

EUROPE.

ENGLAND.
HOUSE OF COMMONS.—JUNE 9.

RECIPROCITY DUTIES.

Mr. G. F. Young, having presented a number of petitions on this subject, rose for leave to bring in a bill to repeal the 4th Geo. Cap. 77, commonly called the Reciprocity of Duties Act. His object was purely practical, and was of the deepest importance to the shipping interest—that interest was one on which the Reciprocity Act bore, and toward which it was impolitic and unjust. The first treaty was made with Prussia, and it expired on the 2nd of April last; it having produced the most unmingled evils, and ought to be repealed. It had been the chief cause of our ships and men remaining unemployed. Since the time of Edward III. the prosperity of England had merely depended on the prosperity of its commercial marine, and since that period, laws had been made for its protection. In 1646, those laws were formed into a code. He honoured Mr. Huskisson, though he had always opposed his policy. He had intellect enough to see when he was in error, and candour enough to avow his error; not so his successor. (Here the Hon. Gentleman pointed out many instances of protection sanctioned by Mr. Huskisson, which had been removed by his successors in deference to this Reciprocity Act.) The ship owner had to complain that iron, fruit, &c. were severely taxed to him; that the productive duty on candles was 120 per cent, on tallow 100, tin 100, manufactured skins 75, hats 50, cottons 16, wool 15, silk 30, linens 40; while no protection was given to the ship owner; he was neither allowed to employ foreign sailors at low wages, nor purchase foreign articles at low prices; but was compelled to yield to the foreigner in all. On minerals, 400 per cent, was laid last session, on copper ore 150, chalk 20, lead 25 per cent. Even toys were protected. Yet they talked of competition with foreigners. British commerce could not long survive this sort of competition. Either repeal the Navigation, Registry, Reciprocity Acts, or give a protecting duty to the ship owner. (Hear.)—America, Portugal, the Netherlands, and Spain, had "reciprocity" with us, but refused "reciprocity" with them. France, likewise, rejected our system; for this fact, he appealed to the report of Dr. Bowring and Mr. Villiers. Prussia was the first country with which we established a system of reciprocity. What was Prussia doing now? Excluding every thing produced by British labour. Hamburg vessels going to Stadt, in Hanover paid no duty. Was this reciprocity between the subjects of the King of England and King of Hanover? He need not enter into a long display of proofs, that the British shipping interests were in a state of suffering; it was abundantly proved. The decrease of English shipping since Mr. Huskisson brought forward his plan was immense; 1817-1824, our advantage over foreigners was 22 per cent; in 1824-31 their advantage over us was 83 per cent. Prussia had taken the leading part against England to commerce, and whereas British ships were in 1821 one half of the whole they were 10 years afterwards, and now, not more than one third of the whole. Before the reciprocity acts our exports to Prussia were much above the imports; now the import far exceeded the exports. Between 1821 and 1831 the produce had increased in England 14½ per cent, but in that time foreign importation had increased 61½ per cent. In 1821 we had an advantage of 48 per cent over foreign tonnage arriving in England; and now the foreigner had 120 per cent the advantage over us, (hear, hear.) In the Countries with which we were on terms of reciprocity, the reduction of British shipping was 24,000 tons, and the increase of foreign shipping 335,422 tons. In 1819 there were 14,034 ships registered in Lloyd's books; 6,216 were of the first or superior class. They were called A1 class, which was the mode in which the best class of ships were described in Lloyd's books. The number that he had just given made it apparent that in proportion of ships of the best class was 41 per cent of the whole. In 1832 there were 15,607 ships in Lloyd's books, of which only 5,000 were marked as belonging to A1 class, that was 33 per cent, it appeared therefore, that their had been a falling off in the best class of ships in the proportion of 33 per cent. The next class of ships were marked A2; that was that they were good ships, but not well supplied with stores. This circumstance was another proof of the distress amongst the ship owners, and showed that from the competition of foreigners they obtained so low a rate for freight, that

