

EUROPE.

ENGLAND.

MCGREGOR'S BRITISH AMERICA.

From Blackwood's Magazine.—[Continued.]

In Newfoundland there is now a sufficient and growing attention paid to agriculture. That is well for the colonists, and will prove the best course for insuring to them a permanent prosperity. But our own interests are chiefly connected with the fisheries of that region. These are luminously traced through their past history, in the work before us. This review naturally points our attention with peculiar energy to the present condition of our own interests, in possessions which are almost essential to our naval greatness. Mr. McGregor is justly severe in criticising the policy of our statesmen on this commanding subject. The treaty of Utrecht has been a standing theme of abuse for upwards of a century; chiefly from their concern in that treaty it is that Bolingbroke and Oxford have suffered in history, as dead to the calls of patriotism. Yet this treaty, bad as it may have been in some other respects, guarded our interests by wise stipulations in the Newfoundland fisheries. De Witt whose anxious jealousy had been directed to the grounds of our naval greatness, ascribed it chiefly to "the discovery of the inexpressibly rich fishing bank of Newfoundland," and the authority of De Witt was still great in the early years of Bolingbroke. It was the capture of Louisbourg, however, in 1745, which gave the greatest shock to the French influence in that region. The peace of 1748, it is true, again sacrificed our American interests to that in the East Indies: for Cape Breton was restored to France, by way of equivalent for Madras, which she had recently conquered. However, the splendid, though brief career of Wolfe, availed to reestablish our American empire on a basis more extended than ever. In 1750, the French power in this quarter was destroyed in the amplest manner, by the reduction of Cape Breton and Canada: with sufficient firmness in the diplomatic policy which followed, it was then destroyed for ever.

It is notorious, however, that too often what we have gained by the sword, we lose by our diplomacy. The treaty of Fontenoy, in 1762, conceded to France some restricted rights of fishing on these coasts, and above all, under the mask of providing a shelter for the French fishermen, and gave up the islands of St. Pierre and Riquelion. Now, it has been often enough asserted, that these islands are incapable of being fortified; and that pretence was set up in Parliament, by way of apology for this article of the treaty. But certainly, had that been so, it is difficult to understand why France should have entered into express covenants, "not to fortify the said islands." [4th Art. *Treaty of Fontenoy*.] We suspected how the matter stood; and we now find from Mr. McGregor, that "both these islands are in an eminent degree, not only capable of being made impregnable, but that their situation alone would command the entrance to the Gulf of the St. Lawrence, if put into such a state of strength as it is in the power of France to put them."

These islands, however, were lost to France by the first war of the Revolution. The peace of Amiens, as we might be sure, restored them both; and again, as we might be equally sure, the next war transferred them to Great Britain. And, finally, in the treaties which followed the fall of Napoleon, not contenting ourselves with restoring for the third time these most important islands, we have solemnly created in favour of France various privileges of fishing, which were as ruinous for us to grant, as they were unreasonable for her to claim.

With how true and long-sighted a policy France has cultivated her fishing interest, obstinately insisting in peace upon all, or more than all that she had lost in war, may be judged from this statement of Mr. McGregor's:—Even so early as 1745, one year's fishing in the North American seas was valued at £952,000. But this was looked to as a mere collateral trifle. The direct and paramount purpose, which France pursued in this policy, was the support and aggrandisement of her martial navy. This purpose she secured, by a domestic provision, which exacted for the crews of all vessels fitted out for the fisheries, one-third, or at least one-fourth of green men, that is, men who had never before been at sea. The result of this one regulation was—that annually she threw from four to six thousand recruits into her maritime service.

What is the consequence? In 1829, France employed from 250 to 300 vessels on the coasts of British America, and 25,000 fishermen. And the more effectually to drive these men, when trained, into her domestic navy, she binds them all by treaty not to become residents. Nay, so keen and unsleeping is her vigilance in this direction, "that strict naval discipline," (as we learn from Mr. McGregor,) "is not lost sight of on board of the fishing vessels." So that, by this egregious oversight of our British statesmen, France has been enabled to create the most perfect apprenticeship in the world for a vast and permanent body of sailors, and in a quarter so remote from Europe, as hardly to attract attention.

