"That they should increase in People, that their Land should be drain'd and meliorated, that they should have Trade and grow Wealthy by it, may not peradventure be dangerous to *England*: For 'tis granted, their Riches will center at last here in their Mother-Kingdom.

"And Colonies that enjoy not only Protection, but who are at their Ease, and Flourish, will in all likelihood be less inclinable to inovate, or to receive a Foreign Yoke, than if they are harrass'd and compell'd to Poverty, through the hard Usage of the People from whom they are deriv'd. For tho' there are now and then Instances of Countries that rebel wantonly, yet most commonly great Defections proceed from great Oppression.

"It seems therefore a Point of the highest Wisdom to give the Plantens of *Ireland* all Encouragements that can possibly consist with the Welfare of *England*: For 'tis an Out-work to the Seat of Empire here: if it should be gain'd by any Neighbouring Power, the Sum of Affairs would be put in danger. 'Tis to be preserv'd but by a Numerous Army or by its own proper Strength. How far the first way may affect our Liberties is not difficult to determine, it follows then that the safest Course must be to let them thrive by Husbandry, and some Trade, whereby the Natives and Inhabitants will not only have the Means but an Interest to defend themselves."

Again—page 103.

"But tho' we are ready to agree, That hitherto their [Irish] Gains both at home and abroad have cut-fly center'd here; yet in process of time, 'tis possible that in the Management of their Product and Foreign Traffick, they may come to interfere with, and bring Prejudice to their Mother-Nation. And remote Fears being allowable where the whole Safety of a State is concern'd, they should not wonder to see *England* so much alarm'd at the Progress they make in the Woollen Manufacture

"As has been said before, 'Tis so great a Part of our Exportation, that any considerable Failure and Interruption therein must set the Ballance of Trade against us with a Witness; it falls therefore naturally into our present Subject to say something of this Matter.

"Last Session of Parliament, a Bill pass'd the House of Commons, and was committed in the House of Lords, For Prohibiting the Exportation of the Woollen Manufactures of *Ireland* to Foreign Parts.",

And in page 105.

"If their [Irish] Manufactures interfere with ours, so as to hurt *England*, it must be undoubtedly advisable to intercept their Growth by some effectual Law betimes; before such an Error in Government grow too big for our Correction; before too many Families have turn'd their Stock that way; before they have increas'd their Stock of Sheep; or bred up the great a number of Artists (all which Circumstances would make their Case yet harder); for we should preserve ourselves with as little Hurt to them as possible."

Then follows a long train of reasoning on the sub ject—which reaches this conclusion:

"For these and several other Reasons, which will occur to such as think seriously on this Subject, it seems for the Public Good, that the Legislature of *England* should, by some Restrictions keep *Ireland* from interfering with us in this Principal Foundation of our whole Traffick. And to do it by a Positive Law here, and not leave it to the Administration there, as some propose, appears to be the rather requisite; because when this Step is made, and when they are reder'd incapable of Exporting Woollen Goods, there will lie a Necessity upon the Governing Part and Landed Men, of doing their utmost to promote other Improvements, of which their Soil is capable."

The writer, however, seems willing to permit the introduction of Irish cattle, which some wished to forbid, that it might divert them from thinking about trade, &c.

"If the people of *Ireland* are permitted to bring their Cattle hither, it will lower the Price of Flesh in *England*; a Matter very important to a Country that Subsists so much by Manufactures. 'Tis true, the Breeding Counties will be thereby somewhat hurt, but it will encourage Improvements and Melioration of Barren Land, in order to Feed, which will be advantageous to the whole Public of the Nation. It will divert those of *Ireland*, from thinking to extend their Trade too much abroad, a Point not to be slighted. And it will in a manner confine the principal Part of their Dealings to this Kingdom; which, for many Reasons of State, will be best and safest for *England*.

"'Tis therefore submitted to better judgments, whether or no to open the way hither for their cattle, will not be most advisable; and the truest method to hinder the progress in Manufactures, without doing any thing that may look like injury or oppression."

This section concludes thus:—

"Before we quit our present subject of *land and its products*, we shall offer another hint. The course draperies is that part of our woollen Manufacture, in which we are in greatest danger to be rivalled by other countries, it stands therefore in need of most encouragement. There are many parts of the world, whose poverty disables them from buying our woollen goods, because of their high price. As *Russia, Poland, Tartary*, &c. and therefore they are supplyed by the *Germans* or some other neighbours, with a sort of cloth very contemptible, in comparison of what we could make to answer the same ends and uses. Suppose then, instead of paying five *per cent.* custom outward bound, that such course cloths not exceeding such a certain value, should for a term of years receive upon the exportation ten *per cent.* bounty money, by way of encouragement from the State, for so much as the exporters can make appear was carried out, to countries with whom we had no dealings of that kind before, and that such their exportations are in order to enlarge our trade. A recompence of this nature would in all probability increase the woollen manufacture of *England*, in not many years, at least one third.

