

states the following fact as within his own knowledge and observation. His grandfather, in the fall of the year 1812, selected two white oak trees, size, situation, general appearance as to age and health and the soil, as near alike as possible. In the month of March following, in the old of the moon, one tree was cut, the timber carried to the mill and sawed into suitable timber and scantling for an ox cart, and put up to season in the open air. The middle of June the other tree was cut, carried to mill and sawed as the former, suitable for an ox wagon, and put up in the open air to season, and treated in every respect like that cut in March. In the fall of the year, both parcels of timber were housed, and in the spring following an ox cart was made from one and an ox wagon from the other parcel, both painted, and the work alike in all respects. They were used principally for hauling stone, and if there was any difference in the service to which they were used, it was that the June timber had the hardest. They were both housed in winter and commonly remained out in summer. Mr. Poor says, at this time (1821) the one made of timber cut in March is very much decayed, the sides defective, much bruised, and a general appearance of decay, while that made of timber cut in June is perfectly sound, has not given nor started in the joints, or in any respect appears half as much worn as the other, although it has had the hardest service.

The late Hon. Timothy Pickering, the first President of our Society, whose zeal and intelligence, connected with his long experience and great industry, give to his opinions much value, appears to have been of opinion, that the best time for felling timber trees for durability, is, when the sap is vigorously flowing. He states the following fact, as communicated to him by Joseph Cooper, Esq., of New Jersey, a practical farmer. Mr. Cooper's farm lay upon the banks of the Delaware, nearly opposite Philadelphia, and was exposed to the ravages of the British army while occupying that city. Pressed for fuel, his fences first fell a prey to their necessities, and in the month of May, 1778, they cut down a quantity of his white oak trees; but circumstances requiring their sudden evacuation of the city, his fallen timber was saved. This he split into posts and rails. The ensuing winter, in the old of the moon, in February, he felled an additional quantity of his white oaks, and split them into posts and rails to carry on his fencing. It is now, said Mr. Cooper, twenty two years since the fences made of the May fallen timber were put up, and they are yet sound; whereas those made of trees felled in February, were rotting in about twelve years. Mr. Pickering treats the notion, that the moon has an influence upon timber or vegetation as visionary.

I have before said, that it is not yet well settled whether the moon has any influence upon vegetation. It is, indeed, a singular fact, that this subject should remain unsettled even to the present day: and yet it is so far unsettled, that probably one half of our farmers who have occasion to sow a field of turnips, would prefer the old of the moon. I have never had any belief in the supposed influence of the moon, and have generally adopted the opinion that industry and sunshine will do very well without any aid from the moon. I have generally ranked this opinion of the moon's influence, with those superstitions which would give importance to the circumstance, whether the moon was first seen over the right or left shoulder or whether an enterprise would be successful commenced on Friday. And yet some men of great science and experience are firm in the belief of its influence.

**FLLOUR.** Canada and American fine and superfine Flour, for sale by  
June 17 **ROSS & PRIMROSE.**

## THE BEE.

WEDNESDAY MORNING, JUNE 24, 1835.

THE MAY PACKET has arrived at Halifax, 39 days from England.

LORD JOHN RUSSELL has lost his Election for South Devon, by a majority of 687. The appointment of Lord HERTSFORD as Governor of India, and Lord ALBERT as Commissioner to Canada, have been cancelled.

C. GRANT, the Colonial Secretary, has been promoted to the Peerage, under the title of LORD GLENELLY, and is said to be a Candidate for the office of Governor General of India.

**TAXES UPON KNOWLEDGE.**—Numerous Meetings have lately been held throughout England and Scotland, having for their object to apply to Parliament for the repeal of the laws which impose taxes upon Newspapers and other Periodicals: Petitions have been generally and numerously signed—and strong hopes are entertained that the present Ministry will make it one of the leading objects of their measures of Reform, to free the British Press from the oppressive load of taxes under which it groans, and allow the streams of Knowledge to flow to the British people, as free as the streams from their mountains.

The heavy duty and prohibitory clauses which are imposed on Books imported from Foreign countries by 6th Geo. 4th, chap. 114, is another tax upon knowledge, which ought forthwith to be removed; and, we have no hesitation in saying, that if timely and respectful application be made from these Colonies, setting forth the impolicy of this repulsive tax, and withal, that it is nugatory in a high degree, in as much, as the Books which Booksellers are prohibited by law from importing, find their way in great abundance into the Colonies, through numerous private channels, in a contraband way.

It is evident, that the law was so constructed for the protection of British authors, but we firmly believe, that from this source, they derive neither protection nor emolument.

**TEXAS.**—In our last we gave some sketches of this fine Province, from the pen of an intelligent English writer (General Wavel.)—Something, however, appeared to be wanting to satisfy the numerous enquiries about this interesting country, and with a view to fill up this blank, we subjoin the following, taken from another source. We may add, that all the accounts of Texas we have seen, seem to be too highly coloured to admit of our unqualified belief. Its being under such a Priest-ridden Government as the Mexican, and a frontier territory to such an ambitious Republic as the United States, and consequently liable to become the seat of War, or the object of religious persecution, would be inseparable barriers against our even adopting it as our country, as we can see little chance of security for either person or property.

