. John and the lower Ports. Three vessels from Quebec have arrived, but are not reported. *American Pine Timber.*—Of St. John, one cargo of 19½ in. string, was sold at 18d., one of 19½ in. at 17d., one of 21½ in. calliper, at 17½d., one of 19½ in. string, at 17½d., per foot, and two cargoes of 19½ in. at 17½d. per foot. Of Quebec, 50 logs were sold by auction, at 14d., and several remnants of cargoes from the yard at 14½d. to 15½d. per foot; as yet none of the new arrivals have been sold. *Birch.*—St. John, with cargo, has been sold at 13d. to 15d. per ft. and apart, at 14½d. per foot, and by auction and private sale, at 15½d. to 15½d. per foot. *Masts and Spars.*—No sales to report. *Quebec Deals.*—The first arrivals took place yesterday, but as yet no sales have been reported. *New Brunswick and Nova Scotia Fir Planks and Boards.*—The arrivals have been very sufficient. Of St. Stephens Spruce Deals, one cargo had been sold to arrive, at 2½d. per foot, and one since at the same price. A large cargo of St. John was sold by auction at 2 7-16d. to 2½d., averaging 2 9-16d. per foot of 2 in., and Boards at 1½d. to 1½d. per foot of inch, and a similar cargo, by private sale, at 2½d. per foot; another cargo at 2½d. per foot, and one of Saint Stephen at £10 10s. per standard. *Staves.*—The inquiries have been chiefly for the Quebec standard, which are nearly exhausted in stock, but without any variation in price; Quebec W. O. Punctureon are neglected; some sales have been made of some parcels of very heavy U. States Hhd. Staves, at £16 to £17 per M. and some not so good at £14 10s. to £15 15s. per M. The demand for all kinds is very moderate. *Lathwood.*—St. John, with cargo, has been sold at 40s. per fm.

THE OREGON QUESTION.

Whatever may hereafter be said of the precise terms upon which the Oregon controversy has been settled, there can be but one feeling of satisfaction throughout the two great nations which are thus restored to amity and peace at the termination of a dispute which had threatened to sacrifice some of the principal interests of the civilized world for the sake of one of the least important tracts upon the surface of the globe. If the question was to be decided, or even argued, as one of strict right, we have frequently repeated our strong conviction that in opposition to the vast and exclusive claims put forward by Mr. Polk and the ultra-American party, the paramount claim of Great Britain, resting upon discovery, occupation, and treaties, might be, and have actually been, effectually advanced and maintained. But it was equally clear, in a controversy which involved so much obscurity and so direct a contradiction to title, supported by such slender political interests on either side, that the practical solution of the difficulty which should be most beneficial to both parties, least injurious to existing interests, and most consistent with the honor and character of civilized states, would be the best. As long ago as the third of January of this year, when the whole negotiation was suspended, and very serious and not unfounded apprehensions as to the result were entertained in every part of the world, we expressed a clear opinion to this effect, to which we now revert with a natural satisfaction in the accurate fulfilment of the views we then took. The maintenance of all existing rights of property, which have been created under the treaties of 1790 and 1818; the use of the great water-privilege of the Columbia; the possession of the whole of Vancouver's Island, and of the harbours of St. Juan de Fuca, which is in reality the only safe port on the Oregon coast, were the conditions upon which we then contended that the 49th parallel might be adopted as the boundary; and it is precisely on these conditions that Mr. Pakenham's treaty has been negotiated.

If we compare these terms with the exaggerated and unmeasured language repeatedly used by Mr. Polk, and with "the assertion, in the most solemn form, of the title of the United States to the whole territory," contained in Mr. Buchanan's despatch of the 30th of August of last year, we shall not be surprised that the entire credit of this pacific arrangement has been transferred from the Cabinet of Mr. Polk to the Senate of the United States. That body has felt the responsibility of its executive office. It is less accessible to the influences of popular excitement and of personal ambition than any institution of the Commonwealth; and, as it has more than once done before, it has displayed a degree of statesman-like prudence and resolution sufficient to grasp the true interest of the country, and correct the aberrations of the nominal executive. In spite of the declamation of excited partisans, we have no doubt that the decision of the Senate will prove highly popular in the United States. The people were anxious for means of escaping from the consequences of their own folly, and the Mexican war had already given them some slight taste of burdens and embarrassments, which would have been increased a hundred fold by a war with England.

