

at the same time greatly interesting to the inhabitants of those countries with whom the United States are either commercially or politically related.

But the Speech is chiefly remarkable for the tone of hostility which it breathes against the Government of France for its non-fulfilment of the Treaty of Paris dated in 1831.

Whether the Congress will empower the American President to follow up his own views of the matter or not, may be regarded as entirely a speculative question; but as it is much less uncertain that France is in no manner to make good her voluntary engagement in ALL the particulars which the Treaty involves, there is a strong probability that the American claims will be enforced by immediate reprisals, which will of course be considered as a declaration of war.

The following is an extract bearing more immediately upon the topic to which we have adverted.

It is my conviction, that the United States ought to insist upon a prompt execution of the treaty, and in case it be refused, for longer delayed, take redress into their own hands. After the delay on the part of France of a quarter of a century in acknowledging these claims by treaty it is not to be tolerated that another quarter of a century is to be wasted in negotiating about the payment.

The laws of nations provide a remedy for such occasions. It is a well settled principle of the international code, that where one nation owes another a liquidated debt, without giving just cause of war. This remedy has been repeatedly resorted to, and remedied by France towards Portugal, under circumstances less unquestionable.

The time at which redress should be had to this, or any other mode of redress is a point to be decided by Congress. If an appropriation shall not be made by the French Chambers at their next session, it may justly be concluded that the Government of France has finally determined to disregard its own solemn undertaking, and to refuse to pay an acknowledged debt.

Since France, in violation of the pledges given through her minister here, has delayed her final action so long that her decision will not probably be known in time to be communicated to this Congress, I recommend that a law be passed, authorising reprisals upon French property, in case provisions shall not be made for the payment of the debt, at the approaching session of the French Chambers. Such a measure ought not to be considered by France as a menace—her pride and power are too well known to expect anything from her fears, and preclude the necessity of a declaration that nothing partaking of the character of intimidation is meant from us.

Collision with France is the more to be regretted, on account of the position she occupies in Europe in relation to liberal institutions. But in maintaining our national rights and honour, all Governments are alike to us. If by a collision with France, in a case where she is clearly in the wrong, the march of liberal principles shall be impeded, the responsibility of that result, as well as every other, will rest on her own head.

Having submitted these considerations, it belongs to Congress to decide, whether, after what has taken place, it will still await the further action of the French Chambers, or now adopt such provisional measures as it may deem necessary and best adapted to protect the rights and maintain the honour of the country. Whatever that decision may

be, it will be faithfully enforced by the Executive, as far as he is authorised so to do.—Ledger, Jan. 16.

MARRIED.—At Freshwater, on Friday evening last, by the Rev. J. G. Hennigar, Wesleyan Missionary, Capt. John Stabb, to Miss Trypene, youngest daughter of the late Mr Joseph Parsons of Freshwater.

RULES OF THE MUTUAL INSURANCE SOCIETY OF CONCESSION BAY.

Adopted at a meeting of the Ship-owners, held at the Carbonear Hotel, Carbonear, on Monday, the 2d Feb. 1835.

PRESENT.

Messrs. Edward Pike, Francis Taylor, Edward Hanrahan, Edward Dwyer, John Nicholl, Charles McCarthy, Felix McCarthy, James Howell, (son of Peter), Francis Pike Junr., James Legg Senr., Daniel Leacy, John Meany, George Peun, Nicholas McKee, Charles Hamilton, John McCarthy, Richard Braunsfield, John Howell, (son of William), Nicholas Nicholl, William Brown, John Lynch, Felix McCarthy, (son of Florence), Thomas Butt, William Burke, Richard Braunsfield, Nicholas Ash, Thomas Oates, Robert Ayles, Edmund Guiney, Felix McCarthy, (son of Charles).

I.—This Scheme of Insurance shall be Mutual.

II.—It shall consist of the Owners or legal Representatives of such decked Vessels as may be approved by the Surveyors hereafter appointed.

III.—It shall insure Vessels fitted out for the Sealing and Coasting voyages from 12 o'clock at Night on the 4th day of March, until 12 o'clock at Night on the last day of May. But any Vessel sailing on a Sealing voyage after the 10th day of May, will be at the risk of the Owner or Owners after 12 o'clock at Night on the last day of May.—Payment of all losses shall be made by the 10th of June, and such payments are to be in Cash (Spanish Dollars at Five Shillings each.)

IV.—It shall remunerate the Owner for a total loss occasioned by the Winds, Seas, Rivers, Rocks, Ice, Lightning, Fire, (in port and at Sea), Enemies, Pirates Thieves, or by any means whatsoever, provided the Owner, Master, and Mariners shall not be able to prevent it.—It shall not make good any loss arising from Barrety of the Master or Mariners.—Neither shall it pay for losses occasioned by smuggling, or any kind of illicit trade.

