

States, except as follows: Vessels of the United States trading to the colonies are confined to ports denominated "free ports;" when it is obvious that British vessels engaged in the same trade enter other ports with their cargoes from the United States, and clear with cargoes from those ports to the United States, which is directly contrary to the second section of the act of the British Parliament passed the 28th August, 1833—to which please refer. I have, however, been assured by the authorities here, that, in this Province, that part of the above act of Parliament has been strictly adhered to. In the Province of Nova Scotia it is beyond a doubt that British vessels enter and clear to and from the United States, with their cargoes, at ports other than "free ports," which American vessels cannot enter.

There is another advantage that is enjoyed by British vessels over those of the United States; that is, the article of coals, the produce of the United Kingdom of Great Britain. When exported in American vessels from the colonies, they are subject to an export duty of four shillings sterling per ton; when exported in British vessels, they are free from such duty. On the latter subject, it has been intimated to me that if a remonstrance were made to the British Government, it would no doubt be immediately remedied.

All charges of every kind are precisely the same on British vessels entering the colonial ports, as on vessels of the United States.

I have the honor to be, sir, with respect, your most obedient servant,

THOS. LEAVITT,

United States Consul.

To the Hon. LEVI WOODBURY,
Secretary of the Treasury, Washington.

C.

DEPARTMENT OF STATE,
Washington, October 2, 1839.

SIR: I have received your note of the 27th ultimo, transmitting a letter, with enclosures from the collector of the district of Passamaquoddy, relative to the commercial intercourse between the United States and the British Provinces of Nova Scotia and New Brunswick. With reference to your communication, I have the honor to state that there is no reason to doubt the illegality of the clearance of a British vessel from any other port in the abovenamed colonies than those enumerated as free ports in the act of Parliament, (3 and 4 Will. IV, cap. 59,) passed on the 28th of August, 1833, for regulating the trade of the British possessions abroad. I am not aware that this list of free ports has been since extended, either by a subsequent act or by an order in council; and if it has not, the clearance of either a British or an American vessel with a cargo on board, from a place not designated in the list, would be in violation of the law referred to, which expressly confines the importation and exportation of goods to the free ports specified therein. The paper, supposed to be a clearance from Windsor, in Nova Scotia, (not a free port,) to Boston, which you enclose to me, seems to be altogether irregular and informal, wanting even a date; and some explanatory account should be required of it from the person by whom it was sent to the Treasury. It is hardly probable that a British vessel should have been cleared from a British port, or been admitted into one of the United