they were unable properly to provision their vessels. In the class A 2, there were 163 in 1819, and there were 635 ships in 1832, insufficiently supplied with stores. In the class F, or the ships very indifferently supplied, there were in 1819 only 800, and in 1832, there were 800. In the class 1., or the ships out of repair, that was, not seaworthy, there were in 1819, 91, but in 1832 there were 246. The inferior class of ships were insufficiently supplied with stores and provision, and the great increase of those classes in the books at Lloyd's showed the distress that existed among the ship owners. To remedy this distress he demanded that the principle of free trade be carried out. Let ship owners import their ships, and man them where men are cheapest. The right hon. the now President of the Board of Trade had introduced a bill to allow ship owners to provision their vessels at foreign ports. An intimation was given to his Majesty's government that if they allowed British ships to victual from foreign markets, and if this led to the diminution in the consumption of beef and pork, from Limerick, they would have an opposition of such a nature to contend with it would not be very agreeable to them. (A laugh, "and hear, hear.")—The result was the issuing a Treasury order, directing that the operation of the act should be suspended for a time. (Hear, hear.)—He was no lawyer, but he believed on the authority of those much better versed in the law than himself, that the proceeding was altogether illegal. It was his firm belief that his Majesty's ministers, at the present moment required an act of indemnity for the extraordinary course they had adopted. He called upon the house to pass sentence upon this absurd, this foolish, and he might add, this iniquitous act, by agreeing to the motion with which he should conclude, and which was for leave to bring in a bill to repeal the act of the 44th of Geo. IV. c. 77, commonly called the Reciprocity of Duties Act. (Hear.)

Mr. P. Thompson said the claims of this great and important interest of the country, an interest that was at the same time the foundation of our naval defence, and the basis of the welfare and prosperity of our national commerce, had never once been treated otherwise than with deep attention. (hear.)—The Customs duties book had been loaded with distinctive and differential duties. Those duties were of course higher on articles imported in foreign bottoms than in British ships, and they continued down to 1825, when Mr. Huskisson brought in his bill to consolidate the Customs duties, sweep away the whole of those distinctive and differential duties, in order to place foreign and English ships under given circumstances on an equal footing. This act had a double operation; on the one hand it enabled the crown, by means of orders in council, to remove the duties and dues payable by foreign ships on information being received that British vessels were admitted into the ports of a foreign country on the same footing as ships bearing the national flag; while on the other it empowered the crown to impose duties and dues in all cases in which that equality did not exist. Of this power the hon. gentleman would not deprive the crown. In 1823 this country had no treaty of navigation with France, and the government of this country proposed, with a view to such an arrangement, to redeem the duties payable by French ships in English ports. France, however, did not take advantage of this offer, but, on the contrary, imposed a higher rate of duty on British ships in French ports than French ships paid. Well, what did this government do? Why, in 1824 they proposed imposing a distinctive duty on French ships, and the result was that in three years afterwards a treaty of convention was concluded with France, by which it was arranged that British ships should be placed on the same footing as the ships of France. British paid no more now than was authorized by the treaty of 1826—(hear, hear)—and if the honourable gentleman could furnish him with a note of any greater charge having been made, twenty four hours should not pass over until the matter was put in a train for investigation. (Hear.)—He hoped also that the period was close at hand when an arrangement could be entered into with Spain for a reciprocity of shipping and trade, by means of this very act, which the hon. gentleman was now so anxious to repudiate. (Hear, hear.)—To expect that this country should monopolize the whole of the foreign trade of the world was perfectly monstrous, and if a competition must exist—and who could suppose otherwise?—it was clear that if this country were to impose distinctive and differential duties, other powers might and would retaliate upon us—

(Hear.)—Let us propose a tax upon the cotton of the United States, of twenty per cent, more if imported in American ships than if in British, and what can ships than if in British, and what would become of hundreds of thousands, nay of their millions, of the population in this country who depend for their subsistence upon that manufacture? (hear, hear.) If the principle were acted upon at all, it must be carried out, and such would be its consequences. We had a monopoly during the war; but with peace came competition, and if we imposed duties we would provoke retaliation. Prussia was less willing to renew the act than was the hon. gentleman; and as to France the last mail had brought an ordinance, which would sensibly relieve British commerce, though it omitted the articles of coal and iron. As to the distress of the shipowners the tonnage of vessels entered inwards and cleared outwards, in the seven years ending in 1825 was—British, 12,381,000 tons; foreign 4,055,000 tons. In the seven years ending in 1832 the amount was—British 15,049,000 tons; foreign, 5,064,000 tons; giving exactly the same proportion as foreign to the British, namely, one third in the two periods. It was thus clear that we had not gone back. (hear.) What right had we to expect to do more than keep our ground? But that British could compete with foreign ships was proved by 40,000 tons being employed in trade between one foreign country and others, and where, if foreign vessels were cheaper, they would doubtless have been engaged. Was the exclusive monopoly of the colonial trading nothing? Was the exclusive monopoly of the coasting trade nothing? Besides these advantages, had the shipping interest derived no relief from the reductions which had been effected on many articles which came within their expenditure, and especially in the taking the duty off hemp? and further relief had been offered by government, and rejected by the shipping interest. Let the House remember that this important question was involved and avowed in the hon. member's speech, whether the commercial system which had been introduced in 1815, and confirmed in 1823, should be still pursued, or whether they should retract that principle, and by so doing overturn the whole equitable system of commercial policy which had been built upon it and re-enter again upon that course of commercial warfare and hostile retaliation which had been carried on too long under the vain denomination of "protection." (Hear, hear.)

