

mated that more energetic measures might have been taken to prevent our citizens turning pirates as they had done on Navy Island.

Mr. Menifée of Ohio, thought that a direction should be given to this subject from this House, of statesman-like and elevated character, looking to a just and honorable termination of the contest.—He rebuked the intimations thrown out by gentlemen tending to irritate feelings and give an improper direction to this matter. The course of his remarks went to censure Mr. Tillinghast and his federal associates, who had stirred this thing to make charges upon the administration. He said gentlemen forgot who Great Britain and the United States were. That they were the two foremost nations on earth, and could not go to war on a little matter like this, involving no principle. You cannot until you roll back the very spirit of the age and of civilization itself make a war between the United States and Great Britain. They were friends for the great purposes of civilization, and they would continue such. After going on quite patriotically so far, he then turned round, like a true hatter of his country, to abuse the government, evidently with the design to make a new panic out of the Canada matters to hurt the administration. The administration of the United States he held responsible to the most atrocious extent for all the consequences that were to follow. For the last four years the government had been guilty of the most cowardly non-observance of neutrality in the history of civilized administrations. He then went into the old tirade against the government, alluding to Texas and Mexico, and sundry matters. He was willing that the power and dignity of England should come in and force from us the rights of justice and equality which we had denied to the weaker nation of Mexico. He talked of the administration that had signalled and "infamised" (a new word) our foreign relations for the last year. He ended with praying for the regeneration of the administration which he expected was coming.

(see last page.)

The prayer of the following Petition appears to us to be founded upon a just conception of the increasing importance of the British Colonies to the Parent State and of the necessity of creating a department in which the numerous and diversified interests of the several dependencies shall be more fully comprehended, and more wisely and efficiently controlled, than it is possible they can be under the existing system.

We think there would be some difficulty in the way of a Parliamentary representation of the Colonies; but the formation of something like a Board of Control to consist of not less than twelve members of the Imperial Parliament, might not only be acceptable, but infinitely preferable to the present system. The question, however, is one of grave importance, and demands the most serious consideration.—*Ledger, Feb. 2.*

COLONIAL PETITION.

[The following Petition when signed in London, and the Outports, will be presented to both Houses of parliament and Committees moved for, to take the Premises into consideration.]

The Humble Petition of the Undersigned Merchants, Traders, and others interested in the Peace and Prosperity of the Colonies and in the Preservation of the British Empire—

SHewETH,

I. That the Colonies and transmarine territories under the dominion and protection of the British Empire are of immense extent, and of the highest importance politically, commercially and socially, and therefore deserving the serious and sedulous attention of your Honourable House.

2. That these colonies and transmarine territories are situated in both hemispheres,—under every zone, and beneath various climes; with a diversified population, speaking many languages,—unassimilated in laws, habits and religion,—subject to different forms of Local Government, and therefore demanding a wise and uniform system of Administration for their Imperial Rule.

3. That the inhabitants of those Colonies and Territories, altho' embracing numbers wealth and intelligence, are unrepresented in the Parliament of the United Kingdom: their complicated affairs being entrusted to the care of a Secretary of State, changing with every administration in England,—selected for office with reference rather to an identity of party feeling than to a knowledge of Colonial and Mercantile affairs, and acting therefore on no defined and permanent system,—without any known fixed principles,—and by reason of the precarious and temporary tenure of office inspiring no useful confidence either in

the Colonies or in the merchants and others trading to—and interested in—the peace and prosperity of those distant dependencies of the Empire.

4. That when the Colonial Office was formed, our transmarine Possessions were of minor consideration compared with their value at the present day: the additions by conquest, cession and colonization, since the commencement of the present century manifestly therefore require an altered and improved mode of conducting the Colonial Government at home.

5. Your Petitioners abstain from pointing out the reasons for the inadequacy of the Colonial Office to execute efficiently the momentous duties entrusted to its charge;—they advert not to the anomalous power and patronage vested in a single individual subject to so trivial a responsibility as that which now exists, neither will they refer to the causes for the dissatisfaction and party spirit which more or less pervades each of our Colonies—destroying their social concord,—retarding their trade,—and weakening their connection with the Mother Country.

6. Your Petitioners relying on the wisdom of your honourable House for an inquiry into and a redress of—the grievance of which they complain, presume not to indicate the course which parliament should adopt, further than to observe that there are many retired Colonial Governors, Judges, Civil Officers and Colonial Gentlemen now in England, whose local knowledge and experience might be rendered beneficial should it be deemed proper to form an Administrative Department for the efficient management of the vast and paramountly important interests of the Colonies of this maritime and commercial Empire. And your Petitioners, as in duty bound will ever pray &c.

RULES

OF THE Mutual Insurance Society OF CONCEPTION BAY, FOR THE YEAR 1838.

