

ENGLAND.

HOUSE OF COMMONS, JULY 27.

SPEECH OF MR. EMERSON TENNENT ON THE CANADA TIMBER TRADE.

Mr. Emerson Tennent rose to present a petition against the equalization of the discriminating duty on Canadian and Baltic timber from the Chamber of Commerce of Belfast. He had felt it his duty to call the especial attention of the House to this petition by a notice on the book of his intention to present it on that day, as well from that respect which he owed to it, as emanating from a body whose duty it was to watch over the interests, and who represented the great mass of his constituents, as because the petition contained not the mere speculative ideas of political theorists, but the sound and practical opinions of experienced and intelligent merchants and men of business.—If there was one spot in the kingdom whose sentiments on this subject, from its extensive intercourse and intimate relations with Canada, should be entitled to more weight than another in that House, it was the town from which this petition emanated, carrying on, as it did, a trade with our colonies in North America more extensive than that of any port in Ireland and surpassed only by few in Great Britain. He referred not only to its importance as an outlet for emigration, but to the number and tonnage of its shipping employed in the importation of timber; to the extent of which trade in reality that extraordinary emigration was chiefly indebted for its facilities. The petition, and after stating that the present import of North American Timber into the United Kingdom was equal to 4,000,000 of loads per annum, proceeded to show that the trade was carried on by British shipping alone, fitted out by British capital, and giving employment to British seamen, and creating a market for British produce, to the amount of upwards of £2,000,000 sterling per annum; whilst on the other hand the European timber brought into this country was carried exclusively in foreign bottoms, manned by foreign seamen, and took away none of our manufactures to any extent in return. (Hear, hear.) The petitioners expressed their dread of the effects which any reduction of the duty on Baltic timber might produce on the current of emigration, as well as on the interests of British shipping generally, and then concluded by praying that if the Legislature in its wisdom saw fit to introduce any alteration in the existing duties, no reduction should be made in those on Baltic timber, without a concurrent diminution on the produce of Canada, so as still to reserve the existing proportion between them, conceiving that a change on any other principle must be injurious to their trade, destructive to their shipping, and highly prejudicial to the progress of emigration. (Hear.) To these general observations of the petitioners he (Mr. E. Tennent) was not disposed to add any lengthened observations of his own. Whether or not the petitioners had accurately stated the amount of our imports and exports from Canada or not, he was not immediately prepared to say; but if the former did not amount to 1,000,000 loads of timber per annum, he (Mr. E. Tennent) was aware that they were at least considerably above 600,000, an amount which of itself engrossed upwards of 400,000 tons of British shipping, and gave employment to 22,000 seamen, nearly equal to the number employed in the Royal Navy of England. (Hear, hear.)—The importance of this branch of our commerce could not, in fact be rated too highly; in Liverpool alone it occupied between 300 and 400 vessels of 130,000 tons burthen; it gave us an annual outlet for between £2,000,000 and 3,000,000 at least of our manufactures, and a vent for emigration which year by year drained off upward of 55,000 of our redundant population. (Hear, hear.) Compared with the importance of this trade with Canada, what was the value of all our intercourse with all the countries bordering on the Baltic? Even previous to the year 1809, up to which period England was almost exclusively supplied with timber from that quarter, our imports in no one year amounted to one half the quantity which we now draw annually from Canada, and as to our exports in return, the whole Baltic never took from us more than £500,000 worth in one year; four fifths of this was in cotton twists.—On what principle, then, were we to sacrifice our present invaluable trade with our colonies, for the sake of aggrandizing our northern neighbours? (Hear, hear.) It was all very well for traders in theory and political economy merchants to refer to the axioms of unrestricted competition—to appeal to their reciprocity systems and treaties of trade; but it was somewhat more difficult to bring conviction to the minds of our owners of shipping, whom these fanciful experiments were already

