

British

Standard.



BENJ. DRAKE, Publisher.

"I entreat you to Preserve and Cherish the British Constitution."—Burke.

(N. W. BAT), Printer.

VOLUME I.

ST. THOMAS, C.W., FRIDAY, NOVEMBER 16, 1853.

NUMBER 4.

ST. THOMAS LIVERY STABLES

THE subscriber returns thanks to his friends and the public generally, for the very liberal patronage he has received since carrying on the above establishment, and would solicit a continuance of the same, as he will endeavor at all times to accommodate parties favoring him with a continuance of their patronage.

HIS HORSES Are the best that can be had, and gentle. HIS CARRIAGES, BUGGIES, &c. &c. &c. Are all nearly new, and of the latest styles, having been manufactured at the well-known establishment of Messrs. Reid & McCullough of this place.

HORSES & CARRIAGES In readiness at all hours, and civil and attentive drivers. Charges moderae. St. Thomas, Nov. 1853.

CANADA WESTERN ASSURANCE COMPANY. CHARTERED BY ACT OF PARLIAMENT. CAPITAL—£100,000. IN SHARES OF TEN POUNDS EACH. Home Office—Toronto.

PRESIDENT—Isaac C. Gilmore, Esquire. VICE-PRESIDENT—Thos. Haworth, Esquire. DIRECTORS—M. P. Hayes, Esq., James Beatty, Esq., Hugh Miller, Esq., Wm. Henderson, Esq., Rice Lewis, Esq., and John Howcutt, Esq.

Secretary and Treasurer, Robt. Stanton, Esquire. Solicitor, Angus Morrison, Esq. Applications for Fire Risks received by the undersigned at his office, in Saint Thomas.

JAS. STANTON, Agent W. A. C. St. Thomas, Oct. 1853.

SADDLERY AND HARNESS WARE-ROOMS St. Thomas. JONATHAN SLATER takes this method of returning his warmest thanks for the liberal patronage he has received while in business, and would beg to state that he has now on hand an extensive and varied assortment of Saddlery and Harness Trimmings.

Together with an excellent Stock of Saddles, HARNESS TRUNKS, WHIPS, &c. &c. All of which he is prepared to sell at the lowest remunerative prices for Ready Pay. Every description of Harness, made to order, from the best of Leather and by superior workmen. An excellent assortment of English Bridles and Whips on hand.

Produce and Hides taken for work at Market Prices. Cash paid for Deer Hair. The proprietor also offers for sale cheap for Cash or approved credit, a set of Weighing Scales.

Capable of Weighing upward of Four Tons, in good order. Also, all the apparatus used in A BRICK YARD. Consisting of Wheelbarrows, Moulds, Mills &c. &c. For further particulars apply to JONATHAN SLATER St. Thomas Oct 1st, 1853.

JOHN JOURNEYMEN Shoemakers Why stay in St. Thomas, when you can get better wages in VIENNA.

THE subscriber wants five Bootmen, to whom constant employments will be given, and the following wages: Fine calf Boots, sewed, 10s 0d; do do do pegged, 10 0; Kip do, 6 3. None need apply but first-rate workmen. W. F. SPARLING, Vienna, Nov. 1853.

DR. JOHN CLOSSON. BEGS to announce to the inhabitants of St. Thomas and its vicinity that he has taken up his residence at the village of Sparta, with the intention of resuming the practice of his profession.

Dr. Closson would further add, that it is not his intention to commence practice in this locality as an adventurer, but with the full determination of becoming a permanent resident. He therefore hopes the public will consider this announcement as a sufficient guarantee for his assiduity and strict attention to his professional duties, as well as moderation in his charges. Sparta, Nov. 1853.

JAY & DRAKE. AUCTIONEERS. D. DRAKE, J. JAY, St. Thomas, Yarmouth.

POETRY.

LAW vs. SAW.

OR MUSINGS FROM THE OFFICE WINDOW.

BY LEWIS DELA.

Sitting in his office was a lawyer— Standing in the street, a sawyer— On the lawyer's anxious face, You could read a knotty case, Needing law; While the sawyer, gaunt and grim, On a tough and knotty limb, Run his saw.

