THE BRITISH WHIG,
AND
General Advertiser for Canada West,
PUBLISHED SEMI-WEEKLY,
Every Wednesday and Saturday Morning,
BY EDWARD JOHN BARKER & SON,
AT THE ATHENÆUM,
Bagot Street, next door to the Lambton House.
TERMS.—ONE POUND PER ANNUM, if paid in advance. No paper discontinued until arrearages are paid up, unless at the option of the publisher.
ADVERTISEMENTS—Six lines and under, 2s 6d. first insertion, and 7½d. each subsequent insertion; six lines to ten lines, 3s 4d. first insertion, and 10d. each subsequent insertion; above ten lines, 4d. per line for the first insertion, and 1d per line for each subsequent insertion. Advertisements without specific directions, (which ought to be in writing) are inserted until forbid, and charged accordingly.
The BRITISH WHIG being a Journal of the largest Canadian Circulation, *no discount* will be allowed on advertisements on any pretext whatsoever
All Letters to be post-paid.
JOHN LOVE, PRINTER.

The British Whig,

AND GENERAL ADVERTISER FOR CANADA WEST.

"OPIFER PER ORBEM DICOR."

VOL. XVI. KINGSTON, CANADA, WEDNESDAY MORNING, DECEMBER 22, 1847. NO. 102.

BUSINESS DIRECTORY.

J. V. CLARKE,
GROCER,
WINE AND SPIRIT DEALER,
LAMBTON BUILDINGS,
PRINCESS STREET, KINGSTON, CANADA WEST.

VIRGIL & CO'S EXPRESS.
WILLIAM WARE—*Agent*,
KINGSTON.

C. W. P. De L'Armitage, GENERAL GROCER, Princess Street, Kingston, a few doors above Dr. Dickson's. Produce taken in exchange.

George Howe, *Painter, Gilder, and Glazier,* Bagot St. Kingston, (near Mr. Phippen's Candle Factory.)—Sign Painting, Wood and Marble Imitations, and Decorated Work in general. z

John S. Clute, Auctioneer and Commission Merchant corner of Ontario and Brock Steets. All orders thankfully received and punctually attended to.

Thomas Penney's Wholesale and Retail LEATHER STORE, Princess Street, Kingston, Dealer in Native and spanish Sole Leather, Uppers, Kips and Calf Skins, Morocco and Linings, Boot Makers' Findings of every description.

Messrs. O'Reilly & Henderson, Barristers, Attorneys at Law, &c &c., Kingston.
JAMES O'REILLY.
GEORGE E. HENDERSON. } 69-6m*

James Powell, Ironmonger & Tin Ware Manufacturer, Princess Street, Kingston.

The British American Hotel, (Late Daley's) by J. PATTERSON, Kingston, Canada West. 57 z

J. A. McDowall, Furrier & Hatter Brock Street, Kingston. Furs made up to order on the shortest notice. Furs of every description, Bought and Sold.

Matthew Drummond, Grocer, Wine & Spirit Merchant, Wellington Buildings, (next to Mr. W. Wilson's,) Kingston, C. W.

F & B. Kayler, Coach Builders, and Carriage Makers. Princess Street, Kingston.

Robert McCormick, Wholesale and Retail Dealer in Wines, Spirits, Teas, Groceries, &c., Princess Street, Kingston.

Messrs. Macdonald & Campbell Barristers & Attorneys at Law Princess Street, Kingston.
JOHN A. MACDONALD.
ALEXANDER CAMPBELL }

James McMillan, Teacher of Music. Piano Fortes Tuned. Address—Wm. McMillan, Auctioneer.

Thompson & Carey, General Importing and Commission Merchants, 51, Broad Street, New York.

William Ware, General Commission Agent, Broker and Auctioneer. Kingston, C. W

Macdonald's Hotel, late Stone's, opposite the City Baths, King Street, Toronto.

Francis V. Carey, M. D., Surgeon, Accoucheur, &c. &c., Newburgh, Camden East.

Edward Stacey, Merchant Tailor, nearly opposite the Montreal Bank, King Street, Kingston.

John Blackiston, Sail-Maker, No. 4, Hardy's Buildings, Ontario Street. z

Walter Eales, Painter, Glazier, and Paper Hanger, Princess Street, Kingston.

E. & A. Chown, Tin Smiths, Copper Smiths, and Tin Plate Workers, Princess Street, Kingston.

T. O. Butler, Cabinet Maker and Upholsterer, Montreal Street, Kingston. A General Assortment of the latest styles of Furniture, constantly on hand, and for sale on liberal terms. 60

NOTICE.

THE NORTH WESTERN INSURANCE COMPANY, OF OSWEGO, N. Y

THE Agent of this Company has removed his office to the EXCHANGE OFFICE, in Irons' Hotel, Ontario Street, where he is prepared to grant Insurance against loss or damage to Property, whether from Fire or danger of Inland Navigation.

