

Governor of a colony is exposed to a very improper influence, from the moment of his assumption of a government. Now, what can be a greater security against its undue exercise than the existence of a body of responsible advisers, whom it is expected he will consult previous to making appointments, and who would be allowed to resign office, if, notwithstanding their advice, appointments were made that might be calculated to interfere with the conducting of the government of the province, or of persons who would oppose its measures ?

It will not, I believe, be contended for a moment, that a Governor can know intuitively the **capabilities** and just claims of persons who may be applicants for public situations in a colony. He must, therefore, obtain the necessary information from some source ; and the question now to be determined is, whether that information is to be sought in a known and authentic quarter, or from what has been termed “ back-stair influence,” having for its object, not the public, but individual advantage.

This is what Her Majesty’s Government will be called upon to **decide**, so far as the Governor is concerned. By adopting that course which appears to be **the** most constitutional, a very general satisfaction will be produced throughout these provinces, although it will be to the discomfiture of a dominant party. If, on the other hand, the Governor is not required to consult his responsible advisers before making an appointment, but is to carry on the government without the cordial concurrence of his Executive Council and the support of the representative branch, there will be a succession of jealousies and animosities, and a degree of distrust engendered, which no lapse of time will extinguish.

As to the charge of the full development of the principles of responsible government tending to **affect** the relative positions of the Parent **State** and her Colonies, it is too absurd to need repetition : it presupposes that a People should become so enamoured with the exercise of freedom, as to desire its subversion. British supremacy will be best secured by the prevalence of British principles ; while the permanent authority of the Home Government is effectually secured by its veto upon bills, any one of which may be rejected within two years ; and by what are termed the Royal Instructions, by which Governor, Council, **and** Legislature must be guided. The members of the Executive and Legislative Council also are appointed by the Crown at the recommendation of the Governor, and are frequently dependent upon him for office : they are, therefore, **à priori** under his control, it only being **necessary** that they should have the confidence of the country,

There is another subject of **difficulty** in America, which, unless the

claims of the Assembly are attended to, will be productive of important results. By the Act of Union, the enormous sum of \$35,000 was appropriated by the Imperial Parliament to be paid annually during Her Majesty's reign and for five years thereafter ; which is considered as limiting the constitutional privileges of the Assembly, and as being a contravention of the Declaratory Act of 1778.

Mr. Christie, who made himself obnoxious to the House of Assembly of Lower Canada during the administration of the Earl of Dalhousie, and whose seat as member for Gaspé was repeatedly vacated by the House, has brought in a series of resolutions, which were passed, expressive of disapprobation of the course which has been pursued, and offering to provide permanently during Her Majesty's reign for the judges and other public **officers** requiring such provision, and proposing certain reductions in salaries exceeding **£300** ; such appropriations to take effect when the Imperial Act shall have been repealed.

I ought to conclude with a few remarks relative to the **affairs** of Nova Scotia and New Brunswick, **but the length of** this letter renders it necessary that I should make them the subject of another, if the tenor of this communication does not interfere with the arrangement and character of your periodical.

AMICUS.

SHIP-BUILDING IN AMERICA.

The number of vessels built in the United States during the year ending Oct. 1, 1842, was 116 ships, 91 barques, 273 brigs, 404 schooners, and 137 sloops, the aggregate tonnage being 129,053 tons.