Now the saw-horse seemed to moan Like a double X in fee; And the saw, Which every way 'twas thrust, Must be followed by the dust, Like the law.

And the log upon the track, Like a client on the rack, Played its part— As the tempered teeth of steel Made a wound that would not heal, Through the heart.

And each severed stick that fell, In its falling seemed to tell, All too plain, Of the many severed ties, That in law suits will arise, Bringing pain.

Then methought the sturdy paw That was using axe and saw On the wood— Held a yielding mine of wealth With its honest toil and health— Doing good.

If the chips that strewed the ground, By some stricken widow found, In her need, Should, by light and warmth impart Blessings to her aged heart, Happy deed.

This conclusion then I draw, That no axe ever saw, Twisting India rubber law, Is as good, As the exercise of paw, On the handle of a saw, Saving wood.

FANNY FERN, ON WOMAN'S RIGHTS.

We do hereby proclaim that unless our rights are soon given us we will take immediate measures to stop the population! Woman's rights convention.—Oh, you beautiful donkeys! stop the population! you! How many does it take to make a bargain? Now do; for there is one comfort about it, the world will soon be rid of you strong minded women, and we poor quiet ones can set at ease and sew our children's clothing without perpetual appeals to join your standard, and direful threats if we dare refuse. Stop the population! Look at the unfortunate woman five children hanging to her breasts, two in her arms, and her husband following with three more; what a treasure she would be to you; and how direful such a threat from her would sound. Now if she would only place all these children in training as advocates for your rights, [Heaven save the mark!] break the boys' noses pinch the girls' puffs a little higher, what a glorious future would open before you. Stop the population! Now when I look at the list again I am astounded to find it mostly made up of spinsters and widows! Really you must excuse me ladies, but I had no idea you were intending to keep up the population. The threat is most dreadful. Old maids children are proverbially prodigies. Now don't deny yourselves the immense happiness of listening to their patting tones—don't you see my dear creatures that the population will arise from another source. Bless you dears the men are not easily scared, and such a threat won't move them take Fanny's word for it. Stop the population! Look at poor Jones; he has a strong minded wife, and eleven children. Don't you think he would be delighted at your proposition, and willingly vote to decrease it. Yes, indeed, and cry "encore" as often as you wished; didn't he bring Mrs. Jones to the convention, and stamp and cry "hear" to all your motions; but wasn't it because Mrs. Jones was treading upon his toes? Answer me that, Mr. Speaker. By all means stop the population dear ladies! Then we can walk the streets without tripping over piles of strong minded children, who are bound to revenge their parents' wrongs, and trip you in passing, pretty darlings, and then kick you for falling. But don't forget dears, their are weak minded women enough to supply all deficiencies. Remember, ye advocates, that a woman's honest rights are a mother's; and that the Father who said "Suffer them to come unto me," is your judge, and that it were better for you that a mill stone hung around your neck, and you were cast into the sea, than one harsh word be spoken to his little ones.

From the Anglo American Magazine.

A HISTORY OF THE WAR BETWEEN GREAT BRITAIN AND THE UNITED STATES OF AMERICA, DURING THE YEARS 1812, 1813, & 1814

"Fortum quo graves Porse molius perirent."

INTRODUCTORY CHAPTERS OF THE CAUSES OF CHAPTER I.

From the Berlin Decree to the close of Mr. Jefferson's Second Administration.

21st Nov. 1806.....3rd March, 1809

THE WAR.

[Continued.]