M. T. HUNTER,
Agent.

November, 1847.

Lands for Sale.

THE Subscribers have the following Lands in the MIDLAND DISTRICT for Sale:
South ½ Lot No. 1 in the 3d Con. Pittsburgh, 50 acres.
No. 10 in the 7th Con. Richmond, 200 acres.
South ½ Lot No. 39, in the 7th Con. Camden, 100 acres.
West ½ Lot No. 15, in the 4th Con. Kennebec, 100 acres.
Lot No. 9, 5th Con. Olden, 200 acres.
Lot No. 18, 6th Con. " 200 acres.
CUMMING & MACDONELL,
Solicitors &c.

Kingston, June 29th, 1847.

BLANKS of every description may be had at the Athenæum Book Store.

SHERIFF'S SALE OF LANDS.

MIDLAND DISTRICT, To Wit: } BY virtue of a Writ of Fieri Facias, issued out of Her Majesty's Court of Queen's Bench, and to me directed, against the LANDS and TENEMENTS which were of JOHN HAESLIP, deceased, at the time of his death, to satisfy JOHN CARRUTHERS, a certain sum in said writ mentioned, which the said JOHN CARRUTHERS had lately recovered against James Williamson and William Ferguson, Executors of the last Will and Testament of JOHN HAESLIP, deceased. I have seized and taken in Execution part of Lot 24, in 1st Concession Township of Kingston, purchased from Hilary Dupuy, Esquire, by the said JOHN HAESLIP, formerly in the occupation of one Thomas Cornet.—Part of Lot 24, in 1st Concession Township of Kingston, conveyed by one Thomas Howe, to the said JOHN HAESLIP. Part of Lot 24, in 1st Concession Township of Kingston, conveyed by one Louis Laporte, to the said JOHN HAESLIP. West-half Lot No. 30, in 2nd Concession of Camden East, 100 Acres. Part Lot No. 46, in 7th Concession of Camden East, 150 Acres.—Part of Lot No. 43, in 9th Concession of Camden East, 80 Acres; and part of the East-half of Lot No. 41, in 1st Concession of Camden East.

All which LANDS and TENEMENTS, I shall offer for Sale at the Court House, in the City of Kingston, on SATURDAY, the FOURTH day of MARCH NEXT, at 12 o'clock, noon,

T. A. CORBETT,
Sheriff M. D.

Sheriff's Office,
City of Kingston, Mid. Dist., } November 25, 1847.

Sheriff's Sale of Lands.

ON SATURDAY, the 16th day of JANUARY, 1848, will be sold at the Court House, in the City of Kingston, the undermentioned Lands and Tenements, seized by virtue of several Writs of Fieri Facias, issued out of the Court of the Midland District, and to me directed, viz:—

JOHN OLIPHANT, *Plaintiff.*
vs.
GEORGE YARKER, *Defendant.*

All the right, title and interest of Defendant in Lot No. 13, 6th Concession Loborough—

JOHN CARRUTHERS, *Plaintiff,*
vs.
ANGUS McVICAR, *Defendant,*

And THE BANK OF MONTREAL, *Plaintiffs.*
vs.
ANGUS McVICAR, *Defendant.*

All the right, title and interest of the Defendant in Town Lot No. 98 and also part of Lot No. 22, 1st Concession Kingston, and Village Lot in Portsmouth, being part of Lot No. 19, 1st Concession Township of Kingston.

Sale at 12 o'clock, Noon
T. A. CORBETT,
Sheriff, M. D.

Sheriff's Office,
Kingston, Oct. 8, 1847. }

Sheriff's Sale.

MIDLAND DISTRICT, To Wit: } BY virtue of a Writ of Venditioni Exponas, issued out of Her Majesty's Court of Queen's Bench, and to me directed, against the LANDS and TENEMENTS of JAMES FRASER, at the suit of HOSEA B. SMITH, I have seized and taken the Northerly half Number 4, and North-Easterly quarter of Number 3, in the 4th Concession of Ernestown; also, the West-half of Number 24, in the 5th Concession Fredericksburgh, Midland District.—All which Lands I will offer for Sale at the Court House, in Kingston, on SATURDAY, the 4th day of MARCH NEXT, at the hour of 12 o'clock noon.

T. A. CORBETT,
Sheriff Midland District.

Sheriff's Office,
City of Kingston, Midland District, } November 30, 1847.

ATTACHMENT.

