

on the proposition of Mr. Huskisson; I extract, with great satisfaction, the following observations from Bell's Weekly Messenger.

"We turn, with feelings of pleasure, to a bill introduced to the parliament by Mr. Huskisson, the principle of which is to establish a reciprocity of duties in the case of foreign and British ships. In other words, to enact, that the favoured rate of charge upon goods, (which sometimes exceeded ten per cent,) imported in British ships, should no longer exist, but that all the vessels, of all countries coming into the same equitable arrangement with Great Britain, should be allowed to import goods upon equal terms. This bill is cast in the same liberal mould as is the whole commercial policy of the present board of trade. Its purport is to remove causes of commercial jealousy and irritation; to open the fair field of mercantile competition in the shipping and carrying trade; to make it a fair and free adventure upon the principle of superior commodities, and lower prices, and not to prop it up by a system of impolitic protections and prohibitions, which are sure to be retaliated upon us, and which do, in fact, at the present moment, cramp and embarrass our commerce in every foreign port. It is truly surprising to remark how our foreign trade is now increasing upon these liberal views. Our exports of domestic manufactures for the last year, exceeded the exports of the preceeding year by three millions."

From the liberal view taken of the subject at home, and the dawn which begins to break upon statesmen, that systems counteracting the bounty of nature, the mutual wants and conveniences of mankind, and the geographical and natural relations in which countries stand to each other, are as repugnant to the real interests of the nations that abide by them, as they are to sense, reason, theory, and practice; it is to be hoped that those restrictive and prohibitory regulations that shackle down the British colonies in general, and these provinces in particular, will undergo a complete revision, and a gradual, if not an immediate, abrogation. It does appear to me that it would be for the interest of the mother country, to forego, disclaim, and for ever renounce, the right she retained in the constitutional act of these provinces, to impose duties and enact regulations respecting their external commerce and navigation. It might undoubtedly be apprehended that there could not, all at once, be created a sufficiency of general commercial and political knowledge and experience, in the provincial legislatures, to trust them with the complete and sole controul of these matters; but, begin with that part with which they are locally well acquainted; of which, in fact, they must be better judges, as far at least as the immediate interests of the Canadas goes, than legislators residing across the Ocean, most of whom know nothing of Canada, than as a