RULE 1.—This Scheme of Insurance shall be Mutual; and shall consist of Owners or legal representatives of Decked Vessels, who shall sign and seal these Rules, (and the Power-of-Attorney to the Secretary) previous to their Vessels being admitted or Insured in this Scheme.—The scheme shall insure such Vessels, from 12 o'clock at Night on the 1st day of March; until 12 o'clock at Night, on the last day of November ensuing: no Vessel shall be admitted after the 1st day of September. It shall remunerate the Owner for a total loss, occasioned by the Winds, Seas, Rocks, Shoals, Ice, Lightning, Fire, Enemies, Pirates, Thieves, or by any other means whatsoever (in Port and at Sea), while engaged on the Fishing, Sealing, and Coastwise Voyages, within the limits of this Government and its Dependencies; including Vessels that may be employed on the Bank Fishery, and on any Foreign Voyages to any other Country, excepting the West Indies, in the hurricane months—July, August and September. This scheme shall also pay the Owner for such part at average losses, as shall, with the incidental charges, amount to 15 ¢ cent. on the value of the Vessel; provided the Vessel be stranded at the time of sustaining such partial loss, but not otherwise: but it will not make good any loss arising from Barratry of the Master or Mariners; neither will it pay for any loss occasioned by Smuggling, or any other Illicit Trade.

II.—The scheme shall not insure more than ONE THOUSAND POUNDS Currency on any one Vessel. The Owners of Vessels to be Insured, shall give to the Secretary, the name, age, and tonnage of each Vessel; and the sum in Currency, for which they would wish to have each of them Insured; so that the Secretary may lay the same before the Committee, for their approval. If the Committee should disapprove of the Owner's valuation of any Vessel, the Secretary shall notify the same to the Owner. All Vessels, the value of which is approved of by the Committee, shall, after having been properly surveyed, be entered in the scheme; and the Secretary shall give to the Owner a Certificate of such entry; which shall be considered a proof of such vessels being Insured; and, in case of loss, shall form the ground-work of the Policy.

III.—The under-mentioned 20 Persons are nominated to represent every individual member of the Society, in a Committee, viz.—Messrs. Robert Pack, Geo. Forward, William Best, Thomas Marten, John Jacob, Thomas Chancey, W. W. Bemister, J. W. Martin, Simon Levi, Edward Pike (of Francis), Francis Pike

(son of Francis), James Forward, Richard H. Taylor, Felix McCarthy, James Legg, John Penny (of John), Edward Dwyer, W. H. Taylor, S. O. Pack, and Wm. Brown; by whose judgment, or any seven of them when regularly convened; and when given in writing on the Records; we engage to abide, each person, for himself, his heirs, and assigns, as regards the particular share of every individual Underwriter. But, notwithstanding that such power is vested in the Committee yet they are to govern themselves by these Rules. The Committee are to hold their first Meeting, for the admission of Vessels, on the 28th February. No Member of the committee shall be competent to vote at a Meeting, to consider of a loss in which he may be interested, as Owner or representative of Owner.

IV.—The following persons are appointed Surveyors:—Messrs. W. H. Taylor, John Pike (of John), Felix McCarthy, senr., and James Legg, for Carboner, Harbor Grace, and adjacent Coves; and Messrs. Abraham French, Nathaniel French, John Churchill, John Snow, senr., John Richards (of Isaac), William Andrews, (of Robt.), and capt. W. Smith, for Brigus, Bay Roberts, Spaniards Bay, and Port-de-Grave, Daniel Dwyer, William Welch, and James Pitts, jun., for St. John's, and Thomas Rowe, Wm. Legg, and Mark Rockwood, for Trinity Bay.—Whose duty it is to see that the Vessels are well found in anchors, cables, sails, and every other requisite for the Voyage, and particularly to ascertain that the hull is tight, staunch, and strong, and in all respects fit to encounter the difficulties it may be liable to, in the intended voyage—previous to their proceeding on the sealing voyage, and again before they proceed to the Labrador or on any Foreign Voyage as well as those that may experience damage and consequent repairs. They are to observe that a spare Rudder-post, with the lower pintle fixed on, is carried in each Vessel on the sealing voyage, and that one Boat, marked with the initials of the society, is included in the valuation of the Vessel. It is also their duty to judge of the qualifications, and approve or disapprove, as may be, of any Master that may be proposed, who has not been a Master in the scheme before. They shall grant a Certificate for every Vessel they survey and approve of: stating the name of the vessel, the name of the Owner, the name of the Master, and the date of the survey; which certificate shall be signed by two of the Surveyors; and shall state that they have surveyed and approved of such Vessel, and shall be handed to the Secretary by the Surveyors. Two Surveyors only shall be necessary for each Vessel, and their Fees are to be THREE SHILLINGS each, for every Vessel they survey; but there shall be no charge for any survey but the first.