MIDLAND DISTRICT, To Wit: } BY virtue of two writs of Attachment issued out of the District Court of the Midland District, and to me directed, against the Estate, real as well as personal, of DAVID McGRATTAN, an absconding or concealed Debtor, at the suit of NATHANIEL HAEGANS, for the sum of Eleven pounds, One shilling and seven pence-half-penny; and also at the suit of JOHN MILLER, JAMES MILLER, and THOMAS MILLER, for the sum of Nineteen pounds, Eighteen shillings and one penny. I have seized and taken all the Estate real, as well as personal of the said DAVID McGRATTAN, and unless the said DAVID McGRATTAN return within the jurisdiction of the said Court, and cause the same to be di-charged within three calender months, the said Schooner will be held liable for the payment, benefit and satisfaction of the said claims.

T. A. CORBETT,
Sheriff M. D.

Sheriff's Office, Midland District, } Nov. 4, 1847.

JUST RECEIVED
AND FOR SALE BY THE SUBSCRIBER,

A SUPPLY of "Jules Hauel's" celebrated Depilatory Powder, for removing hair without injury to the skin.
"Patey's" Old Brown Windsor Soap,
"Williams's" fine Almond Soap,
"Ede's" Indelible Ink, for marking Linen, &c.
Hair and Tooth Brushes, &c.,
And a general assortment of English Perfumery.

ROBT. BARKER,
Druggist & Apothecary,
Brock Street.

Kingston, Oct. 8, 1847.

BOOK BINDERY,
AT THE ATHENEUM BOOK STORE.
BAGOT STREET.

THE SUBSCRIBERS respectfully inform the Inhabitants of Kingston and Vicinity, that having engaged COMPETENT WORKMEN, they are now prepared to execute all kinds of Work in the Book Binding Line, with neatness and despatch

All descriptions of Blank Books made to order.

EDWARD JOHN BARKER & SON.
Sept. 10, 1847.

SHIP CHANDLERY,
NO. 1 HARDY'S BUILDINGS.

WILLIAM DONALDSON having purchased all my Stock, in Trade and Interest in the above Establishment, I beg to recommend him to my friends, the Masters and owners of Vessels.

M. T. HUNTER.

THE SUBSCRIBER having entered into the above business, would call the attention of his friends and the public to his establishment, where will be constantly kept on hand everything in the Ship Chandlery line.

WM. DONALDSON.
Kingston, Oct. 1st 1847. 80-tf.

FOR SALE.

THE new Schooner RACHAEL, of between 1800 and 1900 Bbls. Flour burthen.

She will be sold on advantageous terms.
Apply to
M. T. HUNTER, or,
R R. YOUNG.
Kingston, Oct. 18, 1847. 85-tf.

Desirable Residence, near Kingston,

To be Let or Sold.

TO BE LET, or Sold, with immediate possession, that very commodious Family Residence on the top of Barriefield Hill, formerly occupied by Col. Fraser, and recently by Mr. Tucker, R N. A large Garden is attached to the house, which is roomy and in good repair, and the stables and outhouses are spacious and convenient.

For particulars apply to Mr. Nicholas Cross, in the Village, who will show the premises; or to Dr Sampson, Kingston.
Oct. 26, 1847.

NOTICE.

THE Subscribers hereby beg to offer their services to their friends and the public generally, in capacity of COMMISSION MERCHANTS and GENERAL AGENTS, and from their long experience in this market, trust they will be enabled to give every satisfaction in disposing of such property as may be confided to their care for Sale or Consignment.

FRS. CLEMOW & Co.
Bytown, October 26, 1847. 88-3.m

FOR SALE,

BY the Subscriber, at his Ship Chandlery Store, No. 1, Hardy's Buildings, Tar, Pitch, Rosin, Tarred Rope, Manilla, and everything in the Ship Chandlery Line.

WM. DONALDSON.
Oct. 23, 1847. 87

FOR SALE.

PORT and SHERRY WINE, GIN, BRANDY, &c., in Hogsheads Quarter Casks, and Octaves; Teas, Sugars, Fruit, &c. &c., very low for cash.

CHARLES HALES.
Oct. 26, 1847.

JUST ARRIVED.
AND FOR SALE BY THE SUBSCRIBER,
AT HIS WARE ROOM
MARKET BUILDING.

4 PIANO FORTES, 5½ to 6½ Octaves (warranted,)
Mahogany and Gilt Frame Mirrors, (assorte sizes,)
Toilet and other Glasses,
Eight-Day Gothic Mantle Clocks,
do. Time Pieces,
do. O. G. Clocks,
Mariner Time Pieces,
Thirty-Hour Brass Clocks, from $3 to $7,
A ve Splendid Assortment of Oil Paintings, in Gilt Frames,
French and German Accordeons and Flutes,
Toy Bureaus, Spool Stands and Boxes.

—ALSO,—

A few copies Family Bibles, Protestant and Douay,
Josephus, Zenophon, Lives of the Popes,
Reformation in Germany and Switzerland,
Hannah More's Works,
Shakspeare's Works, Burns' Works,
Walker's Dictionary,
Polyglot Bible,
Harp of David, &c. &c,
Wholesale and Retail.

