

Poetry.

LINES ON A DOO.

My bonny bird, w' wings o' blue,
An' neck o' ever-changing hue,
Your song's a but understood by few,
W' your hoo, hoo, curdookity doo.

You show me your leg an' your little footie,
An' tell me you think ye're a matchless beauty;
An' "my first love" had eyes like you,
W' your hoo, hoo, curdookity doo.

I see by your airs ye hate democracy,
An' think yourself ane o' the aristocracy,
An' very proud o' your rank, I trow,
W' your hoo, hoo, curdookity doo.

Ye never think o' means an' ways,
To get yourself a suit o' ease;
Yet ne'er a dandy's drest like you,
W' your hoo, hoo, curdookity doo.

An' e'en for food your mind's at ease;
When'er ye meet a field o' peas,
Ye never stand to take a view,
W' your hoo, hoo, curdookity doo.

Our many ills require the doctor,
We canna want a tooth extractor;
But de'il a dentist troubles you,
W' your hoo, hoo, curdookity doo.

Could man the knots o' fate unloose,
An' human nature change for doo's,
How gladly I'd change states w' you,
W' your hoo, hoo, curdookity doo.

But Pigeon, dianna be o'er proud,
The evil's set against the good;
O' trials too, ye'll hae a few,
W' your hoo, hoo, curdookity doo.

Did ever ony saucy hen
Use you as Jemmy did Cockpen?
Or dab ye awa like a vile sea-mew,
W' your hoo, hoo, curdookity doo.

An' whiles when ye're sittin' a' at your ease,
At a glorious feast o' some neebor's pens,
A shot's a thing no to be sneezed at, I trow,
W' your hoo, hoo, curdookity doo.

I say nae mair—wha disna ken
That doos hae eates as weel as men?
I'll meet my fate, an' sae maun you,
W' your hoo, hoo, curdookity doo.

From the Saint John Courier, May 26.

We have much satisfaction in thus giving to the Public, the following documents handed to us by the Chamber of Commerce. The deep importance of the subjects must satisfy every one as to the utility of moving in them, and we consider the Province much indebted to Mr. Bliss and to the Chamber of Commerce for their praiseworthy exertions. The paper on the subject of Steam Packets to Halifax, is, at this period peculiarly interesting to all in British North America, and to show how exactly the reasoning on the subject is borne out by the calculations in New York, we re-publish the extract from the papers of that city, which was given in our last paper:

"ATLANTIC STEAM NAVIGATION.—We are informed that there were no less than five cart loads of letters sent yesterday by the steamer Sirius. In view of this fact, and with the knowledge we have that the British Government now send a monthly packet ship to Halifax, there can be little doubt that in a pecuniary point of view, it will be to their interest to discontinue the latter, and contribute so largely to the establishment of a line of steam packets between this port and England that we may pretty confidently predict this mode of communication will soon be perfected.—*Courier and Enquirer.*"

To the Right Honorable the Lords of the Committee of Her Majesty's Council for Trade.

The memorial of HENRY BLISS, Esquire, Agent for the Province of New Brunswick, and for the Committees of Trade in Quebec and Montreal.

MOST HUMBLY SHEWETH,—

That in the course of the last year, a petition to the Honorable the Commissioners of Her Majesty's Customs was presented from the Chamber of Commerce at St. John, New Brunswick, praying that a general Transire might be granted to all British Colonial vessels in the coasting trade of the Bay of Fundy, carrying articles of native production, not subject to any duty; with which petition the Commissioners of Customs readily complied, so far as extended to the coasting trade of the Bay of Fundy, between places within the limits of the same Province, New Brunswick, as had been previously permitted to the coasting trade of Nova Scotia, between places within that Province; but the Commissioners stated, that as one side of the Bay of Fundy was in Nova Scotia, and the other in New Brunswick, the Customs had no power under the Act of Parliament to grant a general Transire to vessels coasting between places in different provinces.

In the present state of the law therefore, a general Transire appears to be permitted to the longer voyage, as from the head of the Bay of Fundy, round to the Gulf of St. Lawrence, within the limits of Nova Scotia, an extreme distance of about 700 miles, while the same privilege is not allowed to a far shorter voyage across the Bay of Fundy, a mean distance of about twenty miles.

The circumstance that the opposite sides of this bay being in two different Provinces, affords, as your memorialist humbly submits, no sufficient reason for the distinction made by the existing law—for none of the articles of native production for the carrying of which, a general Transire is desired, are subject to any duty or restriction, on importation into either of those, or into any other of Her Majesty's Provinces in that quarter; and in this respect therefore, as in every other political relation, there seems to be no reason why the Provinces of the same kingdom should not be treated as Counties of the same Province, while, as far as regards situation and distance, a general Transire from Province to Province would in many parts be a much more useful and much less extensive indulgence.

