

England, &c.

SUMMARY.

Lord Redcliffe died January 16, in the 82d year of his age. He was returned to Parliament in 1788; in 1790 he was appointed Solicitor-General, and a few years afterwards Attorney-General. In 1801, he was chosen speaker of the House of Commons, and a few months afterwards was appointed Lord Chancellor of Ireland, and Baron Redcliffe.

SCOTTISH HOSPITAL.—The St. Andrew's festival of this excellent charity was celebrated by a dinner at the London Tavern, on Monday. The persons who have been relieved in the course of last year, amount to nearly 200 a month; the number of permanent pensioners who receive £10 a year is 70, and the number of individuals sent to Scotland at the expense of the corporation is about 300.

The Duke of Wellington is said, within the last six months, to have visited two-thirds of the counties in England, and, in the course of his rapid journeys, to have seen more of the country than any of his predecessors.

A history of China, written by a Chinese, commencing with a period B. C. 3000, and reaching to A. D. 300, has been translated in England and is about to be published.

Twenty Arab boys have arrived at the central schools of the British and Foreign School Society. They were sent by the Pacha of Egypt, and are to be educated in the English language, and trained as schoolmasters for opening schools in Egypt.

Court of Kings Bench.—Important to Pilots.—Hammond vs. Blake.—This action was brought to recover the amount of certain penalties under the Pilot Act, for refusing to take a pilot on board, in the Margate roads, during a voyage from Rotterdam to London. An objection was taken on the part of the defendant by his counsel, Mr. Campbell, namely—that it was necessary, before the penalties sought for could be obtained, for the plaintiff to show that the pilot in offering himself to the captain, presented his license, for if he did not, the captain was not bound to take him on board.

The plaintiff was unable to prove that the pilot had presented his license; and Lord Tenterden held the objection raised by the learned counsel to be valid. It was not sufficient that the pilot had his license about him, if he did not produce it.—The plaintiff was accordingly nonsuited.

Milton and his descendants received for the entire copyright of "Paradise Lost," the sum of £28. The author of "Satan," it is said received for his publisher, for the copyright of that poem, nearly £1000.

On the night of the 12th Jan. the *Siamense* youths paid their first visit to a theatre. They, together with a lady and two gentlemen, occupied the second proscenium box, on the prompter's side. On their entrance, they were loudly applauded, and made their obeisances to the audience with much good humour. They seemed greatly to enjoy the novel scene; and the splendid decorations of the theatre, the brilliant chandeliers, and the densely crowded audience, attracted, as might be expected, their attention more than the business of the stage.

SCOTLAND.—THE LATE STORM.—In the vicinity of Auchenarder, especially from the Bridge of Kinkell to that of Dalreoch, we are informed that the foundation of the Earn caused great alarm, and was very destructive. The water stood two feet deep in some stack-yards, while it reached four feet in the adjoining houses. One farmer, it is said, had his whole stock of sheep swept away. They were enclosed by dikes, and could not possibly escape. A great quantity of hay, straw, wood, and other debris, was hurried along by the torrent; and the scene altogether had no parallel in that part of the country. In proof of this, one reverend gentleman had to leave his manse, and betake himself to a more elevated situation, till the waters began to abate. While he was there, contemplating the liquid expanse before him, he espied a hare, similarly situated as himself. He pitied poor mawk, and could render her no assistance, and saw her gradually remove to the highest peak of the island on which she stood, till the dry land wholly disappeared, and she was swept off by the relentless current. The wheat crops in this quarter, too, have been severely injured, the water having in several places covered above a mile of arable land. Though the Earn rose during the night with such fearful rapidity, it gives us pleasure to add, that we have heard of no human lives being lost. On the north side of the Forth the effects of the storm were severely felt, particularly at Kinross, where several boats, riding in the harbours, parted from their moorings, and were much damaged. Two or three sloops in the roads were also driven from their anchorage; but the most singular proof of the fury of the gale is to be found in the following circumstance, which happened to the Kincardine ferry Steam-Boat. She is moored every night near the south side of the Forth, with a chain cable fifty fathoms long, to a very large buoy, which is attached to a stone at the bottom, about four tons weight. In despite of all this, the Steam-Boat was driven nearly half a mile to the northward, dragging after her this immense stone, along the bottom of the river, at the end of a fifty fathom chain. A man who watches on board all the night gave the alarm, when the Steam was set on, and the vessel brought up without sustaining any damage.—*Stirling Journal*, December 17.