WM. McMILLAN.
Nov. 1, 1847.

CALEDONIA WATER.

THE Subscriber has received a consignment of the above excellent Water, which he will sell in quantities to suit purchasers.

M. T. HUNTER,
Exchange and Insurance Office.
Ontario Street.

NOTICE.

THE Subscriber has commenced the GROCERY BUSINESS, where he now resides, next door to Mr. Harkes' Crockery Store, King Street, Kingston, where he hopes by strict attention to business and moderate prices, to meet a share of public patronage.

JOHN FOSTER.
July 20, 1847.

FOR SALE.

A SUPERIOR Lot of SUGAR-CURED HAMS—very excellent.

J. HILLIARD.
Mark t Place, Oct. 1847.

TO THE ELECTORS OF SOUTH NORTHUMBERLAND.

GENTLEMEN:

AT the solicitation of several individuals from different parts of this District, I am induced to come forward and offer myself, at the ensuing General Election, as a Candidate for your Representation in the Legislature of this Province.

This step, Gentlemen, is not prompted by any mercenary motives, I am known personally to most of you, and it is for you to decide whether, from character or circumstances, I have interests to gratify that are at variance with yours or prejudicial to those of the Colony at large.

I have resided among you for many a long year—for the greater part of my life; and I trust that during that period I have not been found wanting in those duties and observances which constitute a good citizen and a faithful subject. True, it may be urged that I have not had the honor of being born under the British Flag, but then, Gentlemen, my sons and daughters were born under it—it has become mine by adoption and choice; and, let it be remembered, that in the hour of danger I was found at my post in its defence.

Here, and in this very District too, are all that are near and dear to me—my property, which is of some value, lies here intermingled with your own, proving our interests to be inseparable. Whatever affects your welfare affects mine—you cannot prosper without my participating in your prosperity, or suffer without my sharing your adversity; and as I am no *needy* office seeker, who is ready to sell you at a moment's notice, you have at least presumptive evidence of the honesty of my intentions.

In politics I am *What a dollar a bushel, and good roads to your own doors.* Who, I wish to inquire, can do you justice and follow the humbugging system of the day? Who can call himself an independent man, and pledge himself to support every measure, whether good or bad, that may be introduced to the House by the Leader of this Administration or that Administration? No individual in existence, Gentlemen; and sooner than purchase the suffrages of any constituency on such terms as these, I would deliberately and cheerfully forego the honor of representing it, were it even accorded to me by acclamation.

Gentlemen, I care not one farthing for party politics, my text is, and ever shall be, Sustain the Constitution throughout all its bearings—strengthen the link that binds us to the Mother Country—improve the condition of the Farmer, who is the bone and sinew of the Province—proscribe no body of men thro' the enactment of oppressive laws, and, irrespective of party, encourage education thro'out the length and breadth of the land.

And now, Gentlemen, having laid this brief statement before you, I shall conclude by remarking, that, did time permit, it would give me sincere pleasure to visit you all, individually; but as the elections will take place in a very few days, I am of course deprived of that gratification. However, if you consider an individual who is of necessity deeply interested in the welfare of this District—one who is intimately acquainted with your wants—one who has handled the sythe and plough for many a day himself—worthy the high trust which is in your gift, most heartily do I place my humble abilities at your service.

I am, Gentlemen,
Yours sincerely,
WILLIAM WELLER.
Coburg, Dec. 7, 1847.

TO THE FREE AND INDEPENDENT ELECTORS OF LENOX AND ADDINGTON.

GENTLEMEN:—It being now certain, that the Provincial Parliament has been dissolved, I take the earliest opportunity of announcing, that it is my intention again, to offer myself as a candidate for your suffrages at the ensuing General Election.

Should you again confer upon me the distinguished honor of representing you in the Provincial Parliament, I shall be found an advocate of equal Rights, both Civil and Religious, for all Classes of Her Majesty's Subjects.

I shall be prepared to give my support to any Measure which may be introduced, for the final settlement of the long agitated University Question; upon the principle of an equitable division of the Endowment, in such a manner as to afford the benefits of Education to the Youth of the several denominations of Christians throughout the Province.

I am, as I have ever been, an advocate of Agricultural Protection, being well convinced from the experience of the past, that upon it the prosperity and improvement of the Province, in a great measure, depend.

I have availed myself of every opportunity in my power, to advance the local interests of the Midland District, in which my life has been spent, and I shall continue to press upon the Government, the necessity, and justice, of opening up Roads to the vast tracts of Land lying in the interior of this District.

I am, Gentlemen,
Your Faithful and Obedient Servant.
B. SEYMOUR.
Bath, 8th December, 1847.

