

this foreign clear-

ication of the epim-
om being *neutral*,
must be considered
%. But although
these waters *neutral*,
ports in the territo-
ries would be
and the act of the

recollection of the
en predicated up-
pose, Dudley, and
United States, is e-

belong to Great-
fully taken and
infinitely stronger
on, that a *wrong*-
on *de jure* to the

by the Custom-
have been dis-
the Plaster trade
ay.

the upper parts
y-Brunswick, are

e article in agri-
cultic; barren
ile and produc-
ers there have
twenty dollars,

been employed
in so great de-
or twelve years
Philadelphia; and
iers of it to the
wealth to these
al and maritime
fish empire.

enced at Paf-
of this article
o; in the year
asing, and the
ect, very little,

louse at Pafsa-
Pafsaquod-
from the Cust-
considerable suf-
of impressment
onary there.

the 20th March,
orted, and that
ed in that ac-
erage does not

inks the *great*
o-Bello, as the
n the stream;"

constantly em-
ployed

ploved in carrying great quantities of Plaster to the places of its consumption in the United States, probably not less annually, at a very moderate computation, than 10,000 tons; but the owners of these vessels complain, that unless the traffic in this article be extensively carried on in the manner above described at Passamaquoddy, is put a stop to, they must dispose of their vessels and quit the trade; and the reasons are, that the American vessels are navigated at so much less expence than the British; that the small British coasting vessels employed in carrying the Plaster to Passamaquoddy, are suffered in the manner that has been stated by Mr. Desjardins, to discharge their cargoes into American vessels, without paying the tonnage and light duty, which all the British vessels carrying the Plaster to any other part of the United States are subject to, amounting to one dollar per ton; and lastly, that the American vessels are suffered in the same place in the waters in question, to lade their cargoes on board from British vessels, giving contraband articles in exchange, in open violation of the Navigation act and the other British laws of trade.

If this practice be authorized by the Government of the United States, and the foreign clearance in question be dictated by that Government, it is only to be accounted for upon one principle, namely, that of procuring a foreign article of indispensable use in that country at a reduced price, and securing to its subjects the carrying trade in this instance, objects in comparison with which the tonnage and light duty are a trifling sacrifice.

BEFORE the Plaster trade in question commenced at Passamaquoddy, when its utility was not generally known in the United States, and the demand for it was comparatively small, this article was sold by the British vessels carrying it to New-York and Philadelphia, from 10 to 12 dollars per ton; it is now sold from $6\frac{1}{2}$ to $7\frac{1}{2}$ dollars per ton in those places, which makes a difference in the price of the article of 4 dollars per ton at the American market, besides yielding to American vessels the carriage of two-thirds of the quantity consumed.

If we suppose then 25,000 tons of this article in the whole to be annually imported into the United States, directly or indirectly from these Provinces, which is a very moderate estimate and probably much less than the quantity really so imported, there is a loss of 100,000 dollars per annum in the price of the article, exclusively of the other considerations above alluded to.

THERE is no doubt entertained by those who are most conversant and best acquainted with the subject, that instead of 25,000, the quantity of Plaster annually imported into the United States from the British Provinces, is very little if at all short of 50,000 tons, and that His Majesty's subjects in these Provinces suffer a direct loss, in the price of the article only, of 200,000 dollars annually by this illicit traffic.

ONE circumstance within the knowledge of every one conversant in this trade is, that if it happen in the spring of the year, that there is no Plaster at Campo-Bello, in readiness for the American vessels, it immediately commands an extra price of three dollars per ton by the British vessels first carrying it to New-York and Philadelphia at such seasons; and even in the short interruption of this trade during the last summer, occasioned by His Majesty's sloop of war the *Busy*, being at Passamaquoddy, which deterred the British coasters from carrying the Plaster during that time, from the fear of having their hands impressed; the British vessels carrying it to the States, at once obtained an advance of one dollar per ton in the price; from which we may fairly conclude, if a stop were altogether put to this illegal trade, and the carriage of this article confined, as it ought to be, to British vessels, that not only a standing advance would be obtained in the price, of from 4 to 5 dollars per ton, but that a considerable proportion of it would be paid for in Cash, and thereby the continual drain of *specie* from the Province prevented, the inconveniences of which have of late been so sensibly felt.

BUT these are by no means the greatest inconveniences resulting from this trade; by the mode of carrying it on, if it be legal, as contended for by the Claimant, a door is opened for the admission into these Provinces, through this channel, of foreign brandies, spirits, teas, and every other article of prohibited commerce, to the ruin of the fair British merchant and trader.

How easy is it, I speak not without information on the subject, for any one concerned in this trade residing upon the Island of Campo-Bello, or any neighbouring part of the British territory, having once purchased a few chests of Tea and a few casks of Spirits, that have been legally imported into these Provinces with their appropriate marks upon them, to have them filled and replenished with the same commodities from these American vessels for years together, without a possibility of detection?

How many other ways are there of distributing these and other prohibited articles to all the Inhabitants of these Provinces upon the Bay of Fundy, the legality of such an interchange of cargoes between British and American vessels, as is now insisted upon, being once admitted?

THE Plaster trade may be said to be yet in its infancy, and the demand for it daily increasing. This article seems to be, among others, one of those bounteous gifts of Heav-