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The Observer, Published on TUESDAY, by DONALD A. CAMERON, at his Office, corner of Prince William and Church Streets, over the Store of Messrs. Jardine & Co.—TERMS: 15s. per annum, half in advance.

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Cheap Books & Stationery. Just received at the Victoria Book Store, An extensive supply of BOOKS and STATIONERY, which will be sold cheap for Cash—SCHOOL BOOKS—also latest and best editions; WRITING PAPERS of every description; Works on Mechanics, Animal Magnetism, Phrenology, Physiology, Natural History, Galvanism, Works in History, Art, Science, Biography, Divinity, and Christian Theology. Wholesale and Retail. V. H. NELSON, King-street, St. John, N. B.—wholesale and retail at New York prices.

FOR SALE, OR LEASE. A NUMBER of eligible BUILDING LOTS on the Subscriber's Property in rear of the City—a Plan of which may be seen at his Office, Custom House Buildings. WM. WRIGHT, St. John, Feb. 23, 1847.

The Douglas Arms Inn, Eighteen miles from Saint John, on the Nepesic Road to Fredericton. THE above Establishment, together with the large FARM attached to it, will be let for a period of from three to five years, and possession given on or before the first day of May next. The place was formerly owned and occupied by the late Mr. David Athol. It is well known and generally considered one of the best in the Province for both a Summer and Winter HOTEL, and also affording an excellent opportunity for the establishment of a general GROCERY business. For further particulars, apply to W. M. LIVINGSTONE, Fredericton, N. B., St. John, Feb. 27.

P. S.—Since the insertion of the above advertisement in the "Courier" of last week, "The Douglas Arms Inn" has been destroyed by fire; but the proprietor is making every arrangement to have a Building put up as early as possible. The New House will be much larger, and in every way more convenient than the old one, and completely adapted for the general purposes of a SUMMER and WINTER HOTEL. It is intended to have the Building ready for occupation about the end of May or beginning of June next. W. L.

FOR SALE. THE PROPERTY half way between St. Andrews and St. Stephen, on the Post Road between those places, called the WAVEIG TANNERY, with the several Buildings, Water Privilege, &c., thereon, and containing Four or Five Acres of LAND. The Tan-House and Works are extensive, and contain a Pulling and Rolling Machine worked by water power, a Furnace and Boiler for leaching the Bark and Bark Mill. Also, a WHARF close to the Mill, at which a small vessel will float at high water. There is also a comfortable and commodious COTTAGE, with two additional Acres of Ground attached, intended as a residence for the owner or conductor of the business. The head water which supplies the stream is a large and deep Lake, called "Long Lake," which furnishes a supply of water, seldom failing. The line of the contemplated Railroad from St. Andrews to Woodstock passes quite near the Property. Apply to P. A. KINNEAR, Esq., at his office, Sand's Arcade, St. John, or to R. M. ANDREWS, Esq., St. Andrews. May 18, 1847.

IMPORTANT NOTICE. KIDDER'S VALUABLE HORSE LINIMENT. WARRANTED to be one of the most valuable articles ever used by the public for Sprains, Windfalls, Spasms, Stiffness of Joints, Strains and Callosities of long standing; also Swellings, Fresh Wounds, Galls, &c. &c. This truly valuable Liniment has been extensively used for the last 30 years, and in no instance has it failed to give satisfaction to the purchaser; it is cheaper than any other article as it requires but a small quantity to complete a cure. Also will answer equally as well for Neat or Horn Cattle. Prepared only by the Inventor and Proprietor, JAMES KIDDER, Jr., East Boston. Sold by PETERS & TULLEY, St. John—15

LONDON HOUSE, Market Square, MAY, 1847.

THE Spring and Summer STOCK of this Establishment is now complete, forming a General and Extensive Assortment of FANCY AND SUBSTANTIAL DRY GOODS, SUITABLE FOR THE SEASON, WHOLESALE AND RETAIL. T. W. DANIEL.