IRELAND.—NEWBY NAVIGATION.—John Rennie, Esq. the civil engineer, approved of by the Lord Lieutenant, arrived in Newry from Belfast on Friday, and commenced a survey of the proposed improvement of the navigation.

CATHOLIC HOLIDAYS.—In a letter lately addressed to the Society for Improvement in Ireland by Lord Cloncurry, he made a strong appeal to the Catholic hierarchy for the diminution of those festival days, which he thought materially increased the besetting sin of drunkenness among the Irish peasantry. Dr. Doyle, in the course of a reply to his lordship's letter, says, "the sum total of our holidays, which in-

terferes in any way with public industry, are reduced to six or seven in each year. The truth is, that when holidays were more numerous than they now are, the peasantry were better fed and better clothed than they are at present; besides which, frequent holidays, or days of prayer for some and of rest and amusement for all, contributed not a little to produce and to preserve that gay, cheerful, friendly, strong and athletic race of men, which by-and-by will be so where to be found in Ireland. It is not the peasant who gains by his labor, or loses, if he might say, by his rest; it is the employer or his laborer who is injured; and we, who have made them vicious and miserable, bind them down even in their few holidays, like a slave to the cart."

STATISTICS OF PARIS.—A number of statistical researches on the city of Paris has just been drawn up by the Prefect of the Seine.—Out of 29,970 births in the year 1826, for example, 19,468 only were legitimate; and out of 25,341 deaths in the same year, 15,647 took place in the public hospitals. Suicides and accidental deaths are interesting, the numbers being for the last three years in Paris, 679,715, and 810. In the year 1825 the ravages of the small-pox were extraordinary, 2,193 children having died of that disorder. In these tables the present population of Paris is estimated at 694,431 souls, much higher than the usual calculation.

On the 30th Dec. a great quantity of snow fell at Rome, which is a phenomenon in that country.

VARIETIES.

THE BOOK OF THE BOUDOIR.—It was certainly one of the happiest thoughts of Lady Morgan to write a Book of the Boudoir; and we observe that the royal and noble author of the "Exclusives" devotes an opening chapter to a description of that delightful temple of woman's fascination and unresisted supremacy. "The Boudoir of a woman of fashion," observes the author, "exhibits in its history, its faithfully recorded, a picture of the manners, modes, and morals of the times; and however little such things in themselves might deserve to be handed down, or registered as objects of imitation, yet to chronicle them for the day, would not be without its use. The sensible part of mankind would laugh at the follies, and wonder at the extravagance, which the page of such ephemeral history unfold; while the actor in the scene might possibly view in the mirror held up to them their own lives, and their own actions, in a new and truer light."—*Edinburgh Weekly Journal*.

A GOOD REASON.—In the early part of November, while the clergyman was publishing the bans of marriage in a village church near Cheltenham, a bluff-looking countryman exclaimed in a loud voice "I forbid the bans." "You will be required to state your reasons hereafter," said the minister. "I will, Sir," replied the party addressed; "that man has had three wives already, and I'm sure he don't want another."

THE ALMSSACK OF GENEALOGIES, for the year 1830, contains the following article:—"The son of Napoleon, born the 20th March, 1811. When, in 1815, the Congress of Vienna had decided that the son of Napoleon could never be the Sovereign of any country whatever, his grandfather, the Emperor of Austria, conferred on him a donation of lands, and destined to that purpose a quantity of allodial, or free land, in Bohemia, producing an annual revenue of 400,000 florins."