SAMUEL MORLEY & Co.
GENERAL IMPORTERS
OF ENGLISH AND AMERICAN
Hardware,

WOULD intimate to their Friends and the Public, that they have received an Extensive and well Assorted Stock of

Heavy and Shelf Hardware, Fancy Goods, &c. &c.,

COMPRISING PARTLY,

English Banks, Swedes & Iowmoor Bar Iron,
Hoop and Band Iron,
Cast, Spring and Blister Steel,
Canada Plates, Sheet Iron and Tin,
Blacksmiths' Anvils, Vices, and Bellows,
Deck Spikes, Wrought and Cut Nails,
Coil, Logging, and Trace Chains,
Sheet Brass, Copper, Lead and Zinc,
Window Glass, Paints and Oils,
Hair Seating and Curled Hair,
Ship Carpenters', Joiners', and Coopers' Tools,
Double and Single Fowling Pieces,

An elegant Assortment of Silver Plated And Britannia Metal Ware, Fine Cutlery, &c.

Hot Water Dishes and Plates, and Dish Covers,
COOKING, BOX, AND FANCY STOVES,
Fenders, Fire Irons, Fire Dogs, &c. &c.

Sign of the Crossed Saw, Princess Street.
Kingston, Nov. 5, 1847.

LONDON STEEL PENS.
JUST RECEIVED AT THE
ATHENEUM BOOK STORE,

A LARGE assortment of Steel Pens, by various makers, including Gillot's Celebrated Magnum Bonums; the New York Ladies' Pens, and several other new articles.

*** A Liberal allowance to the Trade.
October 26.

COLD WINTER IS COMING.

Cold Winter is coming—take care of your toes,
Gay Zephyr has folded his fan;
His lances he couch'd in the ice-wind that blows,
So mind up fast as you can.

Cold winter is coming—he's ready to start
From his home on the mountains afar:
He is shrunken and pale, he looks frozo to the heart,
And snow wreaths embellish his car.

Cold Winter is coming—Hark! did yo not hear
The blast which his herald has blown?
The children of Nature all trembled in fear,
For to them is his power made known.

Cold winter is coming—there breathes not a flower,
Though sometimes the day may pass fair!
The soft lute is removed from the Lady's lorn bower,
Lest it coldly be touched by the air.

Cold Winter is coming—all stript are the groves,
The passage bird hastens away;
To the lovely blue South, like the tourist, he roves,
And returns like the sunshine in May.

Cold Winter is coming—he'll breathe on the stream,
And the tears of his petrified breath
Will seal up the waters, till, in the moon beam,
They lie sirlers, as slumber or death.

Cold Winter is coming—and soon shall we see
On the pines, by that genius Jack Frost,
Fine drawings of mountain, stream, tower, and tree,
Framed and glazed too without any cost.

Cold Winter is coming—ye delicate fair,
Take care when your hyson you sip;
Drink it quick, and don't talk, lest he come on aware,
And turn it to ice on your lip.

Cold Winter is coming—I charge you again,
Muffle warm; of the tyrant beware,
He's so brave, that to strike the young hero he's fain
He's so mild he'll not favor the fair.

Cold Winter is coming, I've said so before,
It seems I've not much else to say;
Yes, Winter is coming, and God help the poor,
I wish it was going away.

REPEAL OF THE BRITISH NAVIGATION LAWS.

From the London Quarterly Review.

There is another branch of the Free-Trade mania, equally, if not indeed more instantly menacing, and which affects our national existence—we mean the avowed, and in some cases already executed, intentions of the Government to overthrow our Colonial system, and their evident leaning to an abolition of the Navigation Laws. We will endeavor to recapitulate and enforce in the fewest words possible our objections to these projects.

We say in the first place as to the Colonies, that the [illegible] them governments responsible to local legislatures, and the releasing them from all reciprocation in commercial favor with the mother country—are neither more nor less than *disconlonization.* If Canada is to be governed by a native Cabinet responsible to her own Legislative bodies—if her produce is to receive no favor in the English market, and English produce no favor in hers—and if British or Canadian shipping is to have no more advantage in the transport of either produce than French or American—will Lord Grey be pleased to tell us in what way Canada will differ in regard to us, from one of the United States, *except our being burdened with the expense of defending and the peril of losing it?* If the Mauritius is no longer to have her produce protected from competition with the slave-grown sugar of Cuba, why should she not ask—and will she not demand to be restored to France, who will so too glad to embrace her old colony again, and cherish her with protection? Colonies are, we unhesitatingly, of no *intrinsic* value whatsoever; it is only as they are nurseries for native seamen and markets for native industry that they are of any worth. "*Ships, Colonies, and Commerce*" used to be a favorite toast, involving a wise and patriotic principle; but, without *ships* and *commerce colonies* are a burden and a danger, and the sooner we are rid of them the better. Modern wisdom invites us to throw away all their advantages—if we must obey these oracles, let us, in the name of common sense, get rid of the expense and risk also.