NEW SPRING GOODS. JAMES SMELLIE. Has received per Ships California and Queen Pomara, part of his new Spring Goods, which he will offer at very low prices for Cash: CACHIMERE, Barege, Lama, Indiana, Satin Crape and Net SHAWLS and HANDKERCHES, Mous de Laine, Cachimere, Orleans and Barege DRESSES; Coloured, Orleans, Indiana, and Paramatta Cloths, Brought MUSLINS, and Muslin GINGHAMS, Sewed Muslin Robes, Collars, Habits, Chemizettes, Sleeves and Cuffs, Trimmings and Insertions; Jacquet, Check, Book and Mill MUSLINS, Grey, White and Striped SHIRTINGS, Yorkshire and West of England BROAD CLOTHS and CASSIMERES, Scotch Tweeds; VESTINGS, CARPETINGS, Druggets, and Hearth Rugs, HOSIERY and GLOVES, Gossamer and Beaver HATS, LINENS, LAWNS, Damasks, DIAPERS and SHIRTINGS. Prince William Street, April 27, 1847.

NEW DRY GOODS STORE! ALBION HOUSE!! THE proprietors of the ALBION HOUSE are now opening a part of their SUMMER STOCK, received per ship California from Liverpool, and Great Britain from the Clyde. The Stock embraces Plan and figured ORLEANS and COLOGNE, Grey, White and Printed COTTONS, Bed Ticks and Shirting Stripes, Canton, Molekiss, FLANNELS, Quilts, Counterpanes, Sheetings, &c. Per "Queen Pomara"—Satin, Cachimere, Barege, Norwich, Indiana, Mauve, Shetland and Cloth SHAWLS, MUSLINS, Montone delaines, Balconies, Gingham, Printed Jacquets, &c. &c. Table Linens, Diapers, Huckabacks, LINENS, Lawns, Hollands, &c. Bookbindings, Duckings, Tweeds, VESTINGS, Silk and Satin STOCKS, SCARFS, Handkerchiefs, Braces, &c. &c. Per "Marmion"—Bonnet and Cap RIBBONS, Laces, Hosiery, Cashmere, Colored and Black SHIRTS, Black, Colored and Check SILKS, Brocaded, Lustrous, Roslyn Checks, Printed Cachimere, Mohair, Brocade, Indiana, Barege, and Polka Handkerchiefs, &c. &c. ALBION HOUSE!! BEARD & VENNING, May 1, North side King-street.

SPRING IMPORTATIONS. Received by ship Thomas from Liverpool: 30 kegs Patent STARCH, 30 kegs best Blue STARCH, 40 kegs SE and DEE MUSTARD, 30 kegs Cheolure CHEESE, 20 dozen Hoop BEH CORDS, 12 kegs best Cotton BLUE, 2 kegs best Cotton BLUE, 2 kegs best Cotton BLUE, 1 barrel ROTTEN STONE, 2 kegs best RICE, 100 dozen GILFISH SCOTCHES, 50 kegs White ST GEAR, 3 kegs best Mustard, 1 keg, Armatto, Ginger, 3 carrels CURRANTS, 25 kegs PEPPER, 12 kegs White and Blue WAX. For sale at lowest rates. JARDINE & CO. June 1, 1847.

S. K. FOSTER'S FASHIONABLE BOOT & SHOE STORES, Corner of King and German Streets. LATELY RECEIVED—A N Elegant variety of Ladies', Men's, and Children's FINE BOOTS and SLIPPERS for Summer, in all the newest and most fashionable styles; BOY'S SHOES and HATS, superior; A large variety of Gentlemen's Wellington, Albert, Clarence and Colong BOOTS, Black and Dab Cloth, and Cashmere BOOTS, Calf and Dressing SHOES, &c. &c. Also—A very large and varied Stock of CHEAP BOOTS and SHOES, comprising every variety that may be required for city and country wear. S. K. FOSTER, N. B. Country Dealers supplied on liberal terms. June 2, 1847.

The Subscribers ARE now receiving—40 Hds. Prime Muscovado MOLASSES, 47 bags Robb's OAT-MEAL, 100 bags fine SALT, 1 cask GELATINE, 10 kegs RICE, Genesee and Philadelphia Superior FLOUR, 47 boxes Indian Pond SCYTHE STONES, Keys and Boxes facet Bermuda ARROW-ROOT; 1 cask Olive OIL. For sale at lowest rates. [June 20.] JARDINE & CO.

FAMILY FLOUR. EXTRA Superior FLOUR, in bags and barrels, for sale at market rates. O. V. TROOP, South M. Wharf.

