

Mr. J. W. GANBLE, who regarded it as a high honour, that the opportunity was given him of proposing the next toast, "Agriculture, Commerce, and Manufactures." Each would afford a theme for the orator, but he would confine himself to the first. He knew not why it was so, but he was convinced that agriculture had not made the strides it might do. He now believed that the agricultural body and interests would assume the position and exercise the influence they ought to do in the colony. He felt convinced that ere long large tracts of land would be brought into cultivation—swamps extracted—swamps drained; and that with the aid of scientific inquiries, nature would be taxed to her uttermost. God had done much for this splendid colony; it now only remained for them to help themselves—to direct all their energies to an increased production of the staple commodity of the country. We might have a laborious population; but if their efforts were trammelled and obstructed—in vain would be their labour. He hailed the formation of this association with delight, conceiving that it promised well for the agricultural interest in particular, and for those of the colony in general. The cheers he heard, when the toast expressive of loyalty were given, were British cheers—they went to his heart, and was it because he felt they were so that he thought the restrictions might be removed. It was true, that in commercial policy a new era had arrived; and that the Imperial government exercised a power it had a right to do, of providing for her own population, and as far as possible meeting the demands and requirements of her politicians; but it did seem to him, that the action had not been given as there ordinarily was, to the great colonial interests involved in the question. "Is conceived that a repeal of our differential duties" would have been concurrent with the enactment with the other, if British legislators, were treated by the same regard for Canadian interests as that which had guided them in their present course. He desired most sincerely, that the colony should remain part of the British dominions; and wishing this, would desire to see restrictions on navigation removed. If they had "free trade" in ships, as in commerce, then the greater part of the trade would be by way of the St. Lawrence, because it was cheaper—that was the reason; but if the contrary, then the shipments must be from the port of New York. It was an ordinary matter of calculation—it was not only as to their own products, but they had also to look to that of the neighbouring states. Now the enormous charges put up the profits, and trammelled speculation. As to ability, they could grow as cheap, they could carry as cheap their manufactures could equal those of the States; the Canadians were as industrