

NOTES.

Office to order.
Court.
Process; Bailable process;
Bailable writ;
General Issue; and
PLEAS.
Bailable and non-bail
sa's and P. Fas.

ATES.
Ticket, Juror's sum-
a, Defendants bond,
ip-master's complaint
charge.

CHIEF
Jons and Treasury.
NGO'S.
my deed; Letter of
of appraisement Con-
r maintenance, and
es. Bond to pay mo-
guent. Timber and

ILLS.
hip to be at present
JOHN T. NORTON, at
law in any other part of
OBER TOLLIS.
85.

ICE.
authorised to make ad-
Lumber consigned to
s, Grenada or Jamaica,
York and London.
WILLIAM KER,
Agent.

ION.
why forbid to purchase
and given by me in fa-
vour of the parish of St.
payable on the 1st May
Goudy the amount of
cept for the same.
AMES CHRISTIE.
1835.

LET.
Shen Street, occupied by
so —
Street at present in
C. Ingram. Terms li-
given on the 1st day of

F. E. PUTNAM.
19, 1835.

ICE.
ing any legal demands
late Nicholas Johnson,
are, requested to
attested to the Subscrip-
tions from this date, and
to the said Estate are re-
mediate payment to
INSON, Executors.
K.
24, 1835.

SALE.
lots remaining unsold on
a high and low wa-
a right to the proprie-
a passage to and from
water; and as the great-
of Land on the Island
including the Water Lot
the several proprietors,
al of the water lot in
lot, if applied for imme-

few upland lots remain-
barch will be sold with
parately, as may be re-
J. H. JOUETT, Esq. at
John to
& F. KINNAR,
Attys for Devises.

are not disposed of by the
ey will on that day, be
at Indian Island at
Terms at Sale.

THE
STANDARD.
EVERY THURSDAY,
we, NEW BRUNSWICK, BY
E. N. SMITH.

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in Advance.
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over 12 lines 3d per line,
12 lines 1d per line
a year according to special

without the number of in-
ed in writing, will be re-
d until countermanded
continuing must be in writing
GENTS.
S. Connick, Waver-
R. Purvis, Chamcook,
W. Campbell, Salt Water,
J. Allister Esq., Milton,
J. Buchanan, Oak Hill,
J. Moore Esq., Dennis Mills,
Brown Esq., Tinto Hill,
J. Chalmers, Oak Bay,
David Turner, Pocombe,
John Murphy, Digdenash,
Gibb, Ruggies, Lower Falls,
Joseph Frazer, Upper Falls,
Hugh Knight Esq., Acacia Mills,
David Fisher Esq., Wils. Cove,
T. Shannon, North Head,
H. Portley Esq.,
D. Layton Esq.,
D. Shair Esq.,
Joseph Reid Esq.,
L. S. Barker,
L. W. Grant,

WEEKLY ALMANAC.

1835.	SUN.	MOON.	High.
OCT.	h m	h m	h m
Fa 1	6 13	5 47	0 3
Fa 2	6 15	5 45	1 13
Fa 3	6 16	5 44	2 23
Fa 4	6 15	5 43	3 31
Fa 5	6 13	5 41	4 36
Fa 6	6 10	5 39	5 36
Fa 7	6 07	5 38	6 17

MOON'S PHASES.
Full - 6th 10h 7 p.m. (New - 22d 11h 42m a.m.)
Last Qr 14th 11h 0 a.m. First Qr 22d 11h 42m a.m.
Mean Equation - Watch fast - 5 minutes.

TIMBER DUTIES.

STATE OF THE QUESTION.

The question of the Timber Duties is again opened out for discussion; and it may well be asked, for what national purpose—for the promotion of the British interest, the discussion is revived?

Let the question be plainly stated—Who is it that complains of the existing state of these duties? Not the consumer in this country, nor the colonist, nor the British shipowner, but the producer of Foreign Timber. And what is his complaint?—That the British Colonies get too large a share of the Wood-Trade.

The first feature, therefore, that presents itself in this discussion is, that it is a contest, not between one British interest and another, each claiming the considerate care of the Legislature,—but between British Colonies and British Shipping on the one side, and Foreign Timber and Foreign Shipping on the other.

It is essential to fix attention on this point; and for the better comprehending of the question, it will be well to inquire, from what cause it has arisen, that we find this Trade in the position in which it now stands,—in other words, what were the circumstances that led to the development of the resources of the British Colonies for the supply of wood?