NOTICE. ALL Persons having any legal demands against the Estate of SEYMOUR PICKETT, Esq., late of Golden Vale, Kingston, King's County, Cloth Manufacturer, deceased, are requested to present the same, duly attested, to the subscriber, at Mr. James Agnew's, King street, within Six Months from the date hereof; and all persons indebted to said Estate, are requested to call and make immediate settlement. L. F. PICKETT, Administrator. St. John, N. B., April 3, 1847.

NOTICE. ALL Persons having any legal demands against the Estate of WILLIAM RUSHAW, late of the Parish of Hampton, King's County, deceased, are requested to present the same, duly attested, within Three Months from the date hereof; and all persons indebted to the said Estate, are desired to make immediate payment to CHARLES W. STOCKTON, Sole Administrator. Sand's Arcade, St. John, N. B., April 6th, 1847.

The Catland, THE ANGEL-WATCH, OR THE SISTERS. BY CHARLES SWAIN. (From the London Literary Gazette.)

A daughter watched at midnight Her dying mother's bed; For five long nights she had not slept, And many tears were shed. A vision like an angel came, Which none but she might see: "Sleep, daughter child," the angel said, "And I will watch for thee." Sweet slumber like a blessing fell Upon the daughter's face; The angel smiled, and touched her not, But gently took her place; And oh, so full of human love, The angel's eyes were seen, The angel-guest half-mortal seemed—The slumberer half-divine. Like rays of light the sleeper's locks In warm loose curls were thrown; Like rays of light the angel's hair Seemed like the sleeper's own. A rose-lip on her cheek, Dissolving into pearl; A something in that angel's face Seemed sister to the girl! The mortal and immortal each, Reflecting each were seen; The earthly and the spiritual, One in the same divine. O human love, what strength like thine? From thee those prayers arise Which, entering into Paradise, Draw angels from the skies. The dawn looked through the casement cold—A wintry dawn of gloom, And sadder showed the curtain'd bed—The still Valley Railway. The carriage left London bedizen'd with flags and gay ensigns, and crowds of people were collected to cheer the first express train. A party of 1200 guests enjoyed the beauties of the season, provided in East-England by the directors. Peel, who was recollecting the first and when the works were commenced, and here he was at the opening of the line, all radiant with smiles and satisfaction. The great "Panoramic Tower and Drayton Manor" was complete. Sir Robert was particularly and learnedly witty on the curious fact that the line followed by this railway is the same as that taken by the Romans two thousand years ago. "It is perfectly correct," said the classical baronet, "that two thousand years ago the Romans found it necessary to open a north-western communication. The termini were London and Chester—the engineer was a very celebrated man, and I apprehend, united the joint capacities of engineer and contractor—he was the Stephenson and Brassey of that day. It was no less a man than Julius Agricola, who determined upon a north-western route, of which the termini were London and Chester. He took the direct line. The gradients were not favourable—he used no tunnels, no cuttings, no embankments. He went through valleys, up hills, and over rivers; but still he took unflinchingly the direct line, and his stations were not badly chosen." And here the orator plunged into all the localities, concluding with a flourish that if this kindly engineer, 2000 years ago, had taken the direct line, it would be as preferable under the more mighty administration of the nineteenth century.

THE WORLD IS FULL OF MYSTERIES.—The chamber in which the infant opens its eyes is a universe of mysteries. The father's voice, the mother's smile reveal to it slowly the mysterious world in which it is to live. It is a world of mysteries, but as the circle of knowledge is enlarged its vision is always bounded by a wall of mystery. The sun that awakens it at morning and again at night looks into its window to bid it awake; but still he looks unstartingly at the land, and into whose branches the birds come and sing before the dew is dry—the cloud with shining edges that moves across the sky, calm and stately like the clouds of a storm, are silent witnesses to the growth-upon which there is not a thing which the hand touches or on which the eye rests, which is not enveloped in mystery. The flower that springs at its foot—who has revealed the wonderful secret of its organization? Its roots shoot down, and its flowers rise up and expand into the infinite abyss of mystery. We are like emigrants travelling through an unknown wilderness. They stop at night by a stream of water, there their throats are set up their tent and built a fire. And as the flames rise up, all within the circle of a few rods around is distinct and clear in its light. But beyond and bounding this, rocks dimly seen and trees with vague light upon them, and the blue and beyond, the branches creek, and the waters murmur over their bed, and wild and unknown animals howl in the dark realm of night and silence. Such is the light of man's knowledge, and so it is bounded by the infinite realm of mystery. [—E. Peabody.]