“Texas is the most northerly Province of the republic of Mexico, it is situated in the Mexican Gulf, and its shores are washed by 250 miles of the sea. It lies between latitude 27 1-2 and 38 North, and long. 98 and 105 west from Greenwich, and comprises an area of 150,000 square miles. Its northern and Eastern boundary touches the United States, from the mouth of the Labine, on the gulf of Mexico, to the Cordilleras; and its first principal sea port, Galveston Bay, is only two days' sail from New Orleans.

The climate of Texas, with a few exceptions on the sea coast and the low bottoms, is salubrious in the highest degree, the soil is fertile beyond example, yielding all the fruits of the earth in the utmost perfection, indian corn, cotton and tobacco, with the easiest possible culture, and in the utmost abundance; in no part of the earth does produce reward the labours of the husbandman more bountifully. The country is also rich in mineral wealth, while the live oak forests often reach down to the edge of the sea, twining to the skies in all the beauty and grandeur of that valuable and important Tree.

Wild horses traverse the country in countless herds, they are easily caught, broken, and made useful to

men; mosquitoes, flies, and fevers are unknown, and the winters are so mild that cattle are never housed; nor does the husbandman find it necessary to make hay, or food for his beasts in any part of the year; for the fertile prairies, which are covered with game and exhibit an eternal spring, yield food for man and beast spontaneously.

Upon the upper tract there is a Silver mine; Copper has also been discovered, and on the lower tract there is abundance of Iron and Bituminous coal; choice specimens of both have been shown us,—they are of the first quality.

The mildest system of government exists in Texas. Settlers are allowed to carry in almost any amount of property for their own use, duty free, indeed, there is not a Custom's officer to be found for hundreds of miles, and in many places merchants import, *ad libitum*, without molestation. The laws that formerly existed against North Americans, and requiring the settlers to be Catholics, have recently been repealed.”—*New York Albion*.

**BRITISH SHIPPING INTEREST.**—In consequence of a representation having been made by Mr. Buchanan, H. M. Consul at New York, to the Committee of Underwriters at Lloyds, setting forth the immense loss of property and life in the North American trade, particularly in the St. Lawrence; and stating the causes of such disasters generally to be “incompetency of the masters and other officers, and the use of ardent Spirits by the officers and crews,” the subject has for some time occupied the attention of Merchants, Ship owners, and Underwriters; and they have come to the determination to apply to Parliament for an act, which will embody the leading particulars, contained in the following suggestions of Mr. Buchanan:

“That in each port hereafter enumerated, a court, shall be appointed, composed of retired ship-masters ship-owners or merchants, to consist of not less than two, nor more than five, to be approved by the committee of the General Ship-Owner's Society, and committee at Lloyd's, with whom should be associated a President and Secretary, the President to be appointed by His Majesty, and not to be under the grade of a first lieutenant or sailing master of the Royal Navy, and who had served twenty years of actual service. That two of these, with the President, shall form a court, by which all persons previous to becoming masters or mates of merchant vessels, above — tons shall be examined as to their eligibility, and thereupon placed in that class in which the court shall deem them entitled to be placed.

That an act should be obtained authorising such courts, and rendering all policies of insurance void unless the vessel shall be navigated by a master and mate who have passed examination, and been approved as competent: and placed by the court of examination in that class to which their merits may entitle them—such classification not to extend lower than three degrees or grades.

That in the first degree shall be placed, those of ten years actual employment, who have neither lost, nor had any vessel stranded.

That the second degree shall comprise those, who in seven years actual service, never lost, nor had any vessel stranded.

That in the third degree, shall be placed those deemed qualified.

These degrees refer to mates as well as masters. That in all cases where a ship has been lost or stranded, the master and mate shall not be eligible to navigate a vessel, until the subject shall be investigated by the foregoing court, and a new certificate obtained after full investigation, and thereupon acquitted of blame and negligence, (save what shall be set forth and communicated to the underwriters at Lloyds' and other insurance establishments.) That in all such investigations, it shall be imperative upon the court, to set forth the fact whether ardent spirits had been used on board said vessel lost or stranded.

That no person rejected at one court, shall be permitted to apply to another within—months after such examination, and without producing the ground of rejection by the former court.

That the fee for an order of reference to the court shall be for masters 20s. and for mates 10s. and no examination to take place unless such fee first is paid and order obtained, whereupon the Secretary who shall issue the same, shall notify the time of attendance at the court.

That the fees so paid shall be applied to remunerate the Commissioners and Secretary, according as the same Committee of Ship owners and Lloyd's, shall appoint, to be approved by the President of the Board of Trade.

That the Underwriters at Lloyd's, and in other