Down to the period of the memorable French war, and to that part of it, in particular, when the whole of the North of Europe fell under the dominion of French influence, this country relied for its supply of Timber on the North of Europe. The King's ships could not be fitted out without the masts and spars, which were obtained from Russia and Prussia.

This source of supply was suddenly closed. Every port in the North of Europe was shut against us except those of Sweden. The import from the north of Europe, which in 1807 was 212,000 loads, fell in 1808 to 26,000 loads; the latter import being wholly, or nearly so, from Sweden—a country not producing a mast fit for the King's navy.

What was to be done in this emergency? By what means were the stores of these indispensable supplies to be replenished in the King's yards, and the other wants of the country to be provided for?

Recourse was had to the British Colonies. Great encouragement was offered to them to bring forward supplies of wood. The merchants were encouraged to enter into large contracts with the Commissioners of the Navy. Legislative protection was afforded to the trade. Timber, masts, and spars, were brought in needful quantities. The King's yards were supplied, and the blow aimed at the naval power of Great Britain was averted.

Under this system of encouragement, the Timber Trade of the British Colonies advanced rapidly in importance. From 1803 to 1807, the import of Timber from the Colonies was 6 per cent. of the whole import into the United Kingdom; from 1808 to 1812 it was 62 per cent. of the whole import.

In this state things remained until the year 1821, when it was considered expedient to review the state of the Timber Duties, in order to see whether the amount of protection granted to the Colonial Timber Trade was required to be continued in its whole extent.

The result of that inquiry was a reduction of the amount of protection. The duty on Baltic Timber had previously been £3 5s per load, British Colonial Timber paying nothing. The duty on Baltic Timber was reduced to £2 15s per load, and 10s. per load was laid on Colonial Timber; thus reducing the amount of the protection from £3 5s. to £2 5s. per load.

Under this regulation of the duty, the country has the advantage of deriving, from two copious sources, an abundant supply of wood of every kind. The consumer, in every part of Great Britain, finds in the yard of the timber merchant, whatever he requires. An active competition between the importer from the Baltic and the importer from the British Colonies, secures him against unreasonable prices; and, in short, the public are abundantly supplied, and at a cheap rate.

Who then complains? The Foreign producer. He says, "I want to regain the supply of Great Britain. I disapprove of the protection you continue to give to your own Colonies, and your own shipping; and I ask you to diminish the amount of that protection in order that I may regain the portion I formerly held in the Trade."

This is the complaint of the Foreign producer. But without looking to the principle involved in this complaint, let us stop for a moment to inquire how far it exists in degree.

In the eight years ending in 1807, the average annual import of Timber from the North of Europe was 205,248 loads. In the eight years ending in 1833, the average annual import was 157,336; so that the Baltic has lost the supply to this country of nearly 50,000 loads of Timber.

But this loss in the supply of Timber has been pretty well compensated to the Foreign dealer by an increase in the supply of deal.

In the year 1807, the import of Deals from

the North of Europe amounted (as nearly as the cubical contents thereof can be ascertained) to 223,000 loads. In 1834, it amounted to 209,000 "

so that, putting the whole together, the Foreign producer supplies us with much about the same quantity of Wood that he did in 1807; although, in respect of Deals, the supply comes to us now in different proportions, from the several places of production.

It is quite true that, within the period just referred to, the whole import of Wood has increased in amount with every other import, and that the British Colonies have had the advantage of this increase. But is it to be made a matter of complaint or remonstrance by any party, that the benefit of the increasing trade of this nation is thrown into the hands of our colonists and our shipowners?

On it be seriously maintained that this is a ground on which Great Britain is to be called upon to depart from her colonial and shipping policy? For let it be observed, that this question involves the whole principle of that policy. If we concede to the Foreign grower of Timber, why not to the Foreign grower of Corn, Sugar, and Coffee? In short, are we to maintain our colonial and navigation system, or not? What nation in Europe is there possessing colonies that would listen to any proposal from us to their damage?

There is no need of argument to shew that an alteration in the scale of duty will diminish the import of Colonial Timber, and increase that of Baltic Timber. The advocates of the measure avow that they have no other aim or purpose.

Is this, then, a purpose to be gratified?—what British interest will be served by it?

What intercourse can be more advantageous than that which we carry on with our own Colonies? The first cost of the Timber is spent in the employment of British Colonists and emigrants from the mother country; it is paid for by British manufactures; the Timber is brought in British shipping, navigated by British seamen. From first to last the whole circulation of money in the Trade goes to the employment of British industry and navigation.