Miscellaneous. THE BRITISH NAVY. Who has not in his time gazed with wonder on those floating castles which the citizen of England from time to time sees hovering on its coast, the watchful and moving fortresses of its island home? You are a dweller on the coast, and you are a lover of the beach and the summer month, but you are not the least—the great ocean is before you, illimitable—and it almost terrifies the imagination to think of men passing out there at that wild waste of waters, given up to the two unthinking and gigantic power of wind and waves, they have no more respect for man and his structures than if they were still in the folds of chaos. That men do go forth to the uttermost ends of the world, and that they are successful, is incredible. You have eaten of the lotus leaf: why should they go?—go from the firm sheltering earth, to lay their lives upon the winds? But now comes in the steam, the extended wing, floats unfettered, the steam engine, and now it is not so much the wind, but the wind and the water, and look at that tongue of flame drawn back with a serpent's swiftness, and that wreath of white, and that noise, and that fire, and that heat, and that light, and that power, and that grace!—it is that deadly shot that level, stoutest walls, and puts to silence the bastion and the fort? So beautiful—so strong—it walks the waves, and feathers—and nothing on the sea can harm it, and nothing on the sea can resist it, and now are the great waters that swallowed up all enterprise, and snote the heart with despair? The sea is ours—we live, we love, we fight, we conquer on the ship-casts anchor, and you rush with many others upon the shore, and you enter a ship which will take you off to a nearer survey of this great visitor. You approach, and mount the sides of this floating arsenal. Is this the thing you saw moving like a bird upon the sea? You look down as from a house-top. That yacht which bears its pennon so gallantly, and which is now moored under the stern, can just lay its fluttering sails, and you are giddy with the height; look down—you are giddy with the waters. Look down—you are again level with the waters. For there rises the enormous mast, peering the sky, laying its steady rays against the blue ether, bearing its crowded canvas, that makes the vast hull with all its iron stores, bound over the surface of the sea. O Clasp round—thou—sea-defended green spot—such, and so great, is the sacrifice thou art called upon to pay to the deep to the god of war! Let it avail to keep thy homes for ever untouched by invader!—Blackwood's Magazine.

THE DUKES OF PORTLAND and his Labourer. A short time ago, when the Duke of Portland was visiting his estate in Ayrshire, his Grace, desiring to pass an old man repairing one of his wigs, entered into conversation with him in his own familiar way. "Well, David," said the Duke, "you are still labouring away as usual?" David, raising himself up from his stooping posture, and touching his bonnet, replied, "Yes, your Grace, I am still labouring away as usual." "But you must find these times very hard, David. How many children have you?" "I have six, please your Grace," was the reply. "That will only be one-and-twenty a week in his service." "Seventeen years," answered the old man, "including your wife and yourself," returned the Duke. "I beg your Grace's pardon," said David, "it will be only one-and-twenty and threepence to each, then shillings a week, divided into eight portions, is only one shilling and threepence. I think." "You are perfectly correct in that," replied the Duke; and taking out his pocket-book and pencil, he inquired how long he had been in his service. "Seventeen years," answered the old man. "The Duke having looked himself for a few seconds taking notes, told David to call upon him in the afternoon, at a certain time, which he did, and received a letter from his Grace's own hand, with instructions to give the letter to the factor, and tell him "that his name to request eight-and-twenty shillings that had been kept off his wages for the last seventeen years, and interest to the time at four per cent." David said as he was instructed. The factor advanced before the poor labourer, paid down the sum, and David joyfully pocketed the money, purchased two cows, and clothing and shoes for his family, and has been heard to say several times since, that it was "cash in paid time, and if it had been got along his wages every week, he would have lent the guide out." The Duke gave him liberty to graze his cattle on a portion of the estate pointed out, and he set to work in more comfort than formerly, and the factor is elsewhere.—Greenock Advertiser.