This collision between the two vessels was specially unfortunate at such a juncture; but the hasty proceeding of the President of the United States served to make matters vastly worse. On the 2nd July following, he set forth precipitately an angry proclamation, in which, after reciting the transaction, in language calculated to inflame the public mind in a very high degree, he pre-emptorily "required all armed vessels bearing commissions under the Government of Great Britain, then within the harbors or waters of the United States, immediately, and without any delay to depart from the same, and interdicted all the said harbours and waters to the said armed vessels, and to all others bearing commissions under the authority of the British Government." This, in its bearing, was a hostile measure; for, at the same time that this interdiction of British vessels was proclaimed, the fleets of France had free access to the ports from which their enemies were thus imperiously excluded. And this step was taken before the President knew in what light the British Government would view the act of its officer. The proclamation was, to a considerable extent, a retaliation of the violence complained of, for, by the sudden stoppage of supplies, it caused no small inconvenience and privation to many of H. M. vessels at that time in the harbors of the United States; whilst at the very moment when this measure of self-redress was put in execution, a demand for satisfaction and reparation had been despatched to the British Government. That Government, before any suit for satisfaction had reached it, disavowed the act on the ground that "the right of search, which applied to vessels of war, extended only to a requisition, but could not be carried into effect by actual force." Captain Humphries was recalled and Admiral Berkeley suffered the severe disgrace of being superseded. In this frank and honorable spirit did the British Government, before one word of complaint or expostulation had been borne across the Atlantic,—promptly and spontaneously testify their concern at the mistaken proceedings of their officer, and their cordial desire to make reparation. It will be apparent, we think to every one that their treatment of the affair exhibits in a very strong light, the President's proclamation as

American Weekly Register, 28th Sept., 1811.

Extract from Mr. Sheffey's speech in the House of Representatives on the bill to raise an additional military force—January 3, 1812.

"He protested against waging a war for the protection of any other than native born American seamen, or those who were citizens when the independence of the country was achieved.—It was enough to protect them while they remained within our territories.—Within these we had a right to make regulations, but we had no right to make regulations on the ocean, which would conflict with the pretensions of all civilized nations, who claimed the allegiance of their native born subjects either by the divine right of the government, or by implied compact. He should inquire whether these claims were capable with the rights of Man.—It was sufficient that they grew out of the established usages and principles of civilized kingdoms, which we had no right to controvert out of our own limits. He would therefore not protect any other than natural American citizens on the ocean. We did not deny the right of England to search for property; she went further, and claimed the privilege of searching for her seamen.—The similarity of our manners and language occasioned her to abuse the privilege in some cases by the impressment of our seamen. This was not an abuse of principal but of honor. And before we go to war with her for impressment they would make her this offer: he would agree not to let any man enter our merchant vessels but a natural citizen of these United States.

a measure premature and unjustifiable.

In the American merchant service, about the time of the war, there were between thirty and fifty thousand of our seamen employed, many of them deserters, and liable to be reclaimed as such; and as to the rest, their impressment was just as lawful from a merchant vessel of the United States as an English vessel; for surely their having left the service of the United States, probably for the very purpose of going to their own country in the hour of peril—did not absolve them from their allegiance, nor render derogatory the established law of nations, that "every state has a right to the services of its subjects, and especially in time of war." On the trial of the men taken from the Chesapeake, it was shown that three of them were unquestionably American citizens, but that they had entered the service of Great Britain voluntarily; the fourth who was convicted of piracy and mutiny, and for these crimes hanged, was a native British subject.

We can readily understand that American seamen, whether native or naturalized—language, garb, appearance, and other characteristic peculiarities being the same in both cases, may have been now and then mistaken for British seamen, and as such, impressed into the service of Great Britain; but there is positively no proof, either that the impressment was made with wilful disregard of ascertained origin, or that the mistake occurred so frequently as to involve any thing like the wrong and the suffering depicted in a proclamation of the President of the United States,—in which document it is stated, "that under pretext of searching for her seamen, thousands of American citizens were seized, and the safeguard of public law, which had been solemnly pledged to their country and from every other quarter, was violated."

The question as to the propriety of an "American citizen," a member of the local legislature in one of the New England States, and evidently a man of talent and education. From a vigorous and lucid pamphlet published by this writer, in opposition to the intemperate policy of his government, we borrow the following extract bearing on the "right of search"—

"The whole number of sailors pretended to have been impressed from our ships, for fifteen years past, was 6258, out of 70,000, and of which, all but 1500 have been restored. Of this remainder, at least one half are probably British seamen, and of the residue it is probable that at least another moiety entered voluntarily.—The whole number of British seamen in their marine or public ships only, is 150,000, and in their merchant ships, over 400,000. Is it probable, we ask, that for the sake of gaining 1500 seamen, they would hazard the peace of their country?"