Several other portions of Her Majesty's Dominions in that quarter, are in the very same situation and condition, with reference to this question, as the Bay of Fundy. The coasts of New Brunswick and Nova Scotia are scarcely less adjacent for a considerable extent, in the Gulf of Saint Lawrence. The straits of Northumberland, separate Prince Edward Island from Nova Scotia and New Brunswick, by a channel of about 100 miles long, and from 10 to 20 in width. And the Bay of Chaleur, 85

miles in length, and from 16 to 30 in width, lies between Lower Canada and New Brunswick. Throughout all these waters a very considerable coasting trade already exists, and is capable of being increased to a very great extent.

The vessels in this trade are mostly small, under an hundred tons—the owners are poor—the hands few—the coasts thinly inhabited, but intersected with numerous minor bays and rivers—the places visited are remote—and the Custom House Officers often reside from 10 to 40 miles from the place of lading or discharge. The inconveniences therefore, of a regular and formal entry and clearance, on every little trip, are many, and very burdensome to the trade, and no less unprofitable to the Customs and to Her Majesty's Government.

Even the small advantage of statistical information, attainable under the present system, would by no means be compromised by the measure desired, as your Memorialist is informed, that under a general Transire, the Master of each vessel enters a distinct account of every cargo in a book, for that purpose to be kept and exhibited to the Customs whenever they require it; and thus the master acts as the servant of the Customs, and sufficiently under their supervision and controul to prevent abuse or contraband trade. The prevention of that, depends so much more upon the laws of trade, than upon the vigilance of the Customs, that neither the present regulations have done much to prevent, nor could the change desired offer any thing to encourage an evil, to which existing laws and circumstances offer so few temptations as to leave no suspicion of its prevalence.

The advantage of a general Transire is greatly coveted in those provinces. It has been long enjoyed in the neighbouring United States, from Maine to Florida, and has contributed much to the increase of their coasting trade. The sea coasts of the northern Colonies, scarcely less extensive, yet lying within a smaller compass, and abounding with productions of great bulk, and comparatively little value, admits of the same policy being adopted with more safety and greater benefit. No objection to the measure can be suggested as likely to arise from the Provincial Legislature of any Colony. And so far is the Imperial Government of the United Kingdom, from appearing to have any interest or disposition to oppose this policy, that it would seem rather oversight than design, that has expressed the present law in a manner to divide and restrict the general Transire to the several limits of each Province, instead of comprehending the whole coast in one general measure for all those Colonies.

The articles to be conveyed in the Colonial coasting trade under the general Transire, would comprise the productions of the Forests, Mines, Agriculture and Fisheries of those Provinces. A minute enumeration would particularize articles as follows:—

Of the Forests.—Timber, Deals, Staves, and Wood of all kinds manufactured and unmanufactured.

Of the Mines.—Coal, Gypsum, Manganese, Slate, Lime, Bricks, Stone, Ores and Minerals of all kinds, manufactured and unmanufactured.

Of Agriculture.—Corn and Grain, Flour and Meal, Horses and all Cattle, Meats and Provisions, fresh and salted, Butter, Cheese, Vegetables, Fruits and other Agricultural produce.

Of the Fisheries.—All Fish, fresh, salted, dried or smoked, Fish Oil of all kinds, and other productions of the waters in, or contiguous to the Colonies.

Your Memorialist therefore most humbly prays, that in the next bill for the amendment of the Laws of Trade, provisions may be introduced to authorize the Commissioners of the Customs to grant a general Transire, to British vessels employed in the coasting trade between the several Colonies of Lower Canada, New Brunswick, Prince Edward's Island and Nova Scotia, and carrying such articles of the growth, produce, or manufacture of any of those Provinces, as are not subject to duties in the Province into which such articles may be so carried, or to vessels carrying any of the articles above enumerated, or carrying such of them as your Lordships may think it advisable to permit.—And as in duty bound your Memorialist will ever pray, &c.

HENRY BLISS.

King's Bench Walk, Temple, 20th February, 1838.

To the Right Honorable the Earl of Lichfield, Her Majesty's Post Master General, &c. &c.

The Memorial of HENRY BLISS, Esq, Agent for the Province of New Brunswick, and for the Committee of Trade of Quebec and Montreal.