Can it be wise to check a trade of this kind just as it has attained its maturity? It is sometimes suggested that the Revenue would be benefited by checking the Colonial import, and encouraging the Baltic. Does any one seriously believe that the Revenue is really benefited by destroying British industry? The amount of exports from the United Kingdom, and its dependencies, to the British America Colonies, is annually three millions sterling, of which two millions are exclusively British and Irish produce and manufactures. The amount of freight paid for the cargoes. The amount of freight paid for the cargoes. The amount of freight paid for the cargoes.

Trade is annually upwards of £1 million. Will it be maintained that this expenditure does not contribute directly, and indirectly, to the Exchequer a much larger sum than any augmentation of duty from Foreign timber could bring in?

As to the consumer, he finds in the market—Memel Timber £5 2s 6d per Load. Red Pine Canada timber at £4 10s. Yellow Pine do. " 3 10s "

They are all reasonable prices; and it is a somewhat curious fact, that thirty five years ago Memel Timber was just about the same price that it is now, when the duty was only 11s. per load; so that the consumer pays no more for memel timber now than he did then, although the Exchequer is receiving £1 15s. per load upon it, instead of 11s. per load. The freight at that period was higher than it is now, which will account for a part, but only a part, of the difference.

Supposing, for the sake of argument, that the duty on Baltic Timber should be reduced 10s. per load, does any one believe that the consumer, in this country, will find the benefit of that reduction? Far from it. The greater part of it will find its way into the pocket of the foreign producer, for the simple reason that as the Colonist can afford his Timber no cheaper than he does now; he must either obtain the price he now does for it or refuse from the Trade. It is clear that the consumer will not pay him a higher price for his Colonial Timber, the value of each description being already ascertained in the market. The Baltic producer would, therefore, gradually take the supply out of the hands of the Colonist; he would put into his own pocket the reduction of the duty, and the British consumer would get his Timber no cheaper than he does now.

The effect of deranging the Colonial Wood Trade, which has now grown to such importance, would be most disastrous. It has become interwoven with the whole welfare of the Colonies. It furnishes employment during that period of the year when, by the course of the elements, the operations of agriculture are suspended. Large establishments of saw-mills involving a capital of 1,000,000, have been formed in the Colonies, for carrying on this trade. The number of ships entered inwards in 1833 from the British North American colonies was 1895 measuring 512,627 tons, navigated by 23,237 seamen. It affords a sure market for British manufactures. It is throughout a wholesome British Trade, deserving, under every aspect

in which it presents itself, the cordial protection of the Legislature. An absurd argument has been used against this Trade,—that the lumber-men employed in it are men of wandering and disorderly habits, not tending to promote the moral welfare of the Colonies. The fact itself is untrue to the extent to which it is urged. The lumber-men of the Colonies are in no degree more immoral than labouring men of the same class in other parts of the world. All men engaged in pursuits of great hardship and exposure to bodily exertions by the use of stimulants, and where they must, to a certain extent, be harrassed by long and hazardous journeys. Was it ever urged as a mortal objection to the Coal Trade, that the keelmen on the river Tyne, and the coalheavers on the Thames, are a class of people too much given to the use of ardent spirits? Shall we break up our manufacturing establishments in Lancashire, Yorkshire, and Scotland, because we are not entirely satisfied with the moral condition of the population employed in them? If we can improve that condition, let us do it, but not by destroying their means of subsistence.

Let it be remembered, too, that the lumber men to whom the foregoing remark has been applied form but a limited portion of the population engaged in the Wood Trade. At various stations in the Colonies, where these lumber-men carry on their operations, they employ the people of the neighbourhood, who are as fixed and regular habits as any other class of the population.

Again, it has been urged that the people, by being withdrawn from the Wood Trade, would more advantageously employ themselves in Agriculture. This suggestion is made in defiance of the notorious fact, that, for six months in the year, agriculture is suspended. It is one of the peculiar miseries of the Wood Trade in the Colonies, that it affords employment during a period of the year when other labours are unavoidably at a stand.

Canada is now producing more Corn than her population consumes. There is no market for it in this country. Canada Wheat has been lying in London for the last 12 months unsold, and was therefore called upon to discourage the production of Wood in Canada, which we do want, to turn the industry of the people towards the production of Corn, which we do not want! An argument has been attempted to be raised on the following hypothesis. It is stated that, according to the market prices of last year—Canada Red Pine Timber Yielded a new produce in the London £1 12s 6d per load. Market of—Canada Yellow Pine of 0 15s 6d. Memel Timber of 1 0 0 do. The Red Pine being that quality which comes more directly in competition with Memel timber, it is suggested that it ought not to leave a larger net price than Memel, and consequently that a measure of protection which leads to such a result, is extremely in degree.