FASTING.—Distinct from religious ordinances and anchorite zeal, fasting has been frequently recommended and practised, as a means of removing incipient disease, and of restoring the body to its customary healthful sensations. Howard, the celebrated philanthropist, used to fast one day in the week. Franklin, for a period, did the same. Napoleon, when he felt his body unstrung, suspended his wonted repasts, and took exercises on horseback. The list of distinguished names might, if necessary, be increased—but why adduce authority in favour of a practice which the instinct of the brute creature leads them to adopt, whenever they are sick. Happily for them, they have no meddling prompters in the shape of well-meaning friends, to force a stomach, already enfeebled and loathing its customary food, to digest this or that delicacy—soup, jelly, custard, chocolate, and the like. It would be a singular fashion, and yet to the full as rational as the one just mentioned, if, on eyes weakened by long exercise in a common light, we were to direct a stream of blue, or violet, or red, or even green light through a prism, in place of keeping them carefully shaded, and at rest.—*Journal of Health*.

UNITED STATES.

STEAM-BOATS IN THE WEST.

From the Cincinnati Daily Gazette.

To a native of the West, the rapid improvement which has taken place in steamery is a thing that strikes the eye, is a subject of the most intense interest. In retrospect through the last thirty years, the changes have more the appearance of the extravagant shiftings of a dream, than the usual progress of reality. Strange as it may seem, having a powerful propensity for self-praise and boasting; no doubt we deserve much of this censure; the cause of it, however, is not to be traced in any peculiarity of national feeling, but may be traced to the circumstances of the period and region in which we live. A few years will be sufficient to correct this sentiment of pride; and the habit of looking at the existing state of improvement, will shortly involve in oblivion those days of toilsome suffering and inconvenience, which every middle-aged native of the valley of the Ohio remembers, and has felt.

It is little more than thirty years since the then frontier village of Fort-Pitt, (now Pittsburgh), was subject to frequent alarms from the appearance of the red man on the western shore of one of her rivers; it is little more than thirty years, since one of the first necessities of life was packed from the eastern side of the mountains by the individuals themselves who consumed it; it is little more than thirty years since the canoe of the savage gave place to the scarcely less inconvenient flat boat of the emigrant, which in its turn was to yield to the open keel of the trader, and the flat-roofed ark of the Mississippi. What is the revolution which has occurred? Pittsburgh has earned the name of the American Birmingham; Fort Washington, under the

name of Cincinnati, has become one of the most beautiful and attractive cities of the Union; and the Ohio river, which, within the memory of many of us, presented a navigation as dangerous as that of the Danube, is now visited for its picturesque charms, by travellers from the Rhine, the Rone, & the Danube. Of all the various subjects of interesting speculation which have combined to produce these almost incredible advancements in the West, the steam-boat is probably the one of the greatest moment. A review of the rise and progress of this mode of navigation, and of the causes of our prosperity, may not be unimportant, and a statement of facts connected with it will be likely to surprise ourselves, not less than strangers.

The first boat built on the Western waters, of which the writer of this article has any record, was the *Homestead*, built at Pittsburgh in 1811, by Isaac Smith, a more than seven or eight built previously to 1817; from that period they have been rapidly increasing in number, character, model, and style of workmanship. The first public dinner, given in honor of the boat, was at the N. York and Chesapeake boats-club, and was celebrated with much richness and beauty of internal decoration. As late as 1816, the *Homestead* was extremely dull, and made the most singularly unimproved. The writer of this well remembers that in 1816, observing in company with a number of gentlemen, the struggles of a stern wheel boat to ascend Home-tal Ripples, (five miles below Pittsburgh), it was the unanimous opinion that such a contrivance might conquer the difficulties of the Mississippi, as far as Natchez, but that we of the Ohio must wait for some more happy contrivance. In 1817, the bold and enterprising Capt. Shreve, (whose late discovery of a superior method of ascending the river, by means of a revolving screw, and improving western navigation, entitles him to the reputation of a public benefactor), made a trip from New Orleans to Louisville in 25 days. The time necessary for the trip had been gradually diminishing; during that year the *Tecumseh* entered the port of Louisville from New Orleans, in eight days, and two hours from port to port.

