

may be required, if your Majesty should grant the colony the relief sought, to the utmost extent asked for by its inhabitants

The House of Assembly are concerned to perceive, in the communication submitted to the House by your Majesty's Lieutenant-governor, in reply to that address, that your Majesty's Government appear to have adopted it as a principle, even with respect to the minor ports in the colony, that foreign productions shall not be brought into them in British vessels, without, at the same time, similar advantages being extended to those owned by foreigners. But it is humbly conceived, that the ports of Annapolis Digby, Windsor, Douglas or Parrsborough, Cornwallis and Cumberland, may be placed within the operation of the fourth section of the said Act of Parliament by which your Majesty is authorized to constitute ports with limited privileges in rivers and bays, without any violation of the comity referred to in that communication, and without provoking the retaliatory measures which are apprehended by the Lords Committee of Trade and Plantations. It is known to your Majesty that the land and sea from Cape Sable in Nova Scotia, and St. Andrew's in New Brunswick, to the head of the Bay of Fundy, are exclusively British; that the exports to the United States, with which the trade is principally carried on, consisting of gypsum and grindstones, are produced of such quality, in such quantities, and with such facilities for shipment and transport in these colonies, as to render the people of the Union in some measure, if not wholly dependent upon New Brunswick and Nova Scotia, for productions indispensable for the culture of their soil, and the prosperity of many of their infant manufactures.

If, therefore, the local position of these ports be such as to enable your Majesty, without violating any treaty, or infringing the spirit of those commercial relations which your Majesty desires to uphold with foreign states, to extend the privileges of importing in return for their exports, in their own vessels only, the produce of foreign countries into these ports, the House of Assembly humbly trust that your Majesty will grant the prayer of the House of Assembly in respect to them.

As foreign vessels also may enter the free warehousing ports of this province, the House of Assembly do not apprehend that any objection could with propriety be made by foreign nations to the extension of the privileges now solicited for the other ports of the colony.

We would further humbly submit, that as British vessels are by the before mentioned statute allowed to import into Newfoundland foreign articles, without the same privileges being granted to foreign shipping, the same policy may for the present be extended to this colony; and if complaints are in consequence made by any foreign nation, the ports thereof may then be constituted free warehousing, or free ports, or ports with limited privileges, according to the local situation and importance of each.

But may it please your Majesty, if the settled policy of your Government be such as is announced to us in the communication hereinbefore referred to, rather than that the enterprise and industry of our people should be checked and impeded, and their morals corrupted by the contraband trade forced upon them by the present unwise restrictions, the House on their behalf humbly pray your Majesty to open the ports of the province hereinbefore and hereinafter enumerated, as well to foreign as to British vessels. Among the many evils with which the present system abounds, is the loss to our provincial revenue at a period when we can ill afford it.

The only ports in the Bay of Fundy into which British vessels can enter from foreign ports, with articles of foreign growth, produce or manufacture, are the free warehousing ports of St. Andrew's and St. John, both in the province of New Brunswick. Whatever revenue therefore is derivable from the imperial duties on such articles, when brought by the vessels of Nova Scotia in return for their fish, gypsum, grindstone and agricultural produce, is either wholly lost to the colony, or goes to swell the funds of our sister province. But the delay, the expense and inconvenience, the loss of one voyage in three, together with the facilities afforded for smuggling by the numerous out-bays and creeks of the Bay of Fundy, are inducements so powerful as frequently to impel the owners of our coasting vessels, who are chiefly very poor, to run the risk of detection, rather than to ruin themselves in detail by stopping on their voyages up the bay to enter in St. Andrew's or St. John.