MOST HUMBLY SHEWETH,—

That the present means of communication by the Post Office, between the North American Colonies and the United Kingdom, are altogether inadequate to the commercial and political importance of those Provinces, and no less at variance with the wants and wishes of the public on both sides of the Atlantic.

For correspondence between this Country and those immense territories, containing one million and a half of inhabitants, and receiving yearly from the United Kingdom, an average of 30,000 emigrants—Importing yearly about two millions and a half of British manufactures, the Post Office has provided but twelve Mails in a year.

It is obvious, that neither could this great commerce be conducted, nor could the anxieties of friends, nor even the rational desires of the public for intelligence, be satisfied, by any thing, as yet done by the Post Office, though these are the objects for which that establishment is considered to have been instituted, no less than for revenue, of which also, however, it is believed, there has been no deficiency, in the returns from this quarter.

This British and Colonial intercourse, which would have been altogether impossible by the means offered through the British Post Office, has been only rendered practicable by the Post Office of a Foreign Power. The United States of America, by their low rates of Postage, the certainty and celerity of their Mails, and the frequency of their packets, have drawn into their own hands the conveyance of, not only all their correspondence with us, but also of ours with the Colonies; so that, though Halifax, the port of the British Packet, is 500 miles nearer England, than New York, the port of the American Packets, yet a vast number of

letters for the Colonies make a circuit round to the latter port, from places in some instances several hundred miles nearer to Halifax.

The United States, by having thus possessed themselves of the channel of the earliest communications between Great Britain and her North American Provinces, derive from it, not only a considerable revenue, but political advantages of far greater moment. Knowledge is a species of power from which the first occupant may derive a twofold advantage. He not only has the use of the earliest information himself, but is also the medium for transmitting it to others. The Americans now stand in this position of conveying all information and news, as well from the Colonies to us, as from us to them, and consequently every kind of perversion, exaggeration, and suppression, may be practised upon both sides of the waters, as suits the interest or caprice of the conveyers. This advantage, among the people whose opinions are so much governed by the Press, is almost incalculable. Recent events have illustrated this, by a very striking example. A great aggravation of the late unfortunate commotions in Canada has been, that the first accounts have always reached us through the American newspapers, which have thereby possessed an irresistible influence on the minds of the people of this country, and consequently, perhaps some effect even on the measures of Government. The counterpart of the same result will undoubtedly be reproduced in the Colonies, when they read of the proceedings on Canadian affairs in Parliament, and at public meetings, all which will probably be equally misrepresented in the American Press.

This state of communication is so far from being the unavoidable result of circumstances, that the converse of this might have been the case, had Great Britain availed herself of the means which nature and art have conspired to place at her disposal. Her Colonies in North America possess ports, that are not only nearer than those of the United States, and equally accessible at all seasons, but are exclusively endowed with the greatest of all advantages in modern navigation, inexhaustible mines of the best bituminous coal; of which the sea coasts and adjacent countries of the United States have none. It is only because the greatest and richest maritime power has hitherto neglected to apply resources, which she best understands, to a quarter where they are most necessary, that she has not taken into her own hands the transmission of intelligence between the two hemispheres, instead of suffering the first communication between herself and her nearest Colonies to be intercepted by a country lying beyond them.

In other branches of communication by the Post Office, the greatest improvements have been made within a recent period; but for the intercourse between the United Kingdom and these six Provinces, nothing additional has been done during more than half a century. In the year 1784, a monthly mail was dispatched and from those Colonies; in the year 1838 the mail is but monthly still. In 1784 our exports to those Colonies were £888,164 of official value, and their population 165,701; in the year 1837, our exports thither were £2,732,291 of real value, and the population of the Colonies one million and a half; yet, for this nearly ten-fold increase of inhabitants, the Post Office has never given a single additional packet, and for a commerce now exchanging on both sides, £5,464,582, the Post Office still provides but twelve deliveries of letters in a year.

Even the packet service to other countries seems more efficient in proportion, than to the Northern Colonies. The packet sails monthly to Mexico, to communicate with Countries, to the whole of which our exports are under £1,700,000. Our exports are indeed £3,786,453, to our South American Colonies, but they are a great deal more remote; yet to them a Packet sails twice a month. Portugal, however, our exports are but £1,085,934, and to that country a steam packet is dispatched once a week.