Since the introduction of the steam-boat, the memorandum before me furnishes a list of 325, whose average duration of a boat has hitherto been about 4 years; of those built of late, the period will probably be two years longer. The amount of repairs in this branch of business on the Western waters, during the last ten years, will in some measure be shown by the following calculation:—56,000 tons, costing 100 dollars per ton, amount to 5,600,000 dollars. Repairs at the end of the present season of boats, say three years hence 2,800,000 dollars. Total 8,400,000 dollars.

Amount of money expended in building and repairing, in ten years 8,400,000 dollars. The annual expenditure of steam-boats, is very different, however, to the towns on our rivers, and to the whole extent of country, running along their shores, may be estimated from the following calculation:—The average tonnage of a boat, on the Western waters, during the last ten years, will in some measure be shown by the following calculation:—56,000 tons, costing 100 dollars per ton, amount to 5,600,000 dollars. Repairs at the end of the present season of boats, say three years hence 2,800,000 dollars. Total 8,400,000 dollars.

It is calculated that the business season of each year lasts eight months; deduct one-fourth for the time lost to port, and we have 6 months of 180 days of running time. Each boat is presumed to consume one cord of wood, for every 12 tons, every 24 hours.

The 35,000 tons then consume per day 2,917 cords. Or during the six months, 525,000 cords. The price of wood varies from one dollar and a half, to two dollars per cord; a fair average would place it about two dollars and twenty-five cents per cord. This makes the expenditure for fuel alone on the banks of our rivers, \$1,181,355 every year. The other expenditures, while the more accurate, to be equal to \$1,300,000, which gives the total expenditure per annum, (1829), at 2,481,355 dollars.

This calculation and estimate, which are both made lower than the facts justify, present these results:—The amount of first cost of steam-boats since 1817 5,600,000 dollars. Repairs on the same up to 1829 2,800,000 dollars. Total amount of expenditure of capital expended by the introduction of steam-boats 8,400,000 dollars.

Amount of expenditure in fuel and other expenses, exclusive of repair per day of eight months 2,481,355 dollars. We cannot better illustrate the magnitude of the change in every thing connected with western commerce and navigation than by contrasting the foregoing statement with the situation of things at the time of the introduction of steam transportation, say in 1817. About twenty cargoes of keel boats, or about ten cargoes, completed the whole of the commercial facilities for transporting merchandise from New Orleans to the "upper country"; each of these performed one trip down and again to Louisville and Cincinnati, within the year. The number of keel boats employed in the Upper Ohio is sufficiently large calculation to embrace the whole number. These averaged 30 tons each, and employed one month to make the voyage from Louisville to Pittsburg, while the more ample and dignified barge of the barge, which made the same voyage in the space of 100 days, if no extraordinary accident happened to check her progress.

Not a dollar was expended for wood in a space of 2000 miles, and the squaw on the banks of the Ohio gave the smallest trifles for the eggs and chickens, which formed almost the only saleable articles on a soil whose soil was so fertile. Such was the case one hundred years since. The Mississippi boats now make five trips within the year, and are enabled, if necessary in that period, to afford to that trade 35,000 tons.—Eight or nine days are sufficient on the Upper Ohio, to perform the trip from Louisville to Pittsburg and back, a short of the steam-boat, has not realized the hyperbole of the poet in "ambulating time and space," it has produced results scarcely surpassed by the introduction of the art of printing.

Trade of the City and the State.—We stated yesterday that only about one thousand tons of shipping were on the stocks in New-York. This is even so. Previous to the year 1825, the quantity of shipping on the stocks in our ship yards, ranged from 12,000 to 20,000 tons. On one occasion it was as high as 20,000.—These are undoubted facts. We assert them on the authority of some of the most eminent ship builders this nation ever possessed. The depression in our other branches of commerce is equally great.