But it is not in the loss of our colonies merely that his new system must involve us. If you repeal the Navigation Laws you abandon your chief nursery for seamen. Adam Smith himself—the *Adam* of free trade—excepts from his general doctrine the Navigation laws; they are, he say, special and essential elements of national defence. To Adam Smith's authority, and to the arguments we adduced in our last Number on this subject, we must now beg leave to add two or three observations. The carrying trade, considered in a merely economical view, must be engrossed by the people who can build and navigate ships at the cheapest rate;—and that never can be England, where the materials of construction and the wages of workmen and sailors must be dearer than in the less heavily taxed countries; for instance, it is admitted that the ships of Northern Europe will engross the coal trade along our east coast—the best perhaps of our nurseries, and deserving peculiar attention, because it is already likely to be considerably affected by railroads. Now observe how all this must operate. Steam has already deprived us of much of the natural defence of our insular position. If we add to the diminution of our own mercantile and colonial navy, and affect to purchase ships and to hire freight in the cheapest markets, we must be satisfied also to resign the naval superiority which, like all other articles of special and transcendental necessity, never can be had—permanently and readily—what is called *cheap.*—Every one is aware of the facilities of invasion afforded by steam; and if steam vessels alone are to be considered, the passage of the Channel would be to a French army little more difficult than the passage of the Rhine. Nautical skill and nautical difficulties would alike be of less account. The contest would be essentially military; and when it comes to that, *we shall have to fight for England on English ground.* But there is still, in spite of the equalising powers of machinery, great room for naval exertion; and we have been informed, on what we consider good authority, that our great General, who has approved of extensive works along the coast to meet steam invasion, has also, with that sound judgment which always directed his genius, recommended a system of naval co-operation, by which the seamen (a peculiarly British production, that, like all other British productions, the free-traders would discourage) may be brought in to decide the struggle between rival machineries, which, without the command of the seas by great fleets, must always expose us to the shame and the horror of actual invasion.

It is impossible to say what novel form maritime war may take under the influence of this new element—*steam;* but we see no reason at all to suppose that we should lose any of our ancient superiority; nay, we might even calculate on increasing it. Our materials are at least as good as any; our machines and our mechanics are better; and our seamen are not *yet* diminished, nor at all degenerated. In a steam-*fight*, therefore, we have still the same, if not a greater, prospect of success; but that would not ensure the safety of the English shores. We might capture 20 sail of the line off Ushant, while 50,000 men were landed in Sussex. Steam boats are a bridge. We may consider it as too certain that steam navigation has changed the position of this country from being impregnable to being only defensible. If we abandon our old colonial and maritime system, we must be prepared to lay aside all the old prejudice of our ancestors against standing armies. We must have a standing army in England, and a great one, instead of what has hitherto sufficed for the national defence—a *standing navy.*

It is, we think, worth while to explain in a few words how that system, now threatened with so desirous a change, operated. In times of peace a small naval force only was kept in commission, chiefly for the purpose of affording a nucleus to be increased on any emergency, and in the meanwhile visit our colonies and trading stations.—This force, was, the year before the revolutionary war (1792,) only 13,000 men.* In the first years of the present peace the Tory Government—under the Whig clamor for economy, and feeling moreover that a low peace establishment was by no means incompatible with larger exertions if they should become necessary—voted (from 1815 to 1824) only 13,000 or 14,000 men; but the true *standing navy*, the real safety of the country, is the *hundred* or *hundred and fifty* thousand seamen who are employed during peace in the general commerce of the country. The ships in commission are manned by voluntary enlistments for about three or five years; and for a number so comparatively small, voluntary enlistment sufficed; for ships have been many months in commission before they could be manned. The good treatment, however, and lenient discipline, together with increased pay and comforts and service-pensions, have latterly made the Royal Navy so popular with the seamen, and the class of seamen itself has under the wise system of our navigation laws so much increased, that there is found little difficulty in procuring 30,000 seamen; about the number which has been voted these last few years. Now this number, though nearly double [illegible] 1815 to 1824 [illegible] think, in an ordinary state of peace, ought to be employed, is barely sufficient for the various duties of late imposed upon the navy. It would be totally inadequate for a war even with a single power; and we probably shall never again have only one enemy to contend with. In any emergency the services of the mercantile seamen must be called in, either by the slow and ineffective inducement of bounties, or by the more summary and productive process of impressment.