BULLDOG ACCIDENT.—Mr. Wise, the English seconded, for the first time in his balling Express, at Auburn, N. Y., on the 24th ult. He landed near Syracuse, and from that place made another successful ascension the same evening—a feat probably never before performed by any one. The following is Mr. Wise's account of his interesting voyage: "When I had ascended high enough to see Syracuse, which was ten minutes after I left London from my moorings, I determined to go there before finishing my voyage, being induced thereto by the grandeur of the scene. It was too rich a treat to be deprived of. After I had viewed and reviewed the vast panoramic plain, and wondered at and admired the mindwork of the Creator, I would try to settle my mind down to a cool and descriptive standard, and my admiration had wro't me up to such a pitch that for nearly one hour I passed my time in ejaculations at the glorious spectacle beneath me. It was a magnificent dream—it seemed too much for reality. The vastness of the scene, extending nearly a hundred miles each way, beautifully interspersed with lakes, of which I counted thirteen—the innumerable villages, many of them glittering with silvery domes and spires—the tiny and tastefully decorated prison-house at Auburn—the thousands of variegated grass-plats—the golden tinge of the waving grain—the glossy surfaces of the lakes, that here and there dazzled in the sunbeams—the light and the dews over the general surface, caused by a partly cloudy sky—the huge precipices of clouds that lay to the East and partly beneath me—the wide river-like expanse of Lake Ontario, with its fringed Southern border—the cities in the evanescent distance, with a thousand other things, so completely absorbed my mind that when I first looked at my watch I found that I had been aloft one hour and ten minutes. "When I found the current was taking me directly for Syracuse, I was so much absorbed in contemplating the scene below, that the Zoroastri declared a large quantity of gas by expansion, and consequently lowered into the current that bore northward, and before I could raise her up again by lighting off, I had tacked some 4 or 5 miles northward, and was thus obliged to land a mile east of Liverpool instead of Syracuse. It was one hour and thirty-five minutes from the time I left Auburn, until I touched the earth. I landed on Mr. Waterbury's farm. Thence I was towed by a small rowing boat, in company with an immense cavalcade of horses and vehicles, through Salina to Syracuse, where I arrived at 35 minutes past 7. At 8 o'clock I reascended from the front of the Syracuse House, moved off in a westerly direction several miles, and finally descended for the day, which ended my Glaciar Voyage. 'J. WISE.' [Auburn Daily Advertiser, July 26.]

RAILWAY COMPASS.—Every day witnesses some new invention connected with our railroad improvements, and tending to make it not only the safest, but already is, but one of the most convenient and amusing modes of transportation. We have the new steam boiler of Mr. Montgomery, which almost precludes the possibility of explosion, the recent improvements in axle work, with which it is almost impossible for any obstruction to remove a car from the track; the substitution of water for oil as a lubricating fluid, and various contrivances for diminishing the liability to accidents. The latest invention we find in an English paper; it is called an Invenarium of Railway Compass. It will at all times show the speed of the engine, the distance to the next station, and the position of the train on the line. A chronometer connected with it shows the railway time. It will note the time occupied at each station, and the speed of the train, and the distance to the next station. One index on the dial points to the place which corresponds to the one on the railway; another indicates the speed, a third revolves once in 10,000 miles, showing the distance the engine has travelled. This instrument is moved by a separate wheel running on the rail, is not affected by breaks, and being illuminated at night is easily seen by the engineer. The experiment has been successfully tried, the result being the anticipation of the inventor.—[N. Y. Post.

HARVESTING MACHINE.—A correspondent, writing from Michigan to the New York Evangelist, says: "A field of sixty acres was harvested in two days by sixteen horses, guided by as many boys as necessary. On the front of the machine a man was stationed to adjust the forks and circular knives, and to regulate the motion which was readily thrown back into the machine. No more was seen of it, till another man in the rear part of the machine was seen tying up well filled sacks of pure grain, in perfect order for the flouring mill. This huge machine harvested and bagged three bushels of the best wheat in a minute." A singular custom prevails among the Sioux Indians. Whenever a white man has resided among them for the space of a month, he is required to take upon himself a wife. The chief of the band, among which he is, at the end of this time, comes with a young and handsome squaw, whom he must espouse and protect according to their customs, or leave the country immediately.—Prairie du Chien Patriot.

WOMAN'S EYES.—Large eyes were admired in Greece, where they still prevail. They are the finest of all when they have the internal look; which is not common. The stag or antelope eye of the orientals is beautiful and lustrous, but is accused of looking skittish and indifferent. "The epithet of 'stag-eyed,'" says Lady Wroth Montague, speaking of a Turkish love song, "pleases me extremely; and I think it very likely because of the fire and indifference of his mistress's eyes." We lose in depth of expression, when we go to inferior animals for comparison with human beauty. Homer calls the eyes of Helen "the eyes of the infernal suits well with the eyes of that goddess, because she may be supposed, with all her beauty, to want a certain humanity. Her large eyes look at you with a royal indifference. Shakespeare has killed them and made them human. Speaking of violets he describes them as being— Sweeter than the lids of Jano's eyes.