The evil and distress of this state of things are not confined to the city. It is felt, and sensibly felt throughout the state. Buffalo, Rochester, Syracuse, Utica, Troy, Albany, and every village on our canals or our rivers, where a shop is opened or a farmer can purchase his supplies, are affected by the revulsions—the depressions—or the fluctuations of commerce in this city.—*N. York Morning Courier*.

United States Navy.—The U. States Naval force, now at sea, amounts to 20 ships:—Of which there are in the Mediterranean, 1 ship of the line, 2 frigates, and 4 sloops of war.—In the Pacific, 1 frigate, and 3 sloops.—West India station, 5 sloops of war, & 2 schooners.—Coast of Brazil, 1 frigate, and 1 sloop of war. Ships not in commission:—6 of the line, 6 frigates, 2 sloops. Building:—5 of the line, 8 frigates, 1 sloop. Total:—12 of the line, 18 frigates, 15 sloops of war, and 2 schooners.

New-York Savings Bank.—During the year 1829, there were deposited into the New-York Savings Bank, the sum of \$634,903, from 11,937 depositors.—In the same period, there was drawn out \$873,943, by 9376 depositors.

The Duties paid by the Auctioneers of the city of N. York into the State Treasury, during the year 1829, amounted to \$240,436. The highest sum paid by any one Auctioneer was \$56,199 92—the lowest \$1 90 cents!

In the State of New-York, there are 58 counties, 5 cities, 744 towns, 296 incorporated villages, and 1406 post offices. Population, 1,900,000.

Deaths in N. York.—During the year 1829, there were 5094 deaths in the city of N. York, of which 2917 were males, and 2177 females. The greatest mortality of any one month was in August, (597 deaths)—the least in June, (337)—880 died of consumption; of the various kinds of dropsy, 436; convulsions, 342; fevers, 393; inflammations, 550; intemperance, 60; small pox 16; suicide, 33, &c.

The increase of population in New-Hampshire from 1810 to 1820, was about 30,000—the increase of the last ten years is in all probability little less.

Sunday Schools in the State of Maryland.—There are connected with the Sunday School Union in this State, 198 schools, with 18,000 scholars—of which there were added last year, 78 schools and about 6000 scholars. The whole number of schools in the state is computed at 295, containing about 30,000 children.

SINKING FUND.—From the annual report of the Commissioners of the Sinking Fund, laid before the Senate on the 9th ult.—showing their operations in relation to the redemption of the public debt, it appears that during the year 1829, there had been applied to the payment of interest on the public debt, \$2,542,776; to redemption of principle, \$9,841,024; total, \$12,383,800. Leaving on the 1st January, 1830, an unredeemed amount of \$48,565,395.

THE MINT.—The report from the Director of the United States Mint was transmitted to the Senate on the 9th February. The report states, that the coinage effected during the last year, amounts to \$2,306,875, comprising \$295,717 in gold coins—\$1,994,578 in silver, and \$16,580 in copper. The number of pieces of all kinds is stated to be 7,674,501.

Great Western Railway.—According to the calculation of De Witt Clinton, (son of the late De Witt Clinton, Governor of N. York), the expense of a Rail Road from the city of N. York to the Missouri, 1000 miles, would be about \$5,000,000, and notwithstanding its cost, it is supposed, would pay a liberal interest.

American Paper in England.—Proposals have been issued by John Robley, for publishing an American newspaper in Liverpool.

An extraordinary phenomenon is now to be seen in this city. This is a person so emaciated, that his bones and muscles and tendons are to be seen through the skin. Although so wasted, he has a good appetite, and retains the strength of an ordinary man. No satisfactory cause has been discovered for this extraordinary change. We understand he has been visited by Dr. Warren and other medical gentlemen, who have pronounced him the most remarkable specimen of a walking anatomy which has ever been witnessed in this country.—*Boston Adv.*

On the 14th ult. a petition from the ladies of Steubenville (Ohio), was presented to the United States House of Representatives, against the removal of the Indians; it was ordered to be printed.

COLONIAL.

HALIFAX, MARCH 15.