V.—It shall also pay the Owner for such partial average losses as shall (with the incidental charges) amount to fifteen per cent on the sum insured, if the Vessel be stranded at the time of sustaining such partial loss but not otherwise, except that the Committee shall be invested with a discretionary power to allow average losses in certain cases where they may consider it in justice due to the claimant, and they shall also have a discretionary power to reward the crew of any Vessel with a certain proportion of any wreck saved by such Crew, as may appear to them, the Committee just and reasonable. The parties claiming, are not to be present at the meeting of the Committee, during the discussion respecting their claim; and in all claims on this society, a regular protest shall be noted and extended, so that it may be produced to the Committee previous to their decision.

VI.—It shall insure Vessels while engaged in occupations within the limits of this Government and its Dependencies (including the Coast of Labrador), or when laid up in Harbour; but they shall be insured at all times, during the before-mentioned terms, as well in Port as at Sea.

VII.—All Vessels must be surveyed before they proceed on the Sealing voyage, as well as all that may experience damage and consequent repairs; but there shall be no charge for any survey but the first.

VIII.—The following Surveyors are nominated viz:—For Carbonear, Messrs. William Taylor, sen. Felix McCarthy, sen. and John Nichol, sen. for Bay Roberts, Port-de-Grave, and Spaniard's Bay, Samuel Mercer, Patrick Delaney, William Andrews, Ship Cove, John Richards, Bare Need, Robert Gosse, sen. for Brigus, William Percy, S. S. James Norman, sen. John Gushue.—Which Surveyors are to value (if approved) such Vessels as they may be directed to survey by a notice from the Secretary.

IX.—Two of the foregoing Surveyors shall be requisite to inspect each Vessel; and no one of them shall be a party in the surveying or appraisal of his own, or of any in which he shall have share or interest. It shall be their duty to see that the Vessels are well founa in anchors, cables, sails, and every other requisite for the Voyage, and particularly to ascertain that the hull is tight, staunch, strong, and in all respects fit to encounter the difficulties it may be liable too in the proposed voyage. It shall also be incumbent on them to see that a proper place is provided for the gunpowder in each, and that it is actually stowed away in such

place previous to the vessels sailing for the Seal Fishery. It shall also be their duty to judge of the qualifications, and to approve or disapprove (as may be,) any Master that may be proposed, who has not been a Master of a Vessel in the scheme before. The Surveyors are not to examine any Vessel before they receive from the Secretary a written notice that the Owners have signed the Rules of the society, as well as the Power of Attorney to the Secretary.

X.—The Surveyors shall give the Secretary the certificate, stating their approval of the Vessel, and the value at which they have rated her, in which the Master's name shall be inserted as a proof that they are satisfied with him; which certificate after being recorded by the Secretary shall be handed to the Owner or Broker, as a security for the Insurance of the Vessel; but should the Owner or Agent wish the Vessel to be entered for a less sum than is expressed in such certificate, he shall exchange it with the Secretary for another, containing the actual amount at which she is enrolled, which last shall then form the ground-work of the policy; and a note shall be made in the records of this Society to show that he is content to risk the difference on his own account, but in case the Owner should take any part of the risk on his own account, then he is to receive his proportion of any wreck that may be saved.

XI.—The Surveyors are to observe that a spare Rudder with two pintles fitted, is carried in every Vessel that goes on a Sealing voyage, and only one Boat is to be valued with the Vessel.

XII.—Every Insurer shall underwrite on each Vessel the Surveyors may admit, agreeably to the Rules; according to the value of his Vessel relative to the whole amount of property in the Scheme, and to the Vessel so to be insured.

XIII.—Messrs. Robert Pack, John Elson, George Forward, and William Bennister, are elected joint Treasures to this Society, who agree to make no charge for any trouble the office may give them. They are to be accountable for what Monies they may from time to time receive belonging to the members of this Society.

XIV.—Mr. John Mackey is appointed Secretary; he is to provide policies, and all the stationery; give to each insurer a copy of these Rules; attend the meeting of the Committee; settle and collect the amount of losses—but all expenses incurred in Printing are to be paid by the scheme.

XV.—The Secretary shall fill up and deliver a policy to every person sustaining a loss within these rules, in ten days after having been called on for the same, signed by him, in behalf of each insurer, consonant to a Power-of-Attorney, to be given him for that purpose; in default of which, he shall forfeit a fourth part of his Fees for the season.

XVI.—The under-mentioned seventeen Persons are nominated to represent every individual member of the Society in a Committee, viz:—Messrs. Francis Taylor, Felix McCarthy, sen. Nicholas Ash, Edward Hanrahan, James Howell, (of Peter) Richard Braunsfield, sen. Edward Dwyer, Ed Pike (of Francis) John Nichol, jun. William Brown, Edward Guiney, Robert Ayles, Charles McCarthy, jun. William Burke, Daniel Lacey, John Braunsfield, sen. and Felix McCarthy, (of Florence); by whose judgment, or that of the majority of any eleven of them, when regularly convened, and when given in writing, to the Treasurers, we engage ourselves to abide, each person for himself, his heirs, and assigns, as regards the particular share of any individual insurer. It is, nevertheless, to be understood, that although such power is vested in the Committee, they are to govern themselves by these Rules.