This was our cheap but most effective system of national defence. Instead of keeping 10,000 men in commission at an enormous, and for the time useless, expense, they are encouraged to employ themselves in the coasting, colonial and foreign trades. When war comes, and that they can no longer pursue their peaceful calling, and *become themselves liable to capture and foreign prison*, the Royal Navy calls them into military action, both of aggression against the enemy, and of protection to those of their fellows, still engaged in mercantile pursuits. At the end of the war they are paid off and return to their ordinary employment, where, instead of becoming less useful, they are as if in a school, every day acquiring additional skill and aptitude for future service in the Royal Navy. To foster and encourage this admirable system, which trained men in peace to the highest duties of war, and which—when last tried—exhibited its results in a galaxy of victories too long to be named and too glorious to require it, was the main object of our colonial policy and Navigation Laws: and in fact all our expenditure, and the additional increased freightage to which the Navigation Laws may have subjected our trade was the price we paid for this *standing navy.* We did not directly pay these 10,000 men for their liability to be called upon to serve, but we directly paid them by the favor and encouragement which mercantile commerce received.

We used to hear violent complaints of the injustice and tyranny of *impressment*—nay, its legality was at one time disputed; but the duty of compulsory service in defence of the state is as old as society in England, or indeed as any civilized government; it is a law, we may say, of nature, and exists by land as well as by sea, as is proved in principle by the feudal services and the *posse comitatus* of old, and by the militia ballots in modern practice. The landsman is bound to serve by land, the seaman to serve by sea—but there is always such a supply of landsmen willing and able to undertake a service which requires no antecedent education or skill, for very small bounty, that compulsion is seldom actually necessary; while the seamen are a limited class—with special requisites only to be obtained by education, practice and peculiar aptitude—a class who can always find employment in private trade, and who therefore, will not, to a sufficient extent for the greater numbers required in war, voluntarily resign the personal independence, and often the higher wages of a private trader, for the discipline and restraint of a man-of-war—to which there used to be little other inducement than honourable danger. The real hardship and the chief cause of the reluctance was that we forced men to serve the public at lower wages than the merchant would give them. The superior advantages which have been gradually (but at a great standing expense) extended to the Royal Navy have wonderfully aided voluntary enlistment, and after a thirty years' peace people begin to look upon impressment as an antiquated abuse—an obsolete tone of the old oppression which never can revive. We tell them that they are egregiously mistaken, not only can the country never dispense with the power of naval impressment, but we are, we fear, destined to see not merely a standing army, but a *conscription* to maintain it whenever it becomes too large to be recruited by volunteers—those adventurous youths who "hang loose on society" and when we are driven to a conscription ashore, it is very plain that there will be more or less extensive and stringent in proportion as we have a less or a greater number of *seamen* ready to stand in the first line and bear the first brunt of our insular defence. The maintenance, therefore, of the Navigation Laws, and every other possible encouragement that is given to the native ship and the native sailor, is so much saved to the country in the expense of the army and as we shall find whenever a war comes, in the personal service that will necessarily be extorted from individuals at home. Let us recollect that even when Howe and Duncan, Jervis and Nelson, has swept hostile fleets from the ocean, we were obliged to call out, in addition to the regular army and *compelled* militia, 50,000 of an army of reserve, and 300,000 volunteers. (*Ann. Reg.* 1803.) Against the constant and extended powers of steam no partial levies or voluntary enrollments will suffice; and we especially warn the new members of Parliament that, in addition to all other difficulties and objections, every step towards the Continental system (for steam makes us almost a part of the Continent) of powerful standing armies and conscriptions to maintain them, and as a necessary consequence the probable shifting of battle-fields from Flanders and Picardy to our own shores—from Ramillies and Waterloo to Petersey Level or Batham Downs. These are considerations which seem never to have occurred to the advocates for free trade, and which they will no doubt call vile and visionary; but long attention to subjects of this kind and a distinct recollection of the situation of this country in its last struggles with Bonaparte, together with, as we believe, a just appreciation of the probable results of a steam navigation, convince us of the justice of the apprehensions we have expressed, and of the vital importance to the safety of the empire of resolutely and decidedly resisting *any measure* that can tend in *any degree* to destroy or weaken our own natural peculiar *monopoly*, our *insular position*, which has generated our shipping and our seamen, and of which in return these are the first and best protection and safeguard.

The Committee which sat last season on the Navigation Laws, and which Sir Robert Peel and some of his friends attended with such remarkable assiduity and so evident a determination against that system, was little better than a solemn mockery—a vain and idle and delusive investigation, set on foot and pursued, we fear, only to endeavor to find some colour for the contemplated change. A statesman needs not inquire whether these laws do not, to a certain degree [illegible] and square freights—that needs no enquiry. It is evident; but so do all measures of security and defence—so do lighthouse dues—so do the walls of fortified towns. The real question for both ministers and people is whether the amount of impediment or clearance created by the Navigation Laws—even if much larger than any one pretends it to be—is too great a price to pay for the additional security that they contribute to our harvests and to our homes—the inviolability of our territory—our independent national existence.