rapidly reducing to a mere coasting trade, and whom the Prussians and the very Baltic merchants had already hustled out of almost the entire carrying trade of the Northern seas.—(Hear, hear.) As regards our shipping interests at home, any alteration which would have the effect of bringing European produce into direct competition with that of Canada must be regarded with the most serious alarm and apprehension, as its first and most fatal injury will be inflicted on ourselves. The preference will of course, be given in the market to Baltic timber, as well from its quality, as from its facility of access, and as a natural consequence the importation of Canada must decline in proportion as its competitor advances. (Hear, hear.) What then is to become of our shipping? We cannot convert them to other purposes, because being of a peculiar construction and an inconvenient tonnage, many of them ranging from 500 to 750 tons, they will be unfit for other branches of the trade. (Hear, hear.) We cannot apply them to the new trade with the Baltic because there our rivals in Prussia and the North can out do us in every particular since they can find their vessels, their seamen, and stores on terms with which we can never hope to compete with them. But even supposing that we could still successfully compete with them under the new system, the vast majority of our shipping would be useless. The great distance we have at present to maintain the vast fleet of merchant men which are constantly crossing the Atlantic to Canada; but when that distance is shortened by more than one half, when we can make five or six voyages to the Baltic in the same time that we can now make two to the St. Lawrence, it must be evident that even supposing us totally above competition, one half of our shipping must inevitably be thrown out of employment. (Hear, hear.) As to the remainder, we all know what the result would be of a rivalry with our untaxed and easily equipped rival in the Northern Seas. And what, in such an event was to become of the twenty thousand who would inevitably be thrown out of employment by such a revolution of trade? This was surely a matter worth serious investigation before we venture on any experiment which might by possibility have such an effect. (Hear, hear.) But there was another consideration which suggested itself on this question, the result of which he (Mr. E. Tennent) was not very clearly satisfied about. The whole theory on which they were called upon to make this change resolved itself into this—that the people should be supplied with such commodities as they wanted from any country which could supply them on the cheapest terms. Now before they hastened to destroy one market with which the country was at present pretty well satisfied, they had a right to be shown that the one which was offered in lieu of it would really be the cheapest, as well as the best. The object of free trade advocates at present was, he (Mr. E. Tennent) believed, to reduce the duty on the timber of both countries to the same level; but if the superior timber of the Baltic could be introduced at the same cost as the inferior produce of Canada, the Canadian trade would soon cease altogether. If a remnant of it survived at all, it would be the import of the red pine, which might in some degree vie in quality with the Memel; but the ordinary American timber would cease to be introduced. Now it was well known that there were purposes for which this inferior timber answered as well, if not better, than materials of a better description; but when it was no longer to be procured, we should of course be compelled to make use of the other at probably double the price. This may not, perhaps, be so important a consideration in England, where capital was more abundant, and where, besides, the poorer classes had a comparative resource in the growth of low priced native wood, but in Ireland where we have no such substitute, the case was widely different, and the effects of a stoppage in the import of cheap colonial deals would be felt with corresponding force, since in that country, the alteration proposed would thus have the inevitable effect of increasing, instead of diminishing, the price of timber most generally consumed. (Hear, hear.) It was not, therefore, without cause that he (Mr. E. Tennent) was induced to doubt the result of this experiment, at least in his own country. And the petitioners had very properly alluded to another topic in which Ireland was materially interested; namely, the effects of the alteration which was threatened upon emigration to Canada. This was to every quarter of the empire a matter of the most vital moment. Our emigrants from British ports to the British colonies in America were close upon