This argument deserves a fair and candid consideration. Let it be asked, in the first place, whether the importer, in getting £1 12s 6d per load, net proceeds, for Red Pine is getting an unreasonable profit? It appears that, on the average of the last five years, the shipping price of Red Pine at Quebec has been eight pence per foot, or £1 13s. 4d. per load. There is, therefore, no margin for reducing the gain of the importer.

Secondly,—Can the producer at Quebec afford the article at a cheaper cost? The ascertaining the exact price at which an article can be produced is always a matter of difficulty; but there are some palpable considerations here which cannot mislead us. The Crown derives a revenue of 1d. per foot on all Red Pine Timber cut in Canada on the Crown Lands, whence nearly the whole of the supply of Red Pine is obtained, which at once forms a deduction from the £1 12s. 6d. of 4s. 2d. per load, reducing it, consequently to £1 8s. 4d. per load, as compared with Memel Timber. There then remains a difference of cost between Memel and Red Pine of 8s. 4d. per load. Will this appear extraordinary when it is recollected that, in the Colonies, the rate of wages are from 3s. 6d. to 4s. per day; while in Prussia and Poland it is not a sixth part of that sum, the labour there being performed by serfs or bondsmen? Is it a bold assertion to say, that with such a difference in the value of labour, forming as it does so vast an ingredient in the production and transport of Timber, there is nothing remarkable in the colonist requiring a higher remuneration than the Prussian producer, to the extent of 8s. 4d. per load?

Will it be said that as Prussia can supply the article at a lower first cost than Canada, Prussia ought to be encouraged to do so? The answer is plain. Prussia does now supply us on these terms; we do get our timber at this rate; we get all we want of it; if we alter the relative position between her and the Colonies, to the advantage of Prussia,

she will get a better price for the timber, and that increase of price will go into the pockets of her own traders. No person accustomed to watch the course of commercial affairs will hesitate to come to this conclusion. The question affects the shipping interest to an extent that, considering the actual depressed condition of that interest, it is appalling to contemplate. Is the employment of so large a portion of tonnage, a matter to be trifled with?—Much in the same proportion in which we may transfer the Wood Trade from the colonies to the Baltic shall we displace the employment of British Shipping. Under the operation of the Reciprocity Act, the Foreign Ship owner is gradually getting the whole of the carrying trade, as the following statement will show—

In the years—preceding the Reciprocity Act, 1820, 1821, and 1822, the import from Prussia was—

In British Shipping 61 per cent
Prussian 26 per cent
In the three years ending in 1834, it was—

In British Shipping 30 per cent
Prussian 70 per cent
From Sweden in the first named period, it was—

In British Shipping 63 per cent
Swedish 27 per cent
In the last period it was—

In British Shipping 32 per cent
Swedish 68 per cent
From Norway, in the first period it was—

In British Shipping 17 per cent
Norwegian 83 per cent
In the last period it was—

In British Shipping 5 per cent
Norwegian 95 per cent
What other result could follow from depriving the British Shipowner of the protection he had previously enjoyed by a moderate discriminating duty, and thus leaving him to an equal competition with the foreign Shipowner, navigating his ship at less than half the expense of the British Shipowner and free from the severe restrictions to which the latter, for national purposes is subject?

When the late Mr. Huskisson was, in very precise terms, forewarned of this, he replied,—"Don't be alarmed, gentlemen—the superior intelligence and management of the British Shipowner will always enable him to compete successfully with the foreigner." It is not the first time that the practical consequence has been at fault, with the previous speculation of theory.

Since the resources of the Colonies have been drawn forth, it has been found that the larger description of masts for the King's navy are obtained there; and, in fact, that of equal size and quality they are not to be had in the Baltic. Nobody will dispute the national importance of keeping open such a means of supply. But this can only be done by maintaining the Timber-trade generally. Masts cannot be obtained by themselves. It is impossible to penetrate a forest, and select those trees alone fit for this use.

States are an article to which similar remarks apply. They are of indispensable necessity to us. The Baltic does not yield us a free supply of them. During the last year, in particular, Baltic staves were at an enormous price. Any circumstance which should diminish to the consumer in this country the supply of staves, would be a great practical grievance. But they cannot be advantageously brought from Canada apart from other wood. They form in all cargoes what is termed the broken stowage, and in this way they are brought at a reasonable rate of freight. In no other way can they be brought without a great increase of cost to the consumer.