"The government on this occasion were well supported by Parliament—in the Upper House by a majority of 127 to 61; in the Lower by 214 to 94.—Alison, vol. 3, p. 559.

At the Court at the Queen's Palace, the 11th of November, 1807, present, the King's most excellent Majesty in Council.

Whereas certain orders, establishing an unprecedented system of warfare against this kingdom, and aimed especially at the destruction of its commerce and resources, were some time since issued by the government of France, by which "the British Islands were declared to be in a state of blockade," thereby subjecting to capture and condemnation all vessels, with their cargoes which "should continue to trade with his majesty's dominions;—And whereas by the same order, "all trading in English merchandise is prohibited, and every article of merchandise belonging to England, or coming from her colonies, manufacture, is declared lawful prize";

And whereas the nations of alliance with France and under her control, were required to give and have given and do give, effect to such orders;—And whereas his Majesty's order of the 7th of January last has not answered the desired purpose, either of compelling the enemy to recall those orders, or inducing neutral nations to interpose, with effect, to obtain their revocation; but on the contrary, the same have been recently enforced rigorously;

And whereas his majesty, under these circumstances, finds himself compelled to take further measures for asserting and vindicating his just rights, and for supporting that maritime power with the exertions and valour of his people have under the blessing of providence, enabled him to establish and maintain; and the maintenance of which is not more essential to the safety and prosperity of his majesty's dominions, than it is to the protection of such states as still retain their independence; and to the general intercourse and happiness of mankind;

His majesty is therefore pleased by and with the advice of his privy council, to order, and it is hereby ordered, that all the ports and places of France and her allies, or of any other country, at war with his majesty, and all other ports and places in Europe, from which although not at war with his majesty, the British flag is excluded, and all ports or places in the colonies belonging to his majesty's enemies, shall from henceforth be subject to the same restrictions in point of trade and navigation, with the exceptions hereinafter mentioned, as if the same were regularly blockaded by his majesty's naval forces, in the most strict and rigorous manner:—And it is hereby further ordered and declared, that all trade in articles which are of the produce or manufacture of the said countries or colonies, shall be deemed and considered to be unlawful; and that every vessel trading from or to the said country or colonies, together with all goods and merchandize on board, and all articles of the produce or manufacture of the said countries or colonies, shall be captured, and condemned as prize to the captors.

But although his majesty would be fully justified, by the circumstances and considerations above recited, in establishing such system of restrictions with respect to all the countries and colonies of his enemies, without exception or qualification, yet his majesty, being nevertheless desirous not to subject neutrals to any greater inconvenience than is absolutely inseparable from the carrying into effect his Majesty's just determination to counteract the designs of his enemies; and to retort upon his enemies themselves the consequences of their own violence and injustice; and being yet willing to hope that it may be possible (consistently with that object) still to allow to neutrals, the opportunity of furnishing themselves with colonial produce for their own consumption and supply; and even to leave open, for the present, such trade with his Majesty's enemies as shall be carried on directly with the ports of his majesty's dominions, or of his allies, in the manner hereinafter mentioned:

His majesty is therefore pleased further to order that nothing herein contained shall extend to subject to capture or condemnation any vessel or the cargo of any vessel, belonging to any country not declared by this order to be subjected to the restrictions incident to a state of blockade, which shall have cleared out with such cargo from some port or place of the country to which she belongs, either in Europe or America, or from some free ports in his majesty's colonies, and in circumstances in which such trade from such free port is permitted, direct to some port or place in the colonies of his majesty's enemies, or from those colonies direct to the country to which such vessel belongs, or to some free port in which his majesty's colonies in such cases, and with such articles, as it may be lawful to import into such free port;—not to any vessel, belonging to any country not at war with his majesty, which shall have cleared out under such regulations as his majesty may think fit to prescribe, and shall be proceeding direct from some port or place in this kingdom, or from Gibraltar or Malta, or from any port belonging to his majesty's allies, to the port specified in her clearance;—or to any vessel or the cargo of any vessel belonging to any country not at war with his majesty, which shall be coming from any port or place in Europe which is declared by this order to be subject to these restrictions incident to a state of blockade, destined to some port or place in Europe belonging to his majesty, and which shall be on her voyage direct thereto; but these exceptions are not to be understood as exempting from capture or confiscation any vessel or goods which shall be liable thereto in respect of having entered or departed from any port or place actually blockaded by his majesty's squadron or ships of war, or for being enemies' property, or for any other cause than the contravention of this present order.