TO THE KING'S MOST EXCELLENT MAJESTY. The Joint Address of His Majesty's Council and House of Assembly of your Province of Nova-Scotia, now in Legislative Session assembled.

May it please your Majesty, The Council and House of Assembly of your Majesty's Province of Nova-Scotia, beg leave most humbly to approach your Majesty, to represent the great and anxious desire which has been excited throughout British America, on learning that the Government of the United States are endeavouring to induce your Majesty to permit a direct Trade between the Ports of that Country and your Majesty's Possessions in the West-Indies.

The Council and Assembly of Nova-Scotia, desire most humbly to express their gratitude for the benefit which this Province has derived from the Acts passed by the Imperial Parliament, during your Majesty's Reign, for extending the Trade of your Majesty's Colonies.

Fully aware of your Majesty's paternal solicitude for the happiness and welfare of your subjects in every part of your extensive dominions, they are convinced that it will be gratifying to your Majesty to learn that the benefits expected to have been derived from those Acts, have been realized in British America; and they think they may add, in your Majesty's Trans-Atlantic dominions in general.

It has been long noticed by all who have paid attention to the principles which actuate the Government of the United States, that, in their domestic policy, they avail themselves of the vast variety of soil and climate, which their extensive territories embrace, and strive to cement the Union of the Confederate States, by encouraging an interchange of their respective productions.

That, by the adoption of this wise policy, which is more desirous of imitation than of censure, the Inhabitants of the States, the most remote from each other, are made to feel how beneficial this interchange is, and how independent it may ultimately render them upon Foreign Countries.

Upon this principle they are now encouraging to the utmost of their power the manufacture of sugar, spirits, and molasses, and it may be confidently asserted, that those articles which compose the staple of the West India Trade, are already produced in the Florida and Louisiana, to an extent nearly equal to the supply of the United States.

The Inhabitants of British America feel, with proud exultation, that they are the subjects of a Monarch, whose dominions extend to every quarter of the Globe, and they know that if an interchange of the various productions of the several portions of the British Empire is encouraged, such wise policy would enable your Majesty to confer commercial privileges upon your Colonial Subjects, infinitely more important than any that the Government of the United States can bestow upon its citizens.

The distance which separates the several portions of your Majesty's dominions from each other, enhance the benefits which the Empire would derive from their intercourse, as the interchange of their respective productions would be carried on in British Ships, navigated by British Seamen, and thus increase the resources of Great-Britain, and thus make Great-Britain the Mistress of the Seas, and to which she is justly indebted for the proud station she holds among the nations of the earth.

That your Majesty's loyal subjects in North America have no desire to advance their local interests at the expense of those of the Empire in general, but humbly conceiving that in the present case, the general interest is identified with theirs, they trust, that the citizens of the United States will not be allowed to participate in a trade which would render them dangerous rivals to your Majesty's subjects in these northern colonies, and prove most injurious to their interests, without producing corresponding benefits to the West India Islands.

The Islands now receive through these Colonies a regular supply of the articles which they require from the Continent of America, for the greater part of which they pay with their own produce. This not only creates a most beneficial Barrier Trade between the Colonies, but increases the intercourse between the southern colonies themselves. Nova-Scotia and New-Brunswick, in consequence of their situation on the Atlantic, become the carriers between the Canadian and the West India Islands, and the British West-Indies, but increases the intercourse between the southern colonies themselves. Nova-Scotia and New-Brunswick, in consequence of their situation on the Atlantic, become the carriers between the Canadian and the West India Islands, and the British West-Indies, but increases the intercourse between the southern colonies themselves.

The Council and Assembly of Nova-Scotia, beg leave humbly to state to your Majesty, that, if the vessels of the United States are permitted to carry the produce of that country directly to your Majesty's possessions in the West Indies, it will destroy the beneficial Trade now carried on by your Majesty's subjects in the West Indies, and will deprive your Majesty of an ultimately derive any benefit from their admission, for although it will at times occasion a glut of those articles consumed in the Islands, the consequent reduction of prices, which that glut will produce, will drive away the Trade, and the occasional scarcity, which will follow, may more than counterbalance any advantage which the Islanders might have derived from the previous over-supply—thus, instead of cherishing a trade in which sound calculation and steady industry would generally meet its reward, the West Indies will present a market to which none but wild speculators will resort.