With an evil of this magnitude before us, it becomes by comparison almost a trifle to mention, that the island of St. Pierre, where the French governor resides, is made a depot for French manufactures, which are afterwards smuggled into our colonies; that, simply as regards the commercial value of the fisheries, the French, by means of cheaper outfits and lower wages of labour, enjoy a preference in "the markets of the world," as well as in their own market at home; and, finally, that having obtained in those parts ceded to them, on the coasts of Newfoundland, nothing less than "half the shores of the island," and "the best fishing grounds," they have thus secured the further advantage of having actually expelled our own fishermen, and driven them from two to four hundred miles further north, where again, they are met by other competitors. By a convention with this country, concluded in 1819, the United States have obtained a modified privilege of fishing in these latitudes. The Americans annually employ from fifteen hundred to two thousand schooners, of 90 to 130 tons, with crews amounting to thirty thousand men. As to the quantity of produce, it may be conjectured from this. Their export of cod-fish alone, averages 400,000 quintals annually, which is about half the quantity exported by the British from Newfoundland and Labrador; and their home consumption is equal to three times as much more.

These are the consequences which indirectly and remotely affect our own interest, by rapidly promoting the commercial and political importance of those who are always our rivals, and too often our enemies. Meantime, the direct and immediate consequences to ourselves, has been the depreciation of fish in the foreign markets, a ruinous reduction in the demand for fish oil, and the almost total des-

truction of our great nursery for seamen.—With respect to this last evil, Mr. McGregor tells us, that the fishermen particularly in Newfoundland, now confine themselves to a shore or boat-fishing; and, from the circumstances under which that is pursued, it seems that it furnishes no regular school for training sailors. British interests have in general been confided too exclusively to the support of the sword; but we believe that no instance can be produced in which they have been—neglected, we cannot say—but systematically sacrificed in an equal degree by our diplomacy. For it must not be forgotten that this very Newfoundland, thus wantonly trifled away in recent times, was "for at least two centuries and a half after its discovery by Cabot in 1479, of more mighty importance to Great Britain than any other colony;" and Mr. McGregor justly doubts whether "the British Empire could have risen to its great and superior rank among the nations of the earth, if any other power had held the possession of Newfoundland; its fishing having ever since its commencement furnished our navy with a great proportion of its hardy and brave sailors."

Prince Edward Island and Cape Breton occupy the two next books. Neither of these islands can pretend to any considerable rank amongst our American possessions. Yet this is not so much from any want of natural resources that can be charged upon either of them, as from the extraordinary neglect which they have experienced from government. It is true, that private enterprise has done something within the last thirty years to remedy this neglect. All the world remembers the late Lord Selkirk's intelligent plan of colonization in Prince Edward Island; a good deal has been done for Cape Breton by English settlements since the close of the American revolutionary war. Yet, when the French possessed this island, the inhabitants employed upon the fisheries near 600 vessels, exclusive of boats, and from twenty-seven to twenty-eight thousand seamen; and the French Ministry considered this fishery "a more valuable source of wealth and power to France than the possession of the mines of Mexico and Peru." Indeed Louisbourg, the old French capital of the island of Cape Breton, and at that time the capital of all the French possessions, of itself sufficiently indicates the importance of this settlement. The inhabitants were 5000, without reckoning the garrison; and the reduction of the place by General Amherst, in 1758, required a powerful armament of twenty-three ships of the line, eighteen frigates, 157 sloops of war and transports, together with a land force of 16,000 men. For more than twenty years, however, after this event, the island was abandoned to a few fishermen, whose existence was scarcely known. At this time the colony, if such it could be called, was treated as an appendage of Nova Scotia. After the American war, it is true, promises appeared of a better system. A new capital, named Sydney, was founded by the first Governor, Louisbourg having been raised to the ground; and the colony of Cape Breton was then granted by a distinct and independent government. This gleam of prosperity, however, appears to have been transitory; the succeeding governors did little to promote the welfare of the island; and since 1830 it has been annexed, as a dependency, to the government of Nova Scotia.

We are not without hopes that the present work will once more call the attention of government to a possession with such extended capacities, both for internal improvement and for external aid to the whole system of colonies amongst which it is placed. The abundant fisheries on its coasts, its numerous harbours, its great plenty of wood for ship-building, a soil sufficiently fertile, and excellent land for grazing, are alone ample elements of a vast internal development which waits only for a sufficient population: and that ought long since to have been furnished from our own shores. But beyond all other constituents of a flourishing colony Cape Breton has that of a first rate importance. This fact we have first learned from the work before us. And really, when we lay all these considerations together, we cannot but agree with Mr. McGregor, that it is "difficult to account for this colony having been so long neglected, while the attention of government has been directed to the colonization of countries so distant as the Cape of Good Hope and Van Diemen's Land." The only solution of this difficulty is to be found, as he suggests, in the general ignorance of the advantages held out by this colony—an ignorance common to government and to all those who are speculating on emigration. Hence we shall not be surprised, if Mr. McGregor should himself prove the greatest of all benefactors to Cape Breton, by causing the current of emigration to turn for a time into that direction.

