

NOVA SCOTIA.

RETURN to an ADDRESS of the Honourable The House of Commons,
dated 26 April 1836;—for,

COPIES of the ADDRESSES of the HOUSE OF ASSEMBLY in *Nova Scotia*, to His Majesty, dated the 29th March 1834, of 15th January 1835, and in March 1836, with the PAPERS annexed to each, on the FOREIGN TRADE of that Colony, and on the EXPENSES of the CUSTOMS ESTABLISHMENT.

Colonial Office, }
29 June 1836. }

G. GREY.

SCHEDULE.

NOVA SCOTIA.—FOREIGN TRADE AND CUSTOMS ESTABLISHMENT.

- No. 1.—Address from the House of Assembly, dated 29 March 1834.
No. 2.—Ditto - - - ditto - - - 15 January 1835.
No. 3.—Ditto - - - ditto - - - 8 March 1836.
No. 4.—Ditto - - - ditto - - - 15 March 1836.

—No. 1.—

ADDRESS from the HOUSE OF ASSEMBLY to THE KING'S MOST EXCELLENT MAJESTY.

MAY IT PLEASE YOUR MAJESTY:

THE House of Assembly, in approaching the Throne on a subject of the deepest moment to your Majesty's subjects in Nova Scotia, would be wanting alike in their duty to your Majesty and those whom they represent, if they did not tender the assurance of their unabated loyalty and affection to your Majesty's Person and Government.

They are sensible it only requires to be made apparent that any measure of your Majesty's Government operates with unnecessary severity upon their industry, or retards their prosperity, to induce your Majesty to extend to them ample relief.

Of this injurious character is the system by which foreign trade with your Majesty's colonial possessions is regulated. By the Act of the Imperial Parliament, intituled "An Act to regulate the Trade of the British Possessions Abroad," foreign vessels laden with the productions of foreign countries are permitted to enter into three ports of the province only, viz. Halifax, Picton and Sydney. Under the denomination of warehousing ports, Liverpool and Yarmouth enjoy indeed a limited commerce with such countries, but the rest of your Majesty's subjects in Nova Scotia are absolutely prohibited from pursuing such trade from their numerous outports, except by incurring the danger, expense and delay of repairing to one of the principal-ports for entry and clearance.