The tonnage is set against the States as follows : Maine, 57 ships, 50 barques, 55 brigs, 1 schooner, and 1 sloop—tonnage 38,041. New York, 6 ships, 5 barques, 17 brigs, 134 schooners, 22 sloops—tonnage 20,241. Massachusetts, 32 ships, 14 barques, 21 brigs, 4 schooners, and 1 sloop—tonnage 18,632. Pennsylvania, 1 ship, 4 barques, 6 brigs, 158 schooners, 43 sloops—tonnage 13,666. Maryland, 3 ships, 6 barques, 99 brigs, 0 schooners, 1 sloop—tonnage 7,937. Ohio, tonnage 7,904. Kentucky, tonnage 5,608. Connecticut, 3 ships, 4 barques, 7 brigs, 7 schooners, 1 sloop—tonnage 3,357. New Jersey, 16 brigs, 26 schooners, 5 sloops—tonnage 3,116. Rhode Island, 8 ships, 3 **schooners—**tonnage 2,516. New Hampshire, 4 ships 1 barque—tonnage 1,695. Louisiana, 6 brigs, 5 schooners, 3 sloops—tonnage 1,044. District of Columbia, 1 brig, 48 schooners—960 **tns.** Virginia, 1 ship, 8 brigs, and 3 schooners—tonnage 889 tons. Delaware, 1 ship, 4 brigs, and 4 schooners—tonnage 713. S. Carolina, 5 brigs, 1 schooner, and 1 **sloop—tonnage** 482. N. Carolina, 14 brigs, 4 schooners, and 1 sloop—tonnage 1,185. Tennessee, tonnage 321. Michigan, 6 brigs—tonnage 385. Alabama, 4 schooners 1 sloop—tonnage 282. Georgia, tonnage 124.

COLONIAL PROSPECTS FOR 1844.

WE are rejoiced to find that our Colonial trade is, at last, in the ascendant ; since the commencement of the year a considerable reaction has taken-place, and the long-depressed state of Colonial interests is reviving. The new year appears to have been fixed on as the starting point for fresh enterprise and confidence—the result of judicious caution has happily been most beneficial, after the awful revolutions which the commercial world felt so severely, especially in some of our Eastern Colonies, where the blow laid prostrate mercantile houses which proudly dated their establishment **from** the foundation of the colony, and whose credit had heretofore been undoubted.

The storm has, however, passed, and a new and healthy state of things begins to appear. The busy voices of **the** merchants, **ship-owners**, and brokers are again heard in the City, all commencing their preparations for the “ spring **campaign**,” towards carrying out the various details of **colonisation** and emigration, by which new blood and capital will be introduced into our **Colonial** possessions, giving, at the same time, an impulse to our manufactories at home, and relieving the mother-country of tens of thousands of her surplus population, thereby creating new markets in her infant Colonies for our vast manufactures, and increased employment for British shipping. Several new projects are already started, and many more are in embryo, all contemplated for the promotion of Colonial objects, which the high price of Consols and the vast amount of unemployed capital have partly given rise to. Among the most prominent are ‘the formation of a company for carrying into **execution** the long-desired plan of connecting the Atlantic with the Pacific **Ocean** by means of a ship canal across the Isthmus of Panama, and another for the extension of steam communication from Singapore southward to our Australian Colonies, so as to enable us to reach our Antipodean friends in about fifty days.

The Gasp6 Commercial Company of Lower Canada has already been **incorporated** and received the sanction of the Colonial **Legislature**. It contemplates the introduction and settlement of a large body of emigrants into that fertile and desirable district, to be employed in agriculture and the fisheries.

Several **other** associations are on the eve of being laid before the

public, whose objects have the same tendency, viz., the benefit of our Colonies.

For the sake of our unemployed and destitute agricultural labourers and mechanics, we are happy to find that the undaunted and enterprising Mr. John Marshall, through whose judicious agency more than twenty thousand persons have been safely introduced into the Australian Colonies, has turned his attention to Canadian emigration. He has already laid on a ship of large tonnage to sail early this month, and to be followed by others at fixed periods during the season, from the port of Southampton to Quebec and Montreal. They are fitted up in a superior manner, so as to secure comfort to the emigrants. The selection of Southampton as the port of embarkation is a most judicious course, as it **advances** the voyage and obviates the chances of delay and danger after leaving London. Southampton is a town of rising importance, and will shortly monopolise the chief share of shipping support.

The respectable firm of **Messrs.** Carter and Bonus have recommenced their Australian emigration, in order to complete their contract with the Colonial Land and Emigration Commissioners to import four thousand persons into Sydney and Port **Phillip**; their ships **are** intended to sail every fortnight **from** London, calling at Plymouth and Cork: at the latter port they have a commodious **depôt** for the reception of the Irish emigrants, under the management of their indefatigable agent, Mr. John Besnard. They have also completed their arrangements to take out a large number of emigrants in their well-known vessels to Canada and New Brunswick.

