

CANADA.

there can be no doubt but the great German emigration to the United States would be directed through Canada. The number of passengers from Bremen to New York last year was 67,142. If 200 ships employed in the same trade were to come to the Canadian ports, it is easy to see what an effect their coming would have upon the rate of freights to England. This is but one instance of many which might be expected, were foreign vessels permitted to resort to the Canadian ports. The ships are admirably adapted to the carriage of wheat and flour, and the competition produced by their presence would not only tend to equalize the freights from Canada to those from the United States, but the ships would deliver their cargoes in good condition, and the shippers would avoid the damages occasioned by the use of inferior vessels, which are thought not to be over estimated at five per cent. in the average on shipments of produce from Canada.

The American merchants of the West are no doubt anxious to avail themselves of the facilities afforded by the River St. Lawrence. Were their vessels permitted to come down to Montreal and Quebec, there to meet American or foreign ships to take their freight to Europe or elsewhere, it is thought that a most extensive and profitable commerce through Canada would immediately follow. The American vessels now confined to the navigation of the lakes and upper part of the river, would then be enabled to come to a port of embarkation for sea, without transshipment of cargo. It is confidently anticipated that a great portion of the importations for the North-western portion of the United States would take place through the same channel; and thus, instead of the lower ports of Canada being deserted, they would at once assume the position, as commercial depôts, to which their location upon the great river outlet of Northern America seems to entitle them. The great works of the St. Lawrence, instead of being idle and unproductive, through the means of protective regulations which produce no benefit in any quarter, would then become a means of enriching a country which the expense of their construction has now exhausted.

Connected with this subject of the free navigation of the St. Lawrence west of Quebec, which the Americans are desirous to procure, is a corresponding desire on the part of the Canadian farmers to avail themselves of the American home market, whenever it affords superior prices to those derived from exportation to Europe. The price of wheat and flour in the Eastern States intended for home consumption, is often much higher than the price in Canada for exportation; when this happens to be the case, it would be an immense advantage to the Canadian agriculturist, could he export his produce for consumption in the United States. This, however, he is prevented from doing, by a protecting duty of a quarter of a dollar a bushel upon wheat. Efforts have been made in the United States to abolish this duty, but the advocates of its abolition have been defeated by the cry for protection on the part of American farmers, and met also by a difficulty as to the "most favoured nation clause," in treaties with foreign powers, which might make a relaxation in favour of Canada, require a like favour to all nations with whom such treaties existed. It is thought, that if the free navigation of the St. Lawrence were offered to the American Government, in return for the abolition of the protecting duty, the one measure to be co-existent with the other, the American Legislature, upon that consideration, would be induced to abolish the protective duty; while the abolishment being a matter of reciprocal treaty, all difficulty arising from the arrangement as to the commercial relations of the United States with foreign countries might be avoided. Thus, two objects in which Canada is deeply interested, might be obtained at once, through the interest which Americans feel in one; and there is reason to believe that this is not a mere supposition, but that it has been the opinion of leading men in the United States, who are the advocates of free trade principles, and who think that popular objections to the admission of Canadian wheat on the same terms that American wheat is admitted into England, would be obviated by permitting to American vessels the free navigation of the River St. Lawrence above Quebec. The present advisers of your Excellency in the government of this colony, have in their places in the Provincial Parliament, and amongst their fellow-subjects generally, expressed the views above set forth. The Legislature has been almost unanimous in entertaining them; and the steps supposed to be in contemplation by Her Majesty's Government relating to trade and navigation in Canada, are expected with great hope of important beneficial results by Her Majesty's Canadian subjects; seeing that Her Majesty's Government propose to introduce changes in the law, which perhaps may be already considered and settled by Her Majesty's Ministers, it may be thought unnecessary and superfluous for the present Executive Council to make any further representation. The memorandum drawn up by the Inspector-General with the approval of his colleagues, and transmitted by your Excellency, has shown to Her Majesty's Government that the present Executive Council concur in the opinions expressed by the Legislature; and this representation is made to your Excellency more with the view of obviating any possible objections arising from the absence of such a document than in the notion that at this time the measures in progress can for the present occasion be materially modified by renewed importunity on the part of the colony. It is not improbable, however, that in the progress of any measures proposed by Her Majesty's Government, opposition will be made by those who think themselves interested in preserving the remnant of protection afforded by the Navigation Laws; and it may be satisfactory to the Government to have the assurance that this protection is merely nominal for any beneficial purpose, and to know that to Canada its effects is found already to be practically and extensively mischievous. If the trade is to continue to be drawn from Canadian waters to the canals and ports of the United States, British shipowners will have to compete with foreigners in the ports of that country; if they can do this successfully there, they can do so in the Canadian ports; if not, it is evident that under present circumstances the trade of Canada cannot afford to maintain a monopoly produced by law; and if the supposed protection is only to operate to the desertion