And whereas countries not engaged in the war, have acquiesced in these orders of France, prohibiting all trade in any articles the produce or manufacture of his majesty's dominions; and the merchants of those countries having given countenance and effect to those prohibitions by accepting from persons styling themselves commercial agents

of the enemy, resident at neutral ports, certain documents, termed, "certificates of origin," being certificates obtained at the ports of shipment, declaring that the articles of the cargo are not of the produce or manufacture of his majesty's dominions, or of that effect;

And whereas this expedient has been directed by France, and submitted to by such merchants, as part of the new system of warfare directed against the trade of this kingdom, and as the most effectual instrument of accomplishing the same, and it is therefore essentially necessary to resist it;

His majesty is therefore pleased, by and with the advice of his privy council to order, and it is hereby ordered that if any vessel, after reasonable time shall have been afforded for receiving notice of this his majesty's order at the port or styling themselves commercial agents of the enemy, resident at neutral ports, certain documents termed "certificates of origin," being certificates obtained at the ports of shipment, declaring that the articles of the cargo are not of the produce or manufacture of his majesty's dominions, or of that effect;

And whereas this expedient has been directed by France and submitted to by such merchants, as part of the new system of warfare directed against the trade of this kingdom, and as the most effectual place from which such vessel cleared out, shall be found carrying any such certificate or document as aforesaid, or any document referring to, authenticating the same, such vessel shall be adjusted lawful prize to the captors, together with the goods therein, belonging to the person or persons by whom, or on whose behalf, any such document was put on board.

And the right honorable the lords commissioners, &c. are to take the necessary measures herein as to this shall respectively appertain.

W. F. KENNEDY.

What the United States should have done, is simply this, they should have taken effectual steps to prevent the entrance into their service of British seamen, during the war with France. This would have put a stop at once to the grievance. Instead of doing this, the merchant service of the United States offered them double the pay given to a seaman in a British ship of war, besides not disdaining to use other more direct arguments; so that, whilst Great Britain was striving to rally round her standard, all the stout hearts and stalwart arms she could bring together of her own sons in a struggle for existence, the States of Maryland, North Carolina, South Carolina, and Georgia were employing—for lucre's sake—three foreign seamen to one native American.

It is a curious and significant circumstance that, whilst this exciting topic was in debate, instances were occurring of merchant vessels of the United States placing themselves under British convoy. Cases such as these, however, were no doubt rare; for, to say nothing of the hostile interpretation likely to be put upon them by France had they been numerous, there was, we fear but little inclination on the part of citizens of the United States, to seek protection under the guns of British ships of war.—Still, few as they were, they may serve to suggest the reflection, how readily the national feeling on both sides might have been conciliated into firm and mutually profitable friendship, had the United States been able to perceive at once—as Washington had striven that they should perceive—that their interests, no less than their origin, bound them to Great Britain; and had they sincerely and strenuously laboured, under that persuasion, to suppress their strangely misplaced and deeply prejudicial sympathy with France; a country at that time the very antithesis of a popular state; ambitious merciless despotizing; seeking to enslave the rest of Europe, and herself virtually enslaved by as thorough-paced a tyrant as the world has ever seen.

(To be continued.)

AN EXTENSIVE LIBRARY.

There was once in a certain part of India such a voluminous library, that a thousand camels were requisite for its transport and a hundred Brahmins had to be paid for the care. The king felt no inclination to wade through all this heap of learning himself, and ordered his well-fed scribes to furnish him with an extract for his private use. They set to work and in about twenty years' time they produced a nice little encyclopaedia, which might have been easily carried by thirty camels. But this