Mr. Alderman Thompson supported the motion. Mr. Hutt would vote against it, although he should by so doing offend his constituents. Mr. Chapman and Mr. Ingham, Lord Sandon and Mr. Robinson, supported, and Dr. Lushington opposed the motion.

Mr. Young replied, and the House divided. For the motion, 52; against it 117, majority, 65.

ADDRESS TO EARL GREY.
By a body of the leading Members of the House of Commons. Presented by Lord Ebrington.

My Lord,—We have heard with deep concern that the change which has taken place in the administration might possibly lead your Lordship to contemplate retirement from office.

Impressed with the firmest conviction that the country is indebted to you for the success of measures the most essential to the public welfare, and assured that your resignation at this crisis would produce consequences most injurious to the peace and the prosperity of the community, we venture to express to your lordship our undiminished confidence in the wisdom with which you have held the reins of government, and our unshaken attachment to those principles which you have so efficiently and consistently maintained. We desire, therefore, to convey to you our anxious hope that you will not be induced to retire from his Majesty's councils while you can continue to preside over them as you have hitherto done, with so much honour to yourself and so much benefit to the country.

EARL GREY'S REPLY.
Dear Lord Ebrington,—I received yesterday evening your very kind note accompanying the letter, which had been written under the impression that I had determined to retire from the situation which I now hold.

Whether I regard the expressions contained in the letter itself, or the number and respectability of the signatures, I cannot help feeling this to be one of the most gratifying testimonials of confidence and good opinion ever received by any public man.

It imposes on me the duty of making every personal sacrifice that can be required of me, and which can be useful for the support of the principles on which the present Administration was formed. But I will not conceal from

you, that declining health makes it extremely doubtful whether I shall be found equal to the task which is thus imposed upon me.

If my endeavours to supply the places of those of whose services the country has been so unfortunately deprived, prove successful, it is only by the support of honourable and independent men, in conducting the government on safe and moderate principles, that I can hope to get through the difficulties which are before me.

Founded on the principles of Reform, the present Administration must necessarily look to the correction of all proved abuses. But in pursuing a course of salutary improvement, I feel it indispensable that we shall be allowed to proceed with deliberation and caution; and above all, that we should not be urged by a constant and active pressure from without, to the adoption of any measures, the necessity of which has not been fully proved, and which are so strictly regulated by a careful attention to the settled institutions of the country, both in Church and State.

On no other principles can this or any other Administration be conducted with safety and advantage.

I am &c.

GREY.

May 31, 1834.

At the Levee held on the 27th May, the presentations to His Majesty were numerous. From a long list of names we have selected a few which may prove of interest in the Colonies.

Colonel Sir Dudley Hill, Governor of St. Lucia to take leave.

The Bishop of Barbadoes and Leeward Islands by the Archbishop of Canterbury.

Lieut. Colonel Eeles, Rifle Brigade on his return from America, and appointment to the Guelphic Order, by Sir A. Barnard.

Capt. Douglas, 29th Regiment, on his return from the Mauritius, by Major General Sir Howard Douglas.

Lieutenant Allen, R. N. on his return from the Niger expedition, by Sir James Graham.

Commissary General Sir William Henry Robinson, by Sir G. Nugent.

Mr. James Parratt, Sen. Ordinance Medical Department, and Mr. Kelly, on their return from Canada, by the Master General of the Ordnance.

Lieutenant Austen, 71st Highland Light Infantry, on promotion, and return from Bermuda, by his father Sir Henry Austen.

ABSTRACT OF THE ROYAL COMMISSION—
for inquiring into the state of the Irish Church.