As far as the Honor and interests of this country are concerned, we

have every reason to be satisfied with the stipulations of this treaty. The interests of the Hudson's Bay Company are fully protected during the whole term of their charter, with an arrangement for indemnity and the purchase of their establishments situated south of the American frontier, upon the expiration of the rights they now hold under the British Crown. When we have taken care that no British interest is sacrificed or impaired, and no British possession ceded without an adequate consideration, there is more of honor and true policy in a government which can afford to deal with questions of this kind in a liberal and magnanimous spirit, than in the higgling and grasping artifices which commonly overreach themselves, and sacrifice character, to gain what is of infinitely less value to nations. The district of Oregon contains a vast uninhabited and uncultivated territory, and two points of peculiar interest to maritime and trading nations,—the river Columbia and the Straits of Fuca. The territory is not unequally divided, nor is it of much importance what the division of the soil is. Both of the other points we share equally with the United States, the navigation of the Columbia being *perpetually*, not temporally, as has been erroneously asserted by the American prints, secured to us; and the middle of the Straits of Fuca being the boundary line, to the south of Fort Langley, down to the ocean.

In point of fact, therefore, no cession has been made of any portion of the Oregon territory which it was our interest or our duty to keep. The treaty is what every compromise must be, an arrangement by which each party submits to a certain amount of diminution in its claim for the sake of securing what it holds, and, above all, for the sake of preserving the sacred interests of peace. Upon that principle, and in that cause, if England has made any sacrifice, the world, which knows that she never was more able to exert all the forces of her wealth, her armies, and her fleets, will not admit that such a sacrifice is any disparagement to her fame and her power, but rather an additional proof of her sincere devotion to that pacific policy which she regards as more conducive to her present and future greatness and prosperity than the numberless trophies of her past wars. The terms upon which this treaty has been negotiated and concluded are our own. They are the deliberate proposal of the British Government; and it speaks well for the spirit of the American Government and the American Senate, that no attempt was made to interpose any further delay in the settlement of this affair by endeavouring to obtain any further modification of them. The honest and straightforward character of the transaction was obvious. England offered to terminate the dispute by a liberal compromise; the United States acceded to the offer, though it was below any proposal they had before entertained, with a promptitude which does them honor, and pays the highest compliment to the government with which they were dealing.

It is needless to repeat what is self-evident, that if ever there was a moment in the history of the United States at which a hostile, or even an adverse power, might have pressed its claims, with the utmost certainty of success, and availed itself of the Mexican war to plunge the Union into a most embarrassing situation, this is that time. We have disdained to take any advantage from this untoward concurrence of events; and, deeply as we regret the Mexican war, and the unjustifiable policy in which it originated, the misfortunes of Mexico have nothing in common with the policy of England, and these events have not exercised the slightest influence on our pretensions. We trust that no part of the American community will so egregiously misinterpret the conduct of the British Government with reference to the Oregon territory, as to suppose, that in our solicitude to remove that stumbling-block, we are disposed to overlook or connive at the excesses of an aggressive and rapacious policy. The operations of the American forces in the Gulf of Mexico and on the Pacific, but more especially upon the latter station, will be watched with vigilance by this country. The rights of war have their limits, especially when they involve consequences of the deepest importance to all neutral maritime nations; and after the signal proofs England has given of her desire to avoid a rupture with the United States, for any unworthy cause, we trust that no act of violence, and no fresh schemes of aggrandisement at the expense of any neighbouring states, will impair the good understanding now happily restored between the two greatest kindred nations of the earth.—*London Times.*

NEW GOVERNORS.—The London Gazette, of June 30, notifies the appointment of the Hon. F. W. A. Bruce, to be Lieutenant Governor of Newfoundland, in the room of Major General Sir John Harvey, appointed to Nova Scotia; Major General Patrick Ross to be Governor of St. Helena; Wm. Thomas Denison, Esq. to be Lieutenant Governor of Van Diemen's Land.

The Gazette also notifies the appointment of Wm. A. A. H. Douglas, Esq. (commonly called Marquis of Douglas and Clydesdale,) to be Knight Marechal of Scotland, in the room of William George Earl of Errol, deceased.

ACCIDENT.—We regret to learn that Master George Colebrooke, son of His Excellency the Lieutenant Governor, when visiting the Steam Saw Mill at St. Andrews, on Tuesday morning, met with a severe accident, by falling from the slip and fracturing his leg. He was immediately conveyed to the hotel, and medical aid procured. We have the most favourable hopes that the accident will not result in any permanent injury.—*Standard.*

All Letters must be Post-paid.

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