If the Post Office possessed no peculiar privileges in the nature of a monopoly, there would be less reason to complain; but as the law is, that department not only neglects to give the public the requisite accommodation, but prevents its being given by others. Colonial newspapers are now, it is true, delivered by the mail free of charge, but then the public must be content to receive them but once a month; if any are brought by private ships, a charge is levied, and one which, till lately exceeded the cost of the paper. Letters also brought by private ships are charged with a postage most unequal to any thing done by the Post Office in barely receiving them. But what is more particularly vexatious, all parcels containing books, pamphlets, and other papers, never intended for the mail, are claimed and taken in by the Post Office at the out ports, and consequently transmitted to the metropolis or other parts, at a rate so exorbitant that no one thinks of paying it, and after some time are actually burned by the department; so that the Post Office not only levies a heavy tax upon letters and papers which it does not bring home, but imposes such charges upon parcels so brought as to be quite prohibitory; and that privilege which is enjoyed by every coach in the United Kingdom, is virtually refused to ships from the Colonies. In this respect your memorialist has been a severe sufferer. Having been often obliged to refuse parcels, charged with from ten shillings to five pounds, he has afterwards found, on enquiry at the Post Office, that they had been destroyed, and has thus lost papers much esteemed by himself though of little value to others. It is true he was also told he might have had them at a reduced postage, had he applied in time; but still that reduction is often more costly, and that application more troublesome, and that limitation of time more circumscribed, than convenience allows; yet by all this annoyance to others, the Department gains nothing but care and expence.

Under these circumstances it is apparent, that as far as public convenience is concerned, it would be much better if the Post Office would at once give up all interference with our communications with the Northern Colonies, instead of persevering in a system, which is so much behind the improvements of the age, as to be no less the ridicule of foreigners than a vexation to ourselves.

It would be idle to urge any thing to prove the practicability of a speedy and effectual reform of this branch of the Post Office. If the employment of steam packets has not been daily proved to be available, that problem might be easily ascertained; and in the mean time, the more rapid conveyance of mails from Quebec to Halifax, and the more frequent and punctual despatch of sailing packets, is an obvious though partial remedy, to which no valid objection can be suggested. With regard to the additional expence which such reforms may occur, though the advantage either to the public convenience or public revenue from any particular line of communication can ill be measured by comparing its expences with its returns; yet were the British packets once placed upon such a footing that their frequency, celerity, and regularity could be depended on, that conveyance would immediately have the confidence and preference, not only of our whole correspondence with the Colonies, but also for the greatest part of that carried on between this Country and the United States, and even between those States and Northern Europe; so that there can be scarce a doubt that the measures here proposed, however requiring a considerable outlay at first, would soon answer as a profitable adventure, and as such, should the Post Office renounce their interference, would, ere long, be undertaken, and indeed would long ago been established by the Americans, had they possessed the advantages neglected by ourselves. Your Memorialist therefore most humbly prays, that your Lordship will be pleased to take these circumstances into favourable consideration, and to recommend—

1st. Measures for accelerating the inland colonial posts, and for ascertaining the practicability of sending mails to the Northern Colonies weekly, by steam navigation.

2d. That in the mean time sailing packets be dispatched thither at least twice in every month.

3d. That a considerable reduction be made on the postage of letters brought by these packets;—the charge on letters brought by private ships reduced to one penny;—the charge on newspapers abolished entirely;—and that the Post Office either cease to claim and to convey other parcels so brought from the Colonies, or demand for such conveyance no more than other carriers.

And as in duty bound, your Memorialist will ever pray, &c.

HENRY BLISS.

King's Bench Walk, Temple, 22d February, 1838.

The following official documents were submitted to Congress, on the 23d May, by the President of the United States:—

DEPARTMENT OF STATE,
Washington, April 27, 1838.

The undersigned, Secretary of State of the United States, has the honor, by the direction of the President, to communicate to Mr. Fox, Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary, the result of the application of the General Government to the State of Maine on the subject of the North Eastern Boundary Line, and the resolution which the President has formed upon a careful consideration thereof. By the accompanying papers received from the Executive of Maine, Mr. Fox will perceive that Maine declines to give a consent to the negotiation for a conventional boundary; is disinclined to the reference of the points in dispute to a new arbitration; but is firmly persuaded that the line described in the treaty of 1783 can be found and traced whenever the Governments of the United States and Great Britain shall proceed to make the requisite investigations, with a predisposition to effect that very desirable object.—Confidently relying, as the President does, upon the assurances frequently repeated by the British Government of the earnest desire to reach that result, if it is practicable, he has instructed the undersigned to announce to Mr. Fox the willingness of this Government to enter into an arrangement with Great Britain for the establishment of a Joint Commission of Survey and Exploration upon the basis of the original American proposition, and the modifications offered by Her Majesty's Government.