60,000 per annum. From the very town whence this petition was forwarded alone there were, last year, between 8,000 and 9,000 passengers for the Canadas and New Brunswick, and the rate at which these passengers were carried was from £3, to £4 each, and he (Mr. E. Tennent) had understood that this season and the last passengers from Londonderry to the nearest American settlement had been taken out for so trifling a sum as thirty shillings. (Hear, hear.) And how was it that the owners of shipping were enabled to carry them out upon such terms? Solely in consequence of that very trade which it was now threatened to destroy. The vessels which were despatched for Canada timber, rather than sail in ballast, would carry their cargo of emigrants for almost any terms that would cover the bare cost of transport, and the competition was so great that the fares were reduced to the trifles which he had mentioned. (Hear, hear.) It was thus we were enabled to drain off that vast superabundant and impoverished population with which Ireland was overrun, and to transport to Canada that enormous amount of labour which would otherwise find its way into this country, and inundate England with pauperism. All this would be inevitably destroyed by the contemplated change in the timber trade, since vessels for the sole purpose of carrying emigrants, without the ulterior object of bringing home produce, could only take them out on such terms as the impoverished settlers could never afford to pay. (Hear, hear.) But other causes under the same system, if the contemplated change were effected, would produce the same result of checking emigration. Canada herself would no longer afford the attraction—she could no longer hold out occupation and support for the unemployed labour which now finds a settlement on her shores. Such a measure would involve Canada herself in difficulties and poverty from which generations might pass ere she would be extricated. Besides the floating capital of the Canadian houses which is now embarked in the timber trade; and which could only be withdrawn at a positive loss, in order to be invested in such other pursuits as the present limited resources of the colony could afford, what was to become of the fixed capital which was there embarked in that trade, and expended in saw mills and machinery of every description? Not less than £1,000,000 is at present stated to be so employed, and all this, no insignificant sum in a distant colony, must at one blow be sacrificed, were a change in the trade to be effectual. What in such an event was to become of the hosts of British emigrants, who now find abundant employment as lumberers in cutting and dressing, and floating the timber down the St. Lawrence and its tributaries for exportation? He might be told that they could still betake themselves to agricultural labour—but even for this there could be but slow demand, where the destruction of the timber trade had ceased, as it would cease, to give all impulse to the clearing of the lands. We all know at present, the state of feeling towards this country which pervaded Canada, even in the midst of our protection of her commerce. She took but little pains to conceal her dissatisfaction at not receiving still further favours; was it then wise still further to provoke such a spirit by threatening the destruction of the only profitable branch of commerce on which she rested her dependence? was it wise to drive her to seek a still closer attachment than she really manifested towards the United States? (Hear, hear.) It was a portion of our policy as a nation to afford support and protection to our colonies and our dependencies. We had strained every nerve to maintain and perpetrate that protection to our colonies in the West Indies, by guarding their sugars from foreign competition in our own markets. All that he asked for Canada was an extension of the same fostering protection, a policy which was the more incumbent on us, since we could not inflict the injury now contemplated on Canada without giving a blow to our own shipping and marine, which no length of time might be sufficient to remedy. He had to apologise to the House for the length to which these observations had run—(hear, hear)—but the subject, he felt, was one of the most vital moment to the nation at large, and his sense of importance to his own constituents peculiarly, had impelled him to use every exertion to discharge to the uttermost the duty which they had entrusted to him of conveying the expression of their sentiments fully to the House. (Hear, hear.)

Mr. Jackson and Mr. Bolero supported the petition.

Mr. Forbes presented a similar petition from Grangemouth, against any

alteration in the existing duties. The comprehensive and convincing speech of the honorable member for Belfast left him nothing further to do than to beg leave to lay it on the table, and to move that it be referred to the Committee now sitting on the timber duties.

FRANCE.

NEW FRENCH RESTRICTIVE MEASURES.