The line of **Royal Australian Mail Packet Ships**, contracted for by the Government with Messrs. H. and C. Toulmin, commence to sail on the 1st of February, and will continue to leave in succession on the 1st of every month, which will ensure to these distant colonies a regularity and despatch that must prove of essential service to our friends residing there. These arrangements have induced Messrs. Marshall and **Ed-**ridge, and **Messrs.** Divett and Moore, to form an intermediate line of packet ships to sail periodically to these colonies, thereby ensuring to exporters quick despatch, and removing the cause of those vexatious delays and inconveniences which our shippers **and** merchants have hitherto complained of.

STATISTICS OF NEW SOUTH WALES.

THE returns prepared by the Colonial Secretary, and lately laid on the table of the Legislative Council at Sydney, have just been printed. They contain a mass of interesting and important information relative to the progress of Colonial wealth, compiled and arranged with the greatest industry and care. We regret that we can only afford at present a **meagre** abstract of their contents :

SHIPPING INWARDS.—This return extends from **1826** to 1842, and states the proportion in each year from Britain, from British Colonies, from the South Sea Islands, from the Fisheries, **from** the United States, and from Foreign States respectively. **We** confine ourselves to the grand totals in each year. The amount of shipping Inwards in 1826 was 62 ships, 17,178 tons ; in 1827, 103 ships, 26,508 tons ; in 1828, **137** ships, 32,559 tons; in 1829, 158 ships, 37,342 tons ; in 1830, 157 ships, 31,225 tons; in 1831, 155 ships, 34,000 tons ; in 1832, 189 ships, 41,350 tons ; in 1833, 210 ships, 50,164 tons, in 1834, 245 ships, 58,532 tons ; in 1835, 260 ships, 63,019 tons ; in 1836, 269 ships, 65,415 tons ; in 1837, 400 ships, 80,114 tons; in 1838, **428** ships, 91,777 tons ; in 1839, 563 ships, **135,574** tons; in 1840, **709** ships, 178,958 tons ; in 1841, 714 ships, 183,778 tons ; in 1842, 628 ships, 143,921 tons.

SHIPPING OUTWARDS.—**The** shipping outwards in the same period was as **follows** :-In 1826, 60 ships, 17,020 tons ; in 1827, 63 ships, **14, 501** tons; in **1828, 69** ships, 20,186 tons ; in 1829, 168 ships, **37, 586** tons ; in **1830, 147** ships, 28,822 tons ; in **1831, 165** ships, **35, 252** tons ; in 1832, 194 ships, **42, 857** tons; in 1833, 213 ships, 49,702 tons ; in 1834, 220 ships, 53,373 tons ; in 1835, 262 ships, 66,964 tons; in 1836, 264 ships, 62,834 tons; in 1837, 402 ships, **78, 020** tons ; in 1838, 409 ships, 93,004 tons ; in 1839, 548 ships, 124,776 tons ; in 1840, 665 ships, 163,704 tons ; in 1841, 690 ships, 172,118 tons ; in 1842, 633 ships, 134,970 tons.

IMPORT OF GRAIN.—**The** quantity of grain imported in **each** year from 1828 to 1842 was as follows :-In **1828**, 85,716 bushels of wheat ; 8,689 bushels of barley, oats, and **pease** ; 320,640 pounds of flour and bread ; **401,578** pounds of **rice** ; and 369 tons of potatoes,