At present it is probable enough that the whole attention of the government at home, which is disposable in this direction, settles upon the two principal colonies of Nova Scotia and Canada. Yet even these suffer in some degree from neglect. And apparently this neglect has pursued them from the earliest times. Nova Scotia, which had been one of the earliest British acquisitions in right of Cabot's discovery on behalf of Henry VII. for a long period was carelessly resigned to the French. That active nation zealously profited by our torpor; but misfortunes blighted their efforts, after a brief prosperity of eight or ten years.—This catastrophe was followed by various changes of fortune, alternately establishing the British and French sovereignty, until in 1773, the Treaty of Utrecht finally secured this colony to the British crown. In that allegiance it has ever since continued: and, according to Mr. McGregor, no colony is less likely to throw it off. So long, however, as the French were in possession of Prince Edward's Island, (then called St. John's,) of Cape Breton, and the Canadas, this colony was never at ease from French intrigues; nor was it until Wolfe's expedition to Quebec that a perfect state of security was established. Up to that era, it is notorious that the British settlers were frequently scalped by Indian tribes, instigated and bribed by France; an atrocity which has stamped the memory of the French governors in that age with everlasting infamy. At present this colony possesses all the civil establishments which are essential to its own welfare, and suitable to its connexion with so great a mother country. Halifax, the capital, has a population of sixteen thousand people, the best harbour in North America, and the most respectable dockyard out of England. Hitherto, indeed, it has been the great central rendez-

*There is truly a characteristic anecdote connected with this French possession of Nova Scotia, (or Acadia, as it was then called.) De Monts, who had a commission from Henry IV. of France constituting him governor of this and other countries, under the general name of New France, thought proper to confiscate the property of one Rossignol; but, on the other hand, by way of consoling the unhappy Frenchman for his loss, he called a certain harbour, now known as Liverpool harbour, by the flattering name of Port Rossignol.

vous for his majesty's shipping in those seas, and the head quarters of the troops in the Lower American Provinces. Yet at this time it seems there is a ruinous job going on for transferring these establishments to the Bermudas, that is, from a station with every natural advantage to one with none at all. Intellectually speaking, this is with a view to the blessing of cultivated society and of education, Nova Scotia stands at the head of our North American colonies. During the government of Lord Dalhousie a college was established, and endowed with funds to the amount of nearly ten thousand pounds, as a measure of relief to the class of students who decline of subscribing to the Thirty-nine Articles; students at that church of England were already provided for by the College of Windsor. The same enlightened noblemen established an agricultural society. And, upon the whole, there is perhaps no settlement in the world where equal culture of mind is combined with the same simplicity of manners.

Until the year 1785, the province of New Brunswick formed a part of Nova Scotia; and we may properly enough, therefore, notice its present circumstances in this place. Mr. McGregor supposes that it is capable of maintaining "at least three millions of inhabitants;" which single statement is a sufficient indication of its importance. Yet with all these immense resources, it was not until 1762 that this country attracted any British settlers. In that year a few families made the first attempt at colonization. Their sufferings were great; but still greater (if we may trust a pamphlet written by a gentleman at Fredericton, in the same province) were the sufferings of those who followed in the spring of 1764. Scarcely had they begun to construct their cabins, when they were surprised by the rigours of an untimely climate; their habitations being enveloped in snow before they were tenanted. The climate at that period being far more severe than at present, they were frequently put to the greatest straits for food or clothing to preserve their existence, a few roots were all that tender mothers could at times procure to allay the importunate calls of their children for food. Sir Guy Carleton had ordered them provision for the first year at the expense of Government; but food could scarcely be procured on any terms. Frequently had these settlers to go from fifty to one hundred miles with handbills of toboggans, through wild woods or on the ice, to procure a precarious supply for their famishing families. Frequently in the piercing cold of winter, a part of the family had to remain up during the night to keep fire in their huts to prevent the other parts from freezing. Some very destitute families made use of boards to supply the want of bedding; the father or some of the older children remaining up by turns, and warming two suitable pieces of boards which they applied alternately to the smaller children, with many similar expedients. However, in spite of these hideous difficulties, already in 1785 a royal charter was granted to New Brunswick, as a distinct province independent of Nova Scotia. Fredericton is now the seat of government; but the largest town is that of St. John, which has a population of twelve thousand people.