- Art. 1. Any one found guilty of an offence against the person of the King, to be punished with imprisonment and fine of from £400 to £2,000.
- Art. 2. For ridiculing the person or authority of the King, from six months to five years in prison—fine of £20 to £400, with loss of all civil rights.
- Art. 3. For mentioning or alluding to the name of the King in any political disquisition, imprisonment from one month to a year, and a fine of from £20 to £200.
- Art. 4. To reflect in writing upon the form and principle of the King's Government is high treason, to be punished by detention (unlimited), and a fine of from £400 to £2,000.
- Art. 5. Whoso shall avow himself a Republican, or suggest that the government ought to assume that form, to be imprisoned from six months to five years, and fined from £20 to £400.
- Art. 6. Similar denunciation, to the letter, against all who shall call themselves Carlists, or profess Carlist views of government.
- Art. 7. A journal convicted twice, to be fined doubly, and even four times the amount for every succeeding offence.
- Art. 8. Any editor opening subscriptions to pay off a fine, to be imprisoned for that offence from one month to one year, and fined from £20 to £200.
- Art. 9. Forbids publishing the names of jurors, either before or after political trials.
- Art. 10. Every editor must sign each number of his paper—penalty £20 to £120.
- Art. 11. Refusing to insert contradictions of statements (being previously paid)—imprisonment one month to a year, and fine from £20 to £200.
- Art. 12. An editor refusing to disclose the name of the author of any article, imprisonment from a month to a year, and fine from £40 to £200.
- Art. 13. A new editor must be named, if the journal is to continue its publication during the imprisonment of the former editor.
- Art. 14. No political caricature whatever to be published in Paris without the previous consent of the Minister of the Interior, or in the provinces without that of the Prefect—fine from £4 to £40 and imprisonment.
- Art. 15 and 16 relate to political representations at the theatres, which are prescribed under severe penalties.

WEST INDIES.

HURRICAN AT ST. KITTS.—One of those periodical tornados which at this season of the year the inhabitants of the Antilles are always apprehensive of experiencing, occurred here on Thursday night last; which for its severity during the time it lasted, has not been exceeded for many years—indeed, it has been the general opinion, that the hurricane of 1819, which was so very severe, was milder compared to that which it is our painful task this day to record, and which it is thought surpasses in its ravages all except the "great hurricane" of 1772.

The wind, which on Wednesday forenoon was Northerly, began to increase early in the evening, and between 8 and 9 o'clock blew with great violence from that quarter; and continued—changing from N. to NE. and E. until near 12 o'clock, when it shifted to the S., and began gradually to abate—during which period, above three hours, the havoc it occasioned is immense: destroying in Basseterre almost the whole of the small tenements in Irish and New Towns, and the other parts in this Metropolis, occupied by the poorer classes; and injuring, in many instances, large dwellings, by unroofing them, removing others from their foundation, and stripping off shingles, clap boards, &c. On the Estates, the damage sustained is very considerable; nearly all parts of the country appear desolate; and it is a lamentable fact that in this town few premises have escaped without some injury, either in the dwellings, out building, or fences—and of the Estates, few are uninjured. The scene which presented itself to view in this town yesterday morning, was truly heart-rending, and beggars description; numbers of the poor inhabitants bewailing the loss of their small dwellings—their whole property—that were in many instances totally destroyed, and, in others, materially injured, lying prostrate on the ground, and impeding the passage through the streets;—the Square, and other parts of the town, presenting a desolate and awful appearance, the principal trees (some of which had withstood the force of former gales) torn up by the roots, and the ground covered with shingles, branches of the trees, &c.

It is impossible to describe, in the short space of time that has elapsed, the extent of the damage which had been sustained, particularly on the Estates throughout the Island.—*Advertiser, Aug. 14.*

In Antigua, the hurricane was equally severe.

The Churches and Chapels of Ease throughout the Island have had a greater or less share of injury. The Valley Church in a great degree. One of the Moravian Mission Houses, at Spring Garden's has been so much injured as to require being entirely re-built. The Wesleyan Chapel at Bolands has been destroyed, and the large school house belonging to that body at Parham, is levelled with the ground.

Fort James, Fort Byam, Goat Hall, are rendered uninhabitable to the officers, while the men are compelled to do their duty in such places as the storm has left them a little accommodation. Great George Fort has also suffered.