The Secretary of State is, therefore, authorized to invite Mr. Fox to a conference upon the subject at as early a day as his convenience will permit; and the undersigned will be immediately furnished with a requisite full power, by the President, to conclude a convention embracing that object, if her Majesty's Minister is duly empowered to proceed to the negotiation of it on the part of Her Majesty.

The undersigned avails himself of this occasion to renew to Mr. Fox the expression of his distinguished consideration.

JOHN FORSYTH.

HENRY S. FOX, Esquire, &c. &c. &c.

WASHINGTON, May 1, 1838.

SIR,—I have the honor to acknowledge the receipt of your official note of the 27th ultimo, in which you enclose to me a communication received by the Federal Government from the Executive of Maine, upon the subject of the Northeastern Boundary Line; and in which you inform me that the President is willing to enter into an arrangement with Her Majesty's Government for the establishment of a joint commission of survey and exploration, upon the basis of the original American proposition, and of the modification offered by Her Majesty's Government, as communicated to you in my note of the 10th of January last; and you invite me to a conference, for the purpose of negotiating a convention that shall embrace the above object, if I am duly empowered by my Government to proceed to such negotiation.

I have the honor to state to you, in reply, that my actual instructions were fulfilled by the delivery of the communication which I addressed to you on the 10th of January; and that I am not at present provided with full powers for negotiating the proposed convention. I will forthwith, however, transmit to Her Majesty's Government the note which I have had the honor to receive from you; in order that such fresh instructions may be furnished to me or such other steps taken; as the present situation of the question may appear to Her Majesty's Government to require. I avail myself of this occasion to renew to you the assurances of my high respect and consideration.

H. S. FOX.

The Hon. John Forsyth, &c.

NOTICE.

THE Subscriber begs leave to acquaint the Gentry of Fredericton, and its vicinity, that he has on hand some of his last Fall's supply of WINES, viz. old Madiera, do. Port, do. light Sherry, Tawny, and Sparkling Champagne. Also lately purchased fine OLD HOCK, fine OLD SAUTERNE, and Chateau Grillet, all which he now offers for sale at a reduced price.

H. JACKSON

Fredericton, 26th March, 1838.

NAILS, NAILS,

Wholesale and Retail, Manufactured and sold by

W. H. SCOVIL.

North Market Wharf, St. John, N. B.

CUT NAILS

OF all descriptions, of a superior quality to those usually imported into this market, and at a less rate. The Cut Finishing Nail will be found far preferable to the wrought Nail.

Carpenters and Builders are requested to call and inspect for their own satisfaction.

A Discount of about 25 per cent. will be made to Retailers.

February 11, 1838.

NOTICE.

ALL Persons indebted to the Subscriber, are hereby respectfully informed, that if the amount of their respective accounts are not paid on or before the first day of July next, they will be then placed in the hands of an Attorney for collection.

ISRAEL HAYNE,

Keswick, Parish of Douglas

31st May, 1837.—4w*.

NOTICE.

THE Subscriber begs leave to intimate to his friends and the public generally, that he has resumed business at his well known Establishment in WATERLOO ROW, where he will be most happy to receive their calls, and execute their orders as usual.

OLIVER SMITH.

Fredericton, 1st May, 1838.

ROAD NOTICE.

WHEREAS it appears by the plan and report of survey made by the Honorable Thomas Baillie, Commissioner and Surveyor General, of various Streets in the Town Plat of Fredericton, as reserved in the original Grant and plan of said Town, that divers encroachments and obstructions exist on the following of the said Streets.

The Street now called Charlotte Street, lying in the rear of said Town;

And the continuation of the several Streets leading thereto, viz:—

Northumberland Street,	
Westmorland do.,	
Carleton do.,	
Saint John do.,	
Church do.,	
Smyth do.,	
Sunbury do.,	

The two Streets last named, which form the upper and lower boundaries of the Town Plat, are required to be eight Rods in width, and all the others four Rods.

Now We, the Commissioners of Highways for the Parish of Fredericton, do hereby give Notice to all and every person or persons who are in the occupation or possession of the said several reserved Streets, or who have caused the same to be obstructed or encroached upon, that they do forthwith abate, and remove the said encroachments and obstructions.

And in order that the individuals may be better informed of the nature of the said encroachments and obstructions, the plan and report of the survey will be seen at the office of Charles P. Wetmore, Esquire.

Dated at Fredericton, this 26th of April, 1838.

CHARLES P. WETMORE, } Commissioners of

COLIN ALLAN, M. D. } Highways.

THOMAS BARKER, }

Highways.

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