V.—Mr T. NEWELL is appointed Secretary, who is to attend all the Meetings of the Society; settle and collect the amount of all losses allowed by the Committee. He shall provide and fill up a Policy in accordance with the Rules within ten days after having been called on for the same, signed by him, on behalf of each insurer, consonant to a Power of Attorney, to be giving him for that purpose: in default of which, he shall forfeit a fourth part of his fees. He shall give to each insurer a copy of these Rules. If any Underwriter shall refuse to pay his proportion of any loss (allowed by the Committee), to the Secretary, on demand, after it becomes due, the Secretary shall sue for the same, at law, in behalf of the sufferer.—Shall do all other things required of him according to the Rules, and provide what Books and Stationery may be required: for doing all which faithfully, he shall be paid FIFTEEN SHILLINGS for each vessel entered in the Scheme. One shilling shall be paid by each vessel to the Secretary, for the use of a Room, in which to hold the Meeting.

VI.—The following persons are appointed Treasurers, viz.—Messrs. Robert Pack, Thomas Chancey, J. W. Martin, Wm. W. Bemister, and George Forward, who agree to make no charge for any trouble the office may give them.—They shall have access to the Records, and any other documents in the hands of the Secretary, whenever they desire it; and shall be borne harmless by the Society for any loss or damage the Office may occasion them.

VII.—Any vessels that may enter the scheme after the first day of May shall be rated for their proportion of losses from the date of their respective Certificates of entry. Any vessels entered in March may between the 20th May and 10th June, be withdrawn from the scheme on the Owner or his agent giving notice thereof in writing to the Secretary which notice shall be entered in the Records, and shall take effect from the date of its being received; but notwithstanding Vessels that may be thus taken out

of the scheme, shall contribute their subscription for all losses that may take place in the seal fishery, even should such losses happen after the receipt of the aforesaid notice, with the exception of vessels which may have had a crew engaged to be continued in the seal fishery, during the summer. All losses on the sealing voyage allowed by the committee, shall be collected by the Secretary from such Underwriter; paid into the hands of the Treasurers, and paid to the persons sustaining such losses by the end of June. All other losses allowed by the committee, shall be collected, and paid in like manner by the 20th day of December. The payments are to be made in currency, (dollars at five shillings each.) All vessels lost on the sealing voyage shall be considered as withdrawn at the end of that voyage; and liable for their proportion of losses on that voyage only.

VIII.—Every Insurer shall Underwrite on each vessel (admitted into the scheme agreeably to the Rules) according to the sum Insured on the vessel, relative to the whole amount Insured in the scheme, and to the vessel so to be Insured.

IX.—In case of a total or average loss the master shall note a 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 should appear to be for their interest he shall freight it to Carboner or St. John's; preferring Carboner, where it shall in like manner be disposed of if in Carboner, by order of the committee, and at some time previous to the close of the year. The net proceeds shall be giving to the treasurers within a month at latest, and shall be divided among the Insurers, rateably with the amount each Insurer may have in the scheme. The expence of surveying noting, and extending protest, shall be borne by the owners of the vessels, requiring such documents. All accounts of sale wreck, shall be copied in the Records.

X.—Should a vessel, deserted by her crew, in consequence of being in danger of perishing amongst Ice, Rocks, &c. be afterward recovered and found to have sustained damage to the value of forty per cent on the sum she is insured in the scheme: and on regular survey and just appraisal, the owner may abandon, if he do thus abandon it must be declared within three days after the arrival and after it comes to his knowledge.

XI.—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.

XII.—Owners of vessels to be entered in the scheme, may if they please, take on themselves the risk of any part of the valuation of their vessels; if they take such risk on their own account on any vessel that may be lost, they are to receive of any wreck that may be saved, a share proportioned to such risk; and the certificate of entry shall in all cases, specify what proportion of risk the Owner has taken on his own account.

XIII.—No vessel shall be Insured in this scheme but those surveyed in Conception Bay with the exception of the Superb and Juno, at St. John's, and two Schooners at Hants Harbour called the Mary.

T. NEWELL.
SECRETARY.

Carboner, 16th Feb.

MIDDLE-BIGHT PACKET

ROBERT and JOHN HINDS, of Middle-Bight, begs most respectfully to inform their Friends and the Public, that they have a safe and commodious Four-sail BOAT, which they intend running the Winter, as long as the weather will permit, between Middle-Bight, Brigus and Port-de-Grave. One of the Owners of the Packet will call every Tuesday morning at Messrs. PERCHARD & BOAG's for Letters and Packages, and then proceed across the Bay as soon as wind and weather will allow; and in case of their being no possibility of proceeding by Water, the Letters will be forwarded by Land, by a careful Person, and the utmost punctuality observed.

They beg to state, also, that they have good and comfortable Lodgings, and every necessary that may be wanted, and on reasonable terms.

TERMS:

Passengers 5s. each
Single Letters 1s. "
Double Ditto 2s. "
Packages in proportion.

Not accountable for cash or any other valuable property put on board. Letters will be received at Mr. McTier's Bookseller, for the above Places, and for Harbor Grace and Carboner, January 20, 1839.