The Legislature of Antigua has granted the sum of £1500, for the relief of the sufferers by the late hurricane—to be disposed of by a Committee of both Houses. The sum of £100 has also been granted to the Daily Meal Society of that Island.—*St. Christopher Advertiser.*

A proclamation has been issued by the Governor of Antigua, declaring the ports of that Island open for six months from the 20th August, for the free importation, in foreign vessels, of lumber, beef, pork, and flour—and other articles of American production, subject only to some port or colonial expenses. This measure has been resorted to in consequence of the effects of the late hurricane, which was very severe at Antigua—the loss being estimated at £150,000.

ST. KITTS.—We have been favored with papers from this Island to the 8th ult. brought by the Brig *Clorinda*. They give the particulars of the destructive effects of the late gale, which are truly awful. We subjoin an abstract of the losses, a detailed account of which had been laid before the House of Assembly—

TOTAL LOSSES.	
Saint George, Basseterre,	£7,319 11s.
Saint Peter, Basseterre,	6,214 8
Saint Mary, Cayon,	4,272 0
Christ Church, Nichola-Town,	1,973 0
Saint John, Capisterre,	2,282 0
Saint Paul, Capisterre,	6,676 5
Saint Ann, Sandy Point,	11,881 1
Saint Thomas, Middle Island,	27,967 7
Trinity, Palmette Point,	2,490 0

£71,075 12s.
The ports of the Island had been declared open for three months, for the importation of Shingles, Boards, and Timber, duty free.

LOWER CANADA.

QUEBEC, Sept. 17.

DEPARTURE OF LORD AND LADY AYLMER.—Yesterday at about two o'clock, the Rt. Hon. Lord Aylmer left his residence on the Cape, facing the Chateau garden, on horseback, under a salute from the citadel guns, with a numerous mounted military suite, composed of his personal staff, the heads of departments, the commanders of the different corps, and others, and passing down before the Castle and through Prescott, gate by Mountain, Notre-Dame, and guide-Sac Streets, was received by the Grenadier Company of the 79th Highlanders, as a guard of honor, on the King's Wharf, where he stepped into the Admiral's barge, which was in attendance to convey him to the *Pique*, at a short distance in the stream. His Lordship, on dismounting at the King's Wharf, was surrounded by a numerous crowd of personal friends and about 1500 attendants, who cheered him for several minutes, his Lordship attempting in vain to address them. When, in company with eight to ten of his military friends, he had left the wharf in the barge, repeated cheers followed him, which he feelingly bowed to; and when he ascended the side of the *Pique* they were repeated on shore, while the *Pique* fired her salute. The streets, from Lord Aylmer's residence to the wharf, were lined by the 66th and 79th, the band and a guard of honor of the first being stationed at the point of departure. A large crowd followed the party on foot through the whole distance of the lined streets; H. M. flag-ship *President*, with the *Fort* and *Pique*, having their yards manned, the two first severally filled with crowds of gentlemen and ladies. The heights of the citadel, and the whole range of the elevated parts of the city, from the grand battery to the chateau gardens and the batteries under the citadel flag-staff, were covered with spectators. The day was beautifully serene, with scarce a breath of wind, and 7 to 8000 spectators were visible from the wharves. We have never witnessed a stronger interest taken in the future welfare, and more respect shown for the public and personal character of any Governor, than was observable in favor of Lord Aylmer on this occasion.

Her Ladyship had embarked from a carriage, about half an hour before Lord Aylmer, accompanied by several ladies and followed by a number more in carriages, most of whom parted with her on the wharf.

A little after three o'clock, a light westerly breeze getting up, the *Pique* got under weigh, in the beautiful style of the ships of war, and with a press of canvas, her studding-sails all out, proudly but gradually left the harbour, appearing as fine a looking vessel as there is in the whole service.

THE CHURCH.—The Synod of the Presbyterian Church of Canada, in connexion with the established Kirk of Scotland, met this week at Williamstown, in Upper Canada, when some business of importance will be brought under consideration. Several of the clergy and elders from Quebec and Montreal have left town to attend the meeting.

It is announced in the Quebec papers, that by a despatch from Lord Glenelg, the long standing claims of the Kirk have been at length fully recognized by the Colonial Office, and that as soon as circumstances will