No town, however, is more heard of in this country, on account of its immense timber trade than that of Miramichi. We mention it here as connected with one of those tremendous fires which sometimes arise in the American forests, and spread havoc by circles of longitude and latitude. In the autumn of 1825, such a calamity occurred on the river Miramichi, which extended 140 miles in length, and in some places 70 in breadth. It is of little consequence that no wind should be stirring at the time; for, as Mr. McGregor observes, the mere rarefaction of the air creates a wind, "which increases till it blows a hurricane." In the present case, the woods have been on fire for some days without creating any great alarm. But, "on the 7th of October, it came on to blow furiously from the westward; and the inhabitants along the banks of the river were suddenly surprised by an extraordinary roaring in the woods, resembling the crashing and detonation of loud and incessant thunder, while at the same instant the atmosphere became thickly darkened with smoke. They had scarcely time to ascertain the cause of this awful phenomenon, before all the surrounding woods appeared in one vast blaze, the flames ascending from one to two hundred feet above the tops of the loftiest trees; and the fire, rolling forward with inconceivable celerity, presented the terribly sublime appearance of an impetuous flaming ocean." Two towns, those of Douglas and Newcastle, were in a blaze within the hour; and many of the inhabitants were unable to escape. Multitudes of men, on lumbering parties, perished in the forest; cattle were destroyed by wholesale, even birds, unless those of very strong wing, seldom escaped, so rapid was the progress of the flames. Nay, the very rivers were so much affected by the burning masses projected into their waters, that in many cases large quantities of salmon and other fish were scattered upon their shores. Perhaps the plague of fire has never been exhibited, or will be, till the final destruction of this planet, on so magnificent a scale. Such disasters, however, are repaired in wonderfully short space of time; wooden cities being easily rebuilt in a country where timber is a weed. Weed, however, as it is in a domestic sense, by means of exportation to English markets, timber has turned out a more valuable possession to New Brunswick than diamond mines could possibly have proved to a country in her situation. Mr. McGregor gives us a very impressive picture of the mode in which timber is cut, hauled to the banks of rivers, and finally floated in the shape of rafts to Miramichi or other ports. The class of people engaging in these labours are called *timberers*; they live like Indians in the woods; and a life of greater hardship than theirs, or labours carried on under circumstances of more romantic peril and difficulty, we do not suppose to exist anywhere on this planet.

Mr. McGregor's account of these people has all the interests of a romance with the truth of history. Yet they are cheerful; and as passionately attached to their own mode of life, though entailing upon them a premature old age, as the chamois-hunters of the Alps. Danger, like the risk in gambling, comes at length to be loved for its own sake.

It is urged, however, that this pursuit has a tendency to demoralize the people engaged in it; and on that ground chiefly has been raised a project by our present Ministers for loading the colonial timber with an additional duty of ten shillings a load, and at the same time reducing the duty on foreign timber by five. On this point, Mr. McGregor makes a powerful representation on the one hand, of extravagant follies connected with this new financial plan, and, on the other, of the benefits to this country from the timber trade as now conducted. The heads of his statement are these: "First, it employs about three hundred thousand tons of British shipping, and sixteen thousand seamen. Secondly, it supplies to England annually about four hundred thousand loads of timber. Thirdly, it takes off, in payment for this, British manufacturers to the

value, at first cost, of more than two millions sterling. Fourthly, the timber ships having a home freight find it to be in their fares which would otherwise be required. And according to the statistics of 1830, out of forty thousand British settlers in North America, more than three-fourths were carried out at these reduced rates by the timber ships. With these and other facts before him, luminously stated in the present work, Lord Althorp must be a bold man indeed if he can seriously proceed with his financial changes, which will have the effect of destroying this important branch of industry at one blow.