This is shutting up their pride, and subjecting them to the lips of love. Large eyes may become more touching under this circumstance than any others, because of the field which the large eyes give the veins to wander in, and the trembling amplitude of the ball beneath. Little eyes must be good tempered, or they are ruined. They have no resources, but this will bound them enough. They are made for laughing, and should do their duty. In Charles the Second's time, it was the fashion to have sleepy, half shut eyes, sly and suspicious. They took an expression benevolent and venerable on occasions, and made a common place of it, and a vice. So little do "men of pleasure" understand the business from which they take the title. A good warm-hearted poet could not be so unbusinesslike as to put a beauty in one verse from his pen, than a thousand rakes can arrive at swimming in claret, and bound on as many voyages of discovery.—Leigh Hunt's Men, Women, and Beasts.

TRENT VALLEY RAILWAY.—TAMWORTH.—SIR ROBERT PEEL.—There was a prodigiously grand banquet on Saturday at Tamworth, on occasion of the Trent Valley Railway. The carriage left London bedizen'd with flags and gay ensigns, and crowds of people were collected to cheer the first express train. A party of 1200 guests enjoyed the beauties of the season, provided in East-England by the directors. Peel, who was recollecting the first and when the works were commenced, and here he was at the opening of the line, all radiant with smiles and satisfaction. The great "Panoramic Tower and Drayton Manor" was complete. Sir Robert was particularly and learnedly witty on the curious fact that the line followed by this railway is the same as that taken by the Romans two thousand years ago. "It is perfectly correct," said the classical baronet, "that two thousand years ago the Romans found it necessary to open a north-western communication. The termini were London and Chester—the engineer was a very celebrated man, and I apprehend, united the joint capacities of engineer and contractor—he was the Stephenson and Brassey of that day. It was no less a man than Julius Agricola, who determined upon a north-western route, of which the termini were London and Chester. He took the direct line. The gradients were not favourable—he used no tunnels, no cuttings, no embankments. He went through valleys, up hills, and over rivers; but still he took unflinchingly the direct line, and his stations were not badly chosen." And here the orator plunged into all the localities, concluding with a flourish that if this kindly engineer, 2000 years ago, had taken the direct line, it would be as preferable under the more mighty administration of the nineteenth century.

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It is said that a young lady who greatly admires General Taylor's epistolary style, lately received a letter from a sweetheart inquiring if she would have him, and that she immediately replied, in the language of her lover's answer to Santa Anna,—"Come and take me."—[American Paper.

From the Quebec Gazette, July 23. We give below an important despatch from Earl Grey, the Colonial Secretary, to the Earl of Elgin and Kinross, Governor General of British North America. It is a kind of invitation to the British American Provinces to take a further step towards independence (we should still hope, under the protection of Great Britain), by forming among themselves, by mutual consent, a federal government for the purposes of revenue, railways, postal communications, &c., on the plan of the Zollverein or Customs Union of the German States.

Copy of a Despatch from the Colonial Secretary to the Governor General. DOWLING STREET, 31st December, 1836. MY LORD.—Your Lordship is about to assume the Government of British North America at a time when a change of policy is in progress, which is of no ordinary importance to the interests of every part of the British Empire, and perhaps of more than that of the large portion of Foreign Dominions in which Her Majesty has been pleased to select you as Her Representative. I need scarcely say that I refer to those Commercial changes which, in the last Session, after long and anxious deliberation, received the sanction of Parliament. By the Acts then passed, it has been provided that, with respect to some of the chief articles of national consumption, there should be a considerable immediate reduction, and an eventual abolition of those Duties upon Imports from Foreign Countries which have hitherto been imposed, not for the purpose of raising revenue, but with the view to the encouragement of commerce in the several Colonies, and to the promotion of the domestic or colonial producer, over his foreign competitor. It has been provided that, with respect to some of the chief articles of national consumption, there should be a considerable immediate reduction, and an eventual abolition of those Duties upon Imports from Foreign Countries which have hitherto been imposed, not for the purpose of raising revenue, but with the view to the encouragement of commerce in the several Colonies, and to the promotion of the domestic or colonial producer, over his foreign competitor. 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