Total value as entered in returns of imports, **£54,823**. In 1829, 107,929 bushels of wheat ; 2,575 bushels of barley, oats, and **pease** ; 42,076 pounds of flour and bread ; 183,703 pounds of rice ; and 548 tons of potatoes. Total value as entered in returns of imports, \$42,640. In 1830, 70,904 bushels of wheat ; 183 bushels of barley, oats, and **pease** ; 9,226 pounds of flour and bread ; 29,898 pounds of rice ; and 190 tons of potatoes. Total value as entered in returns of imports, **£23,344**. In 1831, 71,892 bushels of wheat ; 758 bushels of barley, oats, and **pease** ; 358,154 pounds of **flour** and bread ; 54,161 **pounds** of rice ; and 142 tons of potatoes. Total value as entered in returns of imports, 227,691. In 1832, 44,908 bushels of wheat ; 977 bushels of barley, oats, and **pease** ; 30,072 pounds of flour and bread ; 88,052 pounds of rice ; and 92 tons of potatoes. Total value as entered in returns of imports, **£13,365**. In 1833, 19,507 bushels of wheat ; 7,081 bushels of barley, oats, and **pease** ; 14,269 pounds of flour and bread ; 39,200 pounds of rice ; and 422 tons of potatoes. Total value as entered in returns of imports, **£14,211**. In 1834, 15,568 bushels of wheat ; 6,818 bushels of barley, oats, and **pease** ; 345,896 pounds of flour and bread ; 407,680 pounds of rice ; and 408 tons of potatoes. Total value as entered in returns of imports, \$15,850. In 1835, 122,908 bushels of wheat ; 895 bushels of maize ; 12,031 bushels of barley, oats, and **pease** ; **1,377,018** pounds of flour and bread ; **1,139,551** pounds of rice ; and 520 tons of potatoes. Total value as entered in returns of imports, **£72,920**. In 1836, 263,956 bushels of wheat ; 8,810 bushels of maize ; 27,567 bushels of barley, oats, and **pease** ; **4,385,550** pounds of **flour** and bread ; 474,358 pounds of rice ; 1,304 tons of potatoes. Total value as entered in returns of imports, **£146,149**. In 1837, 114,464 bushels of wheat ; 3,395 bushels of maize ; 7,034 bushels of barley, oats, and **pease** ; **1,522,658** pounds of **flour** and bread ; 176,030 pounds of rice ; 545 tons of potatoes. Total value as entered in returns of imports, **£61,006**. In 1838, 79,328 bushels of wheat ; 6,040 bushels of maize ; 58,927 bushels of barley, oats, and **pease** ; **2,478,712** pounds of flour and bread ; 728,346 pounds of rice ; and 1,167 tons of potatoes. Total value as entered in returns of imports, %X4,313. In 1839, 171,207 bushels of wheat ; 30,862 bushels of maize ; 64,093 bushels of barley, oats, and **pease** ; **3,579,076** pounds of flour and bread ; **1,414,747** pounds of rice ; and 1,189 tons of potatoes. Total value as entered in returns of imports, \$285,110. In 1840, 290,843 bushels of wheat ; 19,185 bushels of maize ; 63,363 bushels of barley, oats, and **pease** ; **7,108,663** pounds of flour and

bread ; **6,849,896** pounds of rice ; and 1,723 tons of potatoes. Total value as entered in returns of imports, **£217,063**. In 1841, 239,224 bushels of wheat ; 12,763 bushels of maize, 41,610 bushels of barley, oats ; and **pease** ; **14,929,503** pounds of flour and bread ; **3,603,076** pounds of rice ; and 480 tons of potatoes. Total value as entered in returns of imports, **£201,632**. In 1842, 163,224 bushels of wheat ; 1,120 bushels of maize ; 37,798 bushels of barley, oats, and **pease** ; **7,247,016** pounds of flour and bread ; **2,260,046** pounds of rice ; and 1,401 tons of potatoes. Total value as entered in returns of imports, **£113,070**.

COIN.—The amount of coin in the Colonial Treasury, the military chest, and the several banks, on the 31st December, in each year, from **1836** to **1842**, was as follows, viz. :—In 1836, in the Colonial Treasury, **£218,630** ; in the banks, **£209,090** 2s. 11d. ; total, **£420,720** 2s. 11d. In 1837, in the Colonial Treasury, **£245,250** ; in the banks, **£182,182** 11s. 6d. ; total, **£427,432** 11s. 6d. In 1838, in the Colonial Treasury, 8163,000 ; in the banks, \$357,127 11s. 5d. ; total, \$520,127 11s. 5d. In 1839, in the Colonial Treasury, \$124,100 ; in the banks, \$391,969 16s. 7d. ; total, **£516,069** 16s. 7d. In 1840, in the Colonial Treasury, \$38,900 ; in the military chest, **£49,151** 18s. 9d. ; in the banks, **£309,529** 15s. ; total, \$397,581 13s. 9d. In 1841, in the Colonial Treasury, \$25,000 ; in the military chest, **£10,000** ; in the banks, **£427,624** 17s. 9d. ; total, **£462,624** 17s. 9d. In 1842, in the military chest, **£39,409** 14s. 5d. ; in the banks, **£442,980** 4s. 3d. ; total, **£475,389** 18s. 8d. From this **return** it will be seen that the coin increased in quantity in 1837 and 1838 ; decreased in 1839 and 1840 ; and increased again in 1841 and 1842.