On a question so vital as we consider this to be, we cannot refrain from adding one remarkable fact of another class, which will develope the kind of tactics by which this free-trade is to be imposed upon us. The unhappy Irish famine, that was made the stalking-horse of the repeal of the corn laws, was also made the pretext for proposing the suspension of the Navigation Laws. It was pretended that there was not British freight sufficient to supply the wants of Ireland. There was in fact, no want of shipping for all *legitimate trade;* and, though the immense speculations in particular ports created a partial glut before shipping could be prepared to meet it, the truth is that no ships (or none worth mentioning) were eventually employed that might not have equally brought their cargoes under the Navigation Laws. But this outcry helped to increase the public panic, to swell the clamor against the corn-laws, and to create prejudice against the Navigation code, and so it was passed; and the result of all this irregular legislation—all these stimulants to speculation—all these undue and unnecessary incentives to importation, has been to *swamp* the markets, and drown most of those who were rash enough to yield to these impulses.* The device was in character with the rest of these insidious proceedings, and the result has been even more immediately calamitous.

We have thus treated—very imperfectly, we are aware—the three great subjects which are likely to be brought into the earliest discussion—the Christianity of our constitution—the security of property and public Credit—the elements of our maritime power, colonial empire and national safety. Upon the first of these we have no indication how the the third party may be disposed to vote: on the two latter their *Leader*—for so, in spite of his *Nolo episcopari*, we must presume to call him—has given in his *Elbing Letter* so distinct a pledge—not merely of opinions, but of actual designs if his ministerial career had not been arrested—that we little doubt that, with perhaps some special reserve—some *tertium quid* to preserve a colour of individual consistency—Sir Robert Peel will substantially forward these measures, whoever may propose them. We know that some persons for whom we have great respect have even of late expressed a reluctance to break altogether with Sir Robert Peel, and a hope that the Conservative party might be again united under his command. We should most heartily join in the same wish, if we could hope that Sir Robert Peel would or could join his ancient banner; but we are reluctantly obliged to declare that we hold such a hope to be a dangerous delusion. The thing is impossible; the attempt would produce nothing but disappointment and mischief. Sir Robert Peel is not merely pledged to all the measures that the Conservative body deem so perilous to the country, but he is in the first degree the author of the danger; and putting out of consideration all older causes of complaint and distrust, the Conservative party can never have any confidence in the speaker of

* Exclusive of the Marines, which are in the proportion of about two-fifths of the seamen voted: but it is to the *sailors* only that our observations apply throughout.

* At one time 30,000 tons of shipping had congregated at New York, which could obtain no lodings; freights that had jumped up to 14s. fell to 2s; and we have seen in the newspapers of a fortnight ago, that Indian meal was actually sold in Belfast £1 per ton cheaper than guano.

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In conclusion we have little more to do than to repeat, with additional earnestness, the advice respectfully offered at the close of our last number, that the peculiar and isolated unparalleled position of the Conservative party requires the most cordial union—the firmest resolution, and at the same time the greatest caution—we should say relinquishance—in taking any step or in raising any questions of their own. They must recollect that though one element of their strength is the division of their opponents they themselves are—as their party has been for half a century, ever since Mr. Pitt's unfortunate mismanagement of the Catholic question—divided on that important subject; that since then other shades of difference on minor matters have supervened, all of little importance compared with the great interests that we have treated of, but sufficient to distract and divide the party, if imprudently pushed into discussion. We conjure them, therefore, to forget, or at least to postpone, all the minor differences in the presence of the revolutionary attack with which we are menaced—to take up a defensive position, and not be tempted from it till they shall see—*as they soon will*—symptoms of a break-up amongst their opponents. Their duty is resistance and they will have enough to resist. If they attempt to advance, they will assuredly give their enemies a greater advantage over them, and Lord John will again be able to quote the triumphant exclamation of the great Whig of the Common wealth at the indiscretion of the Tories—'*The Lord hath delivered them into our hands.*'

We well know how irksome such a line of policy must be to men of honor and spirit, indignant at the treatment they have experienced, and alarmed at the danger with which the constitution is menaced; but it is the imperious necessity of the state of parties and the country.

Sir Robert Peel, it is evident, means to assume the convenient station of arbiter between opposing interests: he means to sit apart in the cloudy recesses of his own Olympus, and weigh in his supreme scales the fates of contending parties. We warn the Tories to allow him no such position—to dethrone this mock Jupiter—to provoke no conflict which he can come forward to decide; but, on the contrary, to take up themselves that neutral position—to wait to see how Sir Robert and Lord John—who cannot long go on like the two kings of Brentford smelling at the same nosegay—dispose of their respective pretensions. Let the Tories maintain, as we think it possible for them to do, the power of arbitration between those parties. We have said that in the most important points of danger to our institutions there is a likelihood that the Whigs and the Peelites may be allies—but they must also be rivals. Lord