On whatever point of view this question is considered, it will be found to present the certain mischief of deranging a very important and interesting Branch of British industry, without any countervailing compensation to any British interest.

SAINT ANDREWS

ST. A. N. D. A. R. D., NEW-BRUNSWICK.

Volume 2, SAINT ANDREWS, THURSDAY, OCTOBER 1, 1835. Number 49.

ROYAL MAIL.

St. John's, departs—	Tuesday 10 a.m.
arrives—	Wed. Fri. 6 p.m.
St. John's, departs—	Monday 9 a.m.
arrives—	Wed. Frid. 6 p.m.
St. John's, departs—	Tues. and Thurs. at 10 a.m.
arrives—	Wednesday and Friday at 5 p.m.
C. St. John's, departs—	Monday Wed. Friday at 10 a.m.
arrives—	Monday Wed. Friday at 2 p.m.
Geo. Fred. Campbell, Post Master.	

The idea that Prussia will take more of our manufactures, if we take more of her Timber, is a pure abstract speculation.—Prussia will do this, and in all else, exactly what she thinks will suit her own interest. She will take only from us that which she cannot get cheaper elsewhere; and she will continue her industrious efforts to foster her own manufactures, and exclude ours to the utmost extent of her power.

With the question of the Timber Duties there is mixed up another question, having no reference to the general policy of the existing system. It is contended that the mode of levying the duty on Deals enables them to be imported at a less rate of duty for their solid contents than Timber; and that it is an absurd arrangement so to regulate the duty, as that Deals of the longer lengths are brought in at a less proportionate duty than the shorter lengths.

In whatever way the question of bringing the rate of duty on Deals nearer to that of Timber may be disposed of,—which is purely a matter of regulation,—the same principle must be preserved that has always prevailed, of making the scale of duty favorable to the longer lengths.—Russia and Prussia, which produce the longer lengths, are assisted by this means to compete with Norway in sending deals to this country, and we preserve the important object of keeping open several sources of supply. Take away this turn of the scale in favour of the more distant countries, and Norway at once gets possession of our market, from which country we should, as has already been shown, have the satisfaction of seeing the wood brought in shipping, of which ninety-five out of every hundred would be Norwegian.

The resources which the British America Colonies furnish for emigration are so insignificant part of their value to the mother country. Fifty thousand Emigrants, from the United Kingdom, land upon their shores. Can it be wise to deprive these newly arrived settlers of the employment which the wood trade is sure to furnish to them, during that portion of the year when agricultural labour is suspended? Could they find such cheap conveyance to Canada, but for the Timber ships which carry them out.

The proper way of looking at our Colonies, is to regard them as part and parcel of our own soil—as an extension, in short, of the mother country. There is no practicable measure of encouragement we can afford them to which they are not fully entitled, and for which they will not make us an ample return. Is it nothing that they have now made us independent of the North of Europe for the supply of wood, and secured us, in that respect, from the danger of any future political collision, which should again close to us the Baltic ports—without adverting to the benefits they have rendered to this country by preventing the great advance in the price of Timber, which must have taken place, if, for our greatly increased consumption, we had been left to rely on the North of Europe alone?

Advantages such as these should not be placed at the mercy of speculative theory or needless experiment.

London, July, 1835.

We copy from Tuesday's Mercury, the following account of Lord Gosford's first levee—

This day at one o'clock, His Excellency the Right Hon. the Governor in Chief held his first levee. Before one, the company assembled in the Ball room, and that hour the door communicating with the card room was thrown open, when his Lordship received his visitors in succession, the Hon. Members of the Council taking precedence, followed by the Rev. the Clergy of the three Churches; the other gentlemen went in without any particular order being observed, except by the Military, who passed by corps and departments. The Provincial A. D. C. on duty, Lieut. Col. Antrobus, named each gentleman, as passing he made his obeisance to the Governor. Lord Aylmer with the officers of his personal and of the General Staff attended the levee, and being introduced immediately on his arrival, remained in the Presence Chamber during the whole ceremony, as did the Chief Justice, the Catholic Bishop, Commissioner Sir Geo. Gipps, with Mr. Secretary Elliot, and the personal suite of His Excellency. A guard of honor of the 79th Highlanders was posted in front of the chateau, and paid the accustomed honours on the arrival and departure of the Governor in Chief; the Band also played during the levee which was unusually attended, without distinction of party