Yet these interests, vast as they are, sink in importance by the side of those which are connected with Canada; so much larger is the scale upon which these last are expanding. In 1763, about the time when our possession of Canada was finally secured by treaty, its total population was rated at seventy thousand. It is now, according to Mr. McGregor, nine hundred thousand; of which one-third belongs to the upper province, and the other two to the lower. The total militia of Canada consists of eighty-five thousand men. In 1830, the imports of Canada amounted to £1,771,345; and the exports to nearly two millions. Twenty years ago, all the vessels of every description which arrived in Canada, amounted to 341, registering about 52 thousand tons. At present without enumerating coasters, or fishing-vessels, river or lake craft, Canada gives employment to about one thousand ships, registering about 320,000 tons, and navigated by eleven thousand seamen. These items in the account of its prosperity we mention as expressing, in a shape easily understood, the amount of advance which she has made; and it must be recollected that this expansion is continually going on. In reality, if Great Britain had no other possession than this in North America, she would have the basis of a great empire. The mere river St. Lawrence is a sufficient exponent of the great destiny which the hand of nature has assigned to this region. Perhaps few readers are aware that the river St. Lawrence is the greatest in the world. Mr. McGregor asserts this; and, considering the breadth of this river in connexion with its length, and the prodigious size of the lakes into which it continually opens, we believe that he is right. At Cape Rosier, which is considered its mouth, the St. Lawrence is eighty miles broad, and at Cape Chat, 100 miles up the stream, it is still forty. Even at the point where its waters are perfectly unaffected by these, it is still twenty-two miles broad and twelve fathoms (that is, 72 feet) deep. Nay, 100 miles below Quebec, it is nearly 300 feet deep; for its depth increases upwards. Such a river was an appropriate basin for receiving the vast timber ships called the Columbias and the Barons of Renfrew—"those mammoth ships," (as Mr. McGregor happily styles them,) "the largest muzzes, in one body, that human ingenuity, or daring enterprise, ever contrived to float on the ocean." Both, by the way, crossed the Atlantic; and both were lost. Of the Columbia we have the following account from Mr. McGregor:—"The length on deck was about 320 feet; breadth something more than 50; and the extreme depth of the body about 10 feet. There was then about 3000 tons put on board before launching. Every thing was on a gigantic scale. The launch-ways were laid on a solid masonry, embedded in the rock. The chain and hemp-cables, capstan, bars, &c. exceeded the dimensions of common materials, in the same proportion as the Columbia did other ships. Yet this huge four masted vessel was strongly framed, timbered, and planked, on the usual principles, and not put together like a raft, as many people imagined."

*Even the river of the Amazons appears, by Mr. McGregor's measurement, to be inferior to the St. Lawrence, as respects length; and that it is very much inferior, as respects breadth, every body is aware.

†The reader must not suppose that three thousand tons was the complement of her loading. She ran out a mile by the impetus of her launch, and took in the rest of her cargo, which was far more, at the falls of Montserrat.

MILITARY ESTABLISHMENTS OF GREAT BRITAIN.—Col. Evans M. P. for Rye, has given notice that he will move resolutions to the effect, that it is expedient to effect every possible reduction in the heaviest branch of the national expenditure, that of the army; that great reductions may be effected in the following military establishments, without detriment to the public service, and that some of them may be altogether abolished, viz: Chelsea Hospital, Military Asylum, Kilmainham Hospital, the Hibernian military School, the Waggon Train, the Irish and English Yeomanry, the disembodied militia of Great Britain and Ireland, regimental depot reserves, the district recruiting establishments, the system of manufacturing stores for the Ordnance, in respect to construction of colonial canals and fortifications, in respect to charges for military protection of Ceylon and the Mauritius, the foreign half-pay lists, the household troops of cavalry and foot-guards, and by diminishing the number of officers on the establishment of regiments; that it is expedient that the forces at Malta, the Cape of Good Hope, and Nova Scotia and Bermuda, should be reduced to the same effective strength at which they were on the 25th January, 1825; and that it is expedient that the forces at home be reduced to the same effective strength at which they were on the 25th January 1831.

RE-APPEARANCE OF THE CHOLERA IN LONDON.—We regret that it is our painful duty to inform our readers that this dreadful disease, although smothered for a time, has broken out again with renewed virulence in the eastern district of the metropolis. There have been, within the last week, upwards of twenty-one cases in Whitechapel, and in the Work-house of that parish, one day last week, there were actually thirteen decided cases of cholera at one time.—*Bell's Weekly Messenger*.

HOUSE OF COMMONS, JULY 10.—Colonel EVANS gave notice that on Thursday next he should move a resolution, that unless Russia should perform her part of the convention of Vienna, of 1815, especially as regarded Poland, this House should no longer consider that convention as binding upon this country.

The King and Queen we are happy to state, are in the enjoyment of excellent health.