Abstract of the Revenue of the Colony of New South Wales, (exclusively of the District of Port Phillip,) for the Quarters ended 30th June 1842 and 1843.

HEAD OF REVENUE.	Quatr. ended	Quatr. ended
	30th June, 1842.	30th June, 1843.
	£ s. d.	£ s. d.
Duties on Spirits Imported { 2nd Qtr. 1842, 54,997 } Gallons.	28957 18 4	22399 15 1
Duties on Spirits distilled { 2nd Qtr. 1843, 43,590 } in the Colony . { 2nd Qtr. 1842, 7,346 } { 2nd Qtr. 1843, 7,259 }	2387 9 0	3266 11 0
Duties on Tobacco Imported	11536 7 9	8172 16 9
Duty on Foreign Goods Imported	\$478 2 4	6369 9 0
Vessels, Wharfage, and Lighthouse Dues	1283 18 3	1098 16 6
Post Office	4072 2 3	250 5 6
Auction Duty, and Licenses to Auctioneers .	2540 7 10	1529 8 2
Licenses to Distill, and to Retail Spirituous Liquors	13863 5 8	15290 10 0
Licenses to Hawkers and Pedlars	—	52 0 0
Rents of Tolls, Ferries, Markets, Buildings, and Premises	1736 7 11	1325 13 11
Collected for the Clergy and School Estates	594 18 7	711 5 11
Collected by the Government Printer	188 1 5	188 5 8
Fees of the several Public Offices & Courts of Justice	6367 15 2	6009 15 9
Fines of the several Public Offices & Courts of Justice	1003 0 5	871 5 2
Assessment on Stock beyond the Boundaries of Location	4522 2 11	2648 3 5
Fees and Fines collected by Commissioners of Crown Lands	230 18 0	268 18 0
Collected as Tonnage Duty in support of the Water Police	449 13 0	350 11 6
Collected for Water supplied to Shipping	197 5 6	1 7 6
Crown's Share of Seizures made by the Customs	—	511 8
Interest on Public Monies depos. in the Colonial Banks	—	264 5 5
Proceeds of Sale of Confiscated, Unclaimed, and other Public Property	72 6 5	634 18 2
	£ 87882 0 9	74029 14 1
Proceeds of the Sale of Land and Town Allotments	3304 0 10	666 6 5
Quit Rents and Redemption of Quit Rents	3565 15 3	3766 3 6
Rents of Land temporarily Leased	315 1s 9	815 4 8
Fees on the Delivery of title Deeds	234 0 0	163 10 0
Licenses to occupy Crown Lands	1692 0 0	480 0 0
Licenses to cut Timber on Crown Lands	110 0 0	79 0 0
	£ 9221 14 10	5070 4 7
Repayment for Coals supplied to the Engineer Department	52 13 0	—
“ for Equipments supplied to Surveyors . . .	—	35 10 0
“ for Surplus Provisions supplied at Moreton Bay	—	27 6 6
“ for Treatment of Convicts in Lunatic Asylum	—	2037 3 6
“ for Treatment of Free Patients in Lunatic Asylum	20 0 0	6 0 0
“ by poor Settlers for Wheat distributed to them on Loan	5600	—
“ for Tracts supplied to the Female Factory	313 5	—
Surcharges recovered	36 14 8	23 5 0
	169 1 1	2129 5 7
Totals	£ 97272 16 8	82129 4 3
	82129 4 3	
	15143 12 5	

We annex the following extract from a speech of Mr. J. Panton, Member for Cook and Westmoreland, before the Legislative Council on the 8th September last, as affording some valuable information relative to the agriculture of New South Wales.

