

inducement to the inhabitants of the United States to pass their merchandise through our country. Instead of hermetically sealing to their ships, the outlet of the St. Lawrence, we must offer to them the Free navigation of its waters, only to such a moderate imposition in the shape of tolls, as will suffice for the annual expense of keeping the canals in repair, the payment of the interest of the money expended in their construction, and the appropriation for the sinking fund for the redemption of the debt incurred. The amount required to be raised annually for these purposes would amount to about £200,000, a moderate impost, and easily collected with an enlarged commerce along this route, as must be admitted, since the revenue derived from tolls on the Erie Canal is about £700,000 per annum.

12th September, 1846.

"There are, it would seem, parties in Canada who know that we have obtained the power to remove all differential duties, are desirous of influencing public opinion against any sweeping measure of repeal. They do not pretend that it would be for the interest of the Canadian people to maintain such duties, indeed such a position would be wholly untenable. But they tell us that we still enjoy a modicum of protection in the English market, and that so long as we do so, we should not be hasty in removing all the protective duties in favour of England. They would fain frighten particular Canadian interests on the subject of the protection which they yet enjoy, and which they would persuade them would be wholly removed if our Legislature should see fit to repeal the imperial duties. The passage of the Imperial Act must be taken as a formal declaration, *that England wishes no protection from the people of Canada*. It does seem incomprehensible to us, and we think it must seem so to all practical men of business, that we should construct a line of canals at an immense expense for facilitating the transport of the Western produce, that we should allow American vessels to pass through the Welland Canal with their produce, but refuse to allow them to take it by the St. Lawrence Canals and the River and Gulf; in other words, that we should endeavour to force trade to the American ports at the expense of Montreal and Quebec."

22nd September, 1846,

The *Star* assumes that American manufactures, if admitted on our terms with those of England, would compete with them successfully. This may be doubted, but let us admit it to be true, who would be the gainers? The Canadian consumers—those farmers of whose interests the *Star* pretends to be such a devoted advocate. Nothing can be clearer than that it is their interest to buy in the cheapest markets, and England having felt