That the Duties which the American Congress has imposed upon West India Produce, in order to encourage their own Planters and Distillers, nearly amount to a total prohibition of the Import of those articles into the United States, which, added to the decrease in the demand from abroad in consequence of the supply, would prevent the American from taking payment in produce, for any Cargoes they might carry to the Islands.

Their admission, therefore, would drain the British Islands of specie—nor would it be confined to this—it would probably proceed to the foreign Islands, and, with that specie, purchase the clayed sugar, which are in demand in Europe, and carry them thither; from whence they would return with such foreign European goods as are suited to the American market, and thus give a liberal interest.

By this impolitic measure, therefore, Great-Britain would give a country, which appears destined to become her rival, with the means of procuring full freight upon three several voyages, and thus add to their commercial wealth and their maritime power, at the expense of her own.

The Council and Assembly of Nova-Scotia, most humbly state to your Majesty, that, when the American Government, in adherence to the system of fostering their own trade, forbore to avail itself of the offers held out to the Foreign Powers, by the Acts of the Imperial Parliament, and declined to place the commerce of Great-Britain upon the footing of the most favored Nations, your loyal subjects in British America were induced to believe that your Majesty's Government would then persevere in the measures if then thought proper to adopt, and would not renew any negotiation relative to the intercourse between the United States and your Majesty's Colonies.

That the declaration of your Majesty's Secretary of State for Foreign Affairs, to the American Minister then in London, confirmed them in this opinion, and encouraged them to invest a large capital in the Commercial and Agricultural pursuits, which an adherence to such a line of policy is calculated to foster, and increase in these Colonies.

That the alarm which the mere report of an intention of departing from this judicious system has occasioned, has, in some measure, paralyzed the efforts of those engaged in such pursuits, and, if that intention were adopted, it would involve all, who have thus embarked their capital, in inevitable ruin.

The Council and Assembly of Nova-Scotia, humbly venture to annex to this Memorial certain resolutions, by which it will appear that your Majesty's subjects in the West Indies have received their supplies since the exclusion of American vessels at average prices, not exceeding, but below, those which they had paid prior to that exclusion.

The Council and Assembly of Nova-Scotia humbly conceive that the admission of the vessels now pressed upon your Majesty's Government by the Minister of the United States, would prove injurious to British Ship-owners throughout your Majesty's dominions; would encourage dangerous rivals to British Merchants in the foreign ports of Europe; would increase the carrying trade of America at the expense of that of Great-Britain; would diminish, if not destroy, the intercourse between the several portions of your Majesty's dominions, which most ultimately prove so beneficial to the whole Empire; and would, in a more especial manner, prove ruinous to the North American Colonies.

The Council and Assembly of Nova-Scotia, therefore, humbly trust that you Majesty will be graciously pleased to adhere to that wise and enlightened policy which has distinguished your Majesty's Reign, and preserve to your faithful and loyal subjects in North America a trade so essential to their prosperity—and, as in duty bound, they will ever pray.

QUEBEC, MARCH 8.—Kingston, (U. C.) papers of Thursday the 4th Instant were received this morning. The Assembly have prayed that the Legislature may not be prorogued before the 6th inst. Instead of the 2d. The Bill for the Charter of a new Bank at Kingston had passed the lower House. Sir John Colborne in answer to the address of the Assembly praying the communication of information respecting the settlement of a large number of blacks in the Gore district, had informed the House that their Agent had petitioned for the purchase of a tract of waste Land, and that His Excellency had answered that published conditions of sale by the Commissioners of Crown Lands were open indifferently to all purchasers.

The preparations for getting out timber in the Upper Province are likely to be interrupted by the want of snow to draw out the timber and water to float it down in the spring. These preparations we understand were very extensive, and the number of ships expected in the ensuing summer fully as great as last year.