"We have the more largely handled the *Irish* prohibitions, because in all appearance the balance of trade will very much depend upon the measures *England* shall take, in relation to that colony; since we should proceed very heavily in all our Foreign traffick, if *Ireland* is left in a capacity to disturb us abroad, in the vent of our woollen manufactures."

We have not room for further extracts at present. The above are sufficient to show at once the jealousy and consistency of John Bull. What his "colony" of Ireland was to him 130 years ago, all the rest of the world is now; and his "free trade" is only that sort of trade which causes profit to centre in his own beloved pocket.

Canal Revenue.—The amount of toll paid this season up to the first day of October, to John B. Staats, Esq. collector at Albany, is one hundred and one thousand, two hundred and sixty three Dollars.

FLOUR

Inspected in Petersburg, during the Quarter ending on the 30th September, 1829.

9,793 Barrels Superfine;
559 Half ditto;
710 Barrels Fine;
46 Ditto Middlings;
120 Condemned;

11,228 Total. R. F. HANNON, Inspector.

DIED, at the residence of his father, in Hanover, on the night of the 6th instant, DAVID PORTER TRUEHEART, the youngest son of Col. Wm. Trueheart, in his twelfth year.

MARINE NEWS.

PORT OF RICHMOND.

SAILED.

Schr. Philadelphia, Ketchum, for Salem (Mass.) flour and bran.

Schr. Maredian, Ingersoll, for Saugertis, coal.

Schr. Lead, Sutton, for Washington City, coal.

Sloop Independence, Osborn, for New York, coal.

ARRIVED.

Schr. Emily Davis, Davis, from Philadelphia, via Norfolk and City Point.

Schr. Golden Swan, Harrington, from Baltimore.

Schr Desiah, Chandler, from New York, with sundries, to Otis, Dunlop & co, Luke & Sizer, James Wallace, and Jacob Sinton.

Schr Perseverance, Everly, from Georgetown, (D. C.) via Old Point.

Schr Delta, ——, from Cherrystone, with corn.

Steamboat Columbus, Turner, from Baltimore, via Norfolk and City Point, with passengers, and freight, to B Peyton, Scott & Fry, Jude & Munro, M Hollins, J F Reeves & co, J Parker, L Webb & co, Lucke & Sizer, J Garth, M Walthall, Otis, Dunlop & co, Barnes & Belt, J McKildoe, William M Swoope, A W Nolting, N M Martin & co, Wortham & McGruder, and A Peticolas.—Passed, 1 ship and 2 brigs at anchor in Hampton Roads; 1 ship at anchor off Newport's Neuse; fore- and aft schr. bound up off Day's Point; Egg Harbor sloop at anchor off Hog Island bound up; 1 brig and 4 topsail schrs. bound up off Jamestown; schr Pelican, Mason, bound up off Jamestown; brig at anchor off Jordan's Point; schr. Tantivy beating up below City Point.

Accident.—The schooner Highflyer, Capt Sutton, bound to Washington City, with coal, while at anchor just above the bar was run into, by the steam boat Pocahontas, carried away her bowsprit, fore mast, and was otherwise considerably damaged.

NORFOLK, Oct. 6.—Arrived schr. Charles & Samuel, Parker, Camden Me. On Saturday last, Cape Henry bearing W. by S. distant about 15 leagues, fell in with and boarded the wreck of schr. Little George Eyre, Atwater, from Richmond bound to Somerset, laden with coal: her starboard bow was stove in, starboard main rigging, fore yard, jib and flying jib had been carried away—the fore sail & main sail were lowered down, the top sail and topgallant sails were flying, had about four feet water in her hold—the boat and cabin furniture were gone—took from her a few blocks, pump boxes and some pieces of rigging. The wind blew very fresh at the time and it is presumed that she went down that night. [The captain and crew have arrived at Baltimore in the schr. Laura, from New Bedford, the L. G. E. having come in contact with the L. on the 1st inst. 50 miles E by N. of Cape Henry.]

The Ship Georgia, of Boston, from New York, last Sunday, bound to City Point, came in from Sea last evening.