XVII.—No member of the Committee shall be competent to vote, at a meeting to consider of a loss, in which he may be interested, either as Owner or Representative of the Owner.

XVIII.—If any underwriter shall refuse to pay his proportion of any loss, so allowed by the Committee, to the Secretary, on demand, after it has become due, the Secretary shall sue for the same at law, in behalf of the sufferer.

XIX.—In the event of a total or average loss, the master shall note protest, call in two or three special Surveyors, if need be, and if wreck be saved, employ an Auctioneer to sell it by public vendue, for the benefit of the underwriters; or, if it shall appear to be for their interest, he shall freight it for Carbonear or St. John's, preferring Carbonear, where it shall in like manner, be disposed of; if in Carbonear, by order of the Treasurers, and at some time previous to the close of the season. The net proceeds, Auctioneer's account of charges, &c., shall be sent to the Treasurers, within a month at latest. The net proceeds of such sales shall be divided amongst all the members of the Society, according to the value of their property in the scheme. The expense of surveying, noting, and extending process, &c., shall be borne by the Owners of the Vessel requiring such documents.

XX.—Should a Vessel, deserted by her crew, in consequence of being in imminent

danger of perishing among Ice, or rocks, &c., be afterwards recovered, and found to have sustained damage, to the value of fifty per cent on the original certificate, on a just appraisal, the Owner may abandon to the scheme; but if he do thus abandon, it must be declared within three days after arrival, and after it comes to his knowledge. No Vessel shall be allowed to be abandoned but by regular survey, and unless it be proved that it will require at least forty per cent on the sum insured on such Vessels to complete the repairs.

XXI.—No Vessel shall be sold or transferred from the persons in whose name she is entered in the scheme, without security being given for the payment of all demands the society may have on any such Vessel.

XXII.—Two Shillings shall be paid for each Vessel to the proprietors of the CARBONEAR HOTEL for the use of their room to hold the meeting in.

XXIII.—The Treasurers and Committee shall have access to the Record book, and other documents in the hands of the Secretary, whenever they desire it.

XXIV.—In case a Vessel be lost, and any of the wreck or materials saved, the Master shall furnish the Secretary with an inventory thereof immediately on his arrival at home.

XXV.—The Owners of all Vessels to be insured, shall sign the Rules, and the Power of Attorney to the Secretary, on or before the fifth day of March; and give to the Secretary at the time of signing, the names of the Vessels to be entered in the scheme; thereby binding themselves to the scheme, that such Vessels shall be entered and liable to pay for the loss of any Vessel on the Seal Fishery.

XXVI.—There shall be a fine of Five Shillings upon each Member of the Committee who without offering a reasonable excuse shall omit to attend at the proper time appointed to settle matters.

XXVII.—This scheme shall not insure more than ONE THOUSAND POUNDS Currency, on any one Vessel.

XXVIII.—Every Vessel insured in this scheme must carry a Flag of three yards long and two yards deep, a white ground and the letter C in the centre.

XXIX.—The Secretary shall be paid Ten Shillings by each Vessel for his fee, and the Surveyors Three Shillings each for every Vessel they survey.

J. MACKAY, SECRETARY

Notices

Notice to Creditors.

SUCH Creditors as have proved their Claims on the Estate of GEORGE EDWARD JACQUES, of Carbonear, Merchant, Insolvent, may receive THREE SHILLINGS Currency, in the Pound, on the amount of their respective demands, on application to

JOHN ELSON, Carbonear. JAMES LOW, By his Attorney. JAMES HIPPLEY, At Harbor Grace. Carbonear, Jan. 21, 1835.

KELLYGREWS PACKET.

JAMES HODGE OF KELLYGREWS,

BEGS most respectfully to inform his Friends and the Public, that he has a most safe and commodious Four-sail BOAT, capable of conveying a number of PASSENGERS, and which he intends running the Winter, as long as the weather will permit, between KELLYGREWS, and BRIGUS and PORT-DE-GRAVE.—The owner of the PACKET will call every TUESDAY morning at Messrs. BENNETT, MORGAN & Co's. for Letters and Packages, and then proceed across the Bay, as soon as wind and weather will allow; and in case of there being no possibility of proceeding by water, the Letters will be forwarded by land by a careful person, and the utmost punctuality observed.

JAMES HODGE begs to state, also, he has good and comfortable LODGINGS, and every necessary that may be wanted, and on the most reasonable terms.

Terms of Passage.—

One Person, or Four, to pay Twenty Shillings Passage, and above that number Five Shillings each.

Not accountable for Cash, or any other valuable Property put on board.

Letters will be received at Bennett, Morgan & Co's: at St John's.

January 14, 1835.

BLANKS of every description for SALE at the Office of this Paper.