“The quantity of land under wheat crop last year (1842), within the boundaries of location, including the district of Port Phillip, was 2442 acres less than in the year 1837, and 16,900 acres less than in the year 1840, although during that period the population of the colony had increased from 85,267 to 159,889 souls.

“In the year

1836	the population was	77,096,	and acres of wheat	51,616
1837		85,267		59,975
1838		97,912		48,060
1839		114,386		48,401
1840		139,463		74,133
1841		149,669		58,605
1842		159,889		57,533

“The average produce per acre during the seven years might be taken at 14 bushels, which at 6s. per bushel would give an amount of £1,664,098. In these same seven years, however, there was imported a quantity of wheat which, taken at the same average price of 6s. per bushel, amounted in

1836	to	£112,081
1837		45,754
1838		42,383
1839		78,197
1840		140,562
1841		133,742
1842		103,311

Making a total of £706,030

“He (Mr. Panton) estimated that the quantity of wheat annually required by the colony for its present population would be about 1,279,112 bushels, which at six shillings per bushel would amount to £383,733. The land in cultivation on the 31st December last appeared from the returns to be 57,533 acres, which, at an average of fourteen bushels per acre, would produce 801,462, in value at six shillings per bushel £240,438 : still there would be required an importation of wheat to the amount of \$143,295, which sum this colony had to pay in cash, as the countries from whence the wheat had hitherto been imported did not take the produce of this colony in exchange ; or at all events, not more than was sufficient to pay for other articles besides wheat, which were imported from them into this colony.”

OUR NOTE-BOOK.

THE FAMOUS COPPER ROCK.—The scientific reader is familiar with the history of the famous Copper Rock of Lake Superior. It is a vast mass of solid copper, weighing not less than 6000 lbs. and was discovered, many years since, lying in the bed of the Ontanagon river, *entirely isolated*. The spot where it has rested, probably for ages, is some twenty miles from the lake. The river is navigable for a flat about ten miles, and it has heretofore been deemed impossible to transport the vast mass from the spot where it was discovered to the point where it could be shipped ; but some two years ago a plan was adopted by which it was hoped its removal could be effected. Mr. **Ashman**, for many years a resident at **Sault St. Marie**, a fat, jolly Indian trader, while representing his constituents in the Legislature of Michigan, informed us of his plan, and we perceive that, in company with Mr. Eldred, an enterprising merchant of Detroit, he has put the plan into execution. For the purpose of transporting the mass to navigable water, a huge car, placed upon a **moveable** railroad, was built, and, by patient **labour**, it was gradually advanced, until it reached deep water, where it was placed on a flat, and easily floated down to the lake shore. These gentlemen designed to ship it to New Orleans. Had they succeeded, it **would have** been a fortune for them, as a mere curiosity. But government interfered! Although they had purchased the rock from the Indians in whose territory it was found, the government agent claimed its possession-denying the power of the Indians to dispose of it. As this claim was not set up until the great **labour** of transporting it to the shore of the lake was effected, the agent offered to fully compensate the enterprising gentlemen by whom it had been removed, for their trouble. This was hard, but there was no alternative. They had to submit quietly, and see the fruit of their **labours** borne off by the government agent to the **Sault**, from whence it has been shipped on board of a revenue cutter. It will be immediately forwarded to Washington, and placed in the National Institute, where it will remain for all coming time, we hope, as one of the greatest curiosities of the age. The Indians have revealed to Mr. **Ashman** where another rock (but not of equal weight) may be found. It had been discovered ages before, and hid-its location being kept a profound secret, until **civilisation** had dissipated the superstition connected with it. Whether Mr. A. after this interference of government will reveal *his* knowledge of it, is doubtful.

The following letter from a correspondent at Detroit furnishes us with more detailed particulars of this mineral curiosity :-

“ It is upwards of twenty-three years since I **first** visited **this** remarkable specimen of native copper, in the forests of Lake Superior. It has been somewhat diminished in size and weight, in the mean time, by visitors and **travellers** in that remote quarter; but retains, very well, its original character and general features. I have just returned from an examination of it in a store, in one of the main streets of this city, where it has been deposited by the present proprietor, who designs to exhibit it to the curious. Its greatest length is four feet six inches; its greatest width about four feet; its maximum **thickness**