"The expediency of an inquiry into the state of religious and other instruction, and the means of affording the same, now existing in Ireland; it will authorities and appoint the commissioner or two or more of them, to visit every parish in Ireland, and to ascertain on the spot, by the best evidence which they can procure, there or elsewhere, the number of members of, or persons in communion with, the United Church of England and Ireland, in each benefice or parish, distinguishing, in the case of such benefices as comprise more than one parish, the number belonging to each parish separately, and to the union collectively; and also to state the disturbances of the parishes in each union from each other respectively—to state the number and rank of the ministers belonging to or officiating within each benefice, whether Rector, Vicar, or Curate, and whether resident or non-resident—to state the periods at which divine service is performed in each Parish, church or chapel, and the average number of persons usually attending the service in each—and to state generally whether those numbers have been for the last five years increasing, stationary, or diminishing.

"To ascertain the state of each Parish with reference to the means of Education, the number and description of schools, the kind of instruction afforded therein, the average attendance at each, and the sources from which they are supported; and to state generally whether the members attending the same have, for the last five years, been increasing, stationary, or diminishing.

"To inquire generally whether

adequate provision is now made for the religious instruction and for the general education of the people of Ireland. To report such other circumstances connected with the moral and political relations of the Church, Establishment and the religious institutions of sects as may bring clearly into view their bearings on the general condition of Ireland.

The commission will contain the usual powers to summon persons, to secure the production of evidence, and to administer oaths; to inspect and copy all deeds, records and papers, of all cathedrals, advowsons, and ecclesiastical institutions. It will be aided by a secretary and four clerks.

ROYAL GAZETTE.

FREDERICTON, August 6th, 1834.

ALMS HOUSE AND WORK HOUSE.
Commissioner for } JEDEDIAH SEASON, Esq.
next week, }

SAVING'S BANK.
Trustees for } HENRY G. CLOPPER, Esq.
next week, } JAMES TAYLOR, Esq.
Mr. PETER FISHER.

By Authority.



PROVINCIAL APPOINTMENT.

His Excellency the Lieutenant Governor and Commander in Chief has been pleased to nominate and appoint L. A. Wilnot, Esquire, Barrister at Law, to be Judge Advocate General to the Militia Forces of this Province.

HEAD QUARTERS, } Fredericton, 5th August, 1834. } MILITIA GENERAL ORDERS.

A General Court Martial will assemble at Fredericton on Tuesday, the 19th day of August instant, at 10 o'clock in the forenoon, for the trial of Captain John Lambert and Lieutenant Benjamin Cromwell of the 3d Battalion King's County Militia, and such other Prisoners as may be brought before it.

Lieutenant Colonel Harry Peters, Queen's County Militia, to be President.

MEMBERS.
Lieut. Col. T. O. Miles, Sunbury Militia,
" " Peter Fraser, 3rd Batt. Carleton,
" " George Anderson, 1st Saint John County,
" " Richard Ketchum, 1st Carleton,
" " George Minchin, 1st York,
" " John Robinson, 3rd York,
Major Peters Yeamans, 2nd Queen's,
" Matthew Brannen, 1st York,
" John Dibblee, 1st Carleton,
" George P. Bliss, York Artillery,
Captain William Davidson, 2nd York,
" D. L. Robinson, 1st York,
" J. F. Taylor, do. do.
" G. F. S. Berton, do. do.

A List of all Evidences, and the Dates of Commissions of the Members of the Court Martial, are to be sent as early as possible to the Judge Advocate.

By His Excellency's Command.
GEORGE SHORE,
Adjutant General Militia.

CENTRAL BANK.—We are much gratified in being enabled to acquaint the public, that *The Central Bank of New Brunswick* will commence transacting business this Autumn; as the Board of Directors, in consequence of the late accession to the Subscription List (which is now nearly complete), have felt fully justified, in taking the decisive step of procuring the Notes; and an order for that purpose has been dispatched to those eminent Engravers Messrs Rawdon, Wright, Hatch & Co. of New York.

We have seen specimens of the contemplated Notes, the devices and ornamental parts of which are at once appropriate and splendid.

We have been requested to state, that the Presbytery of New Brunswick will meet at St. John on Wednesday, the 3d of September next.

On Wednesday last, the inhabitants of Fredericton, were assembled on the flats, to witness a Race which took place between Captain Ruxton's brown Mare Polly, and Mr. Colt's bay Mare Matilda, of the Garrison of the 34th Regt. stationed here. The Umpires having taken their Station, and the word "off" having been given, Polly ridden by Mr. Edward Rainsford took the start, and Matilda ridden by Mr. Markham of the 34th Regt. hanging close to her quarters, until within about two hundred yards from the winning Post, when Matilda's rider appeared to hold back, and Polly shooting a-head won the first heat, in a sporting style.—The Odds