SIR WALTER SCOTT.—On Saturday evening, Sir Walter Scott, accompanied by his two daughters and Mr. Lockhart, embarked on board the James Watt steam packet for Leith. The party arrived at Blackwell in two travelling carriages, in one of which lay Sir Walter Scott in a recumbent posture, with Mr. Lockhart seated by his side. The vessel was lying at the jetty, and the carriage was hoisted on board by means of a large crane, and when on deck was gently wheeled to the door of the cabin appropriated to the use of the illustrious Baronet. The most entire stillness prevailed throughout the interval—even the accustomed yre hoo, which was at one moment given, was scarcely made audible to the bystanders. It was altogether a scene of the most painful interest, and forcibly impressed all present.

John Townsend, the veteran and well respected chief officer of the old Bow-street police, expired yesterday morning, at 3 o'clock, at his house in Ecclestone-street, Pimlico, it is said of a fit of apoplexy, though other accounts attribute his death to cholera. He was nearly 80 years old, and had been attached to the Bow-street establishment more than half a century. He was a great favourite with George the Third and his late Majesty, and was always chief officer of the police on all state occasions. On Monday he was attending his duty at the Bank of England, when, finding himself suddenly unwell, he went home in a hackney coach, and died at the hour above stated.

EXPEDITION TO THE INTERIOR OF AFRICA.—It is expected that this interesting expedition will leave Liverpool for Africa this day. It consists of the brig Columbine, 170 tons, and the Quorra and Elburka steamers, both built expressly for the purpose, and possessing all the quantities necessary for performing the voyage up the River Niger and its various branches. Every precaution has been taken to render them secure against any attack of the natives on the coast; the commanders are all men of experience, and every attention has been paid to the comfort and health of the crew and passengers. We sincerely wish the expedition all the success to which an enterprise of such importance in its probable results is so justly entitled.

At a meeting of the South Shields ship owners' society, held last week, it was unanimously resolved "That this meeting view the proposed Repeal of the Duty on hemp with perfect indifference; the result of the last repeal having proved that it will be of no benefit to the shipping interest; and this meeting protest in the strongest manner against this repeal being adduced as a set off against the just complaints of the ship owners and their claims for relief and protection."

We are sorry to have to announce that, in consequence of the state of Ireland, a prompt addition to its military force has been deemed necessary, and that the following regiments are now under orders for that distracted country:—the 14th the 85th, the 90th, and the 91st. This last regiment commenced its march yesterday morning for Manchester, to embark at Liverpool. The 30th regiment has been recently sent to Ireland, and a battalion of the Guards is now on its march to supply the place of the battalion which has just returned from Dublin.

On Tuesday the 91st Regiment of foot arrived here from Manchester by the railway, marched through the town, and immediately embarked for Dublin, steam boats being in readiness for them at the Clarence Dock.—*Liverpool*, July 12.

Wednesday being the day appointed for the examination of Dennis Collins, the man who threw the stone at the King at Ascot races, a numerous Bench of Magistrates assembled in their room in Reading Gaol, and about two o'clock Mr. Maule, the Solicitor for the Treasury, having arrived, the prisoner was brought in.

He appears to be about forty-five years of age, and is very short, his countenance is not unprepossessing, the features being regular and the expression mild; but the fiful glaring of a very bright grey eye occasionally imparted to it somewhat of an anxious character; his manner was composed and perfectly unconstrained. Mr. Maule stated that he intended to proceed against the prisoner on the charge of high treason; the evidence was the same as that formerly given. Mr. Elliot informed the prisoner that he might now state what he thought proper, at the same time cautioning him to say nothing which could criminate himself.

The prisoner then spoke as follows:—I own I committed a great fault in throwing the stones at the King. On the 10th of December last, I had been an in-pensioner of Greenwich Hospital. The ward-keeper was sweeping the ward up, and I told him that he had no right to do that more than once a day. He complained to Sir—Keats the Governor, and I was expelled for life. I petitioned the Lords of the Admiralty to have the pension which I enjoyed before I entered the Hospital restored to me. I have a right to it by an Act passed in the reign of George the Fourth, which declares that seamen shall have the same pensions, on leaving the Hospital, which they had before going into it, unless they should be expelled for striking their officers, or for felony, and I have done nothing of this kind. On the 19th of April last, I petitioned the King to have my pension restored. He sent an answer to the Lords of the Admiralty. Mr. Barron, the Secretary, sent it to me, at the Admiral Duncan public-house, near the Admiralty.—The answer was partly written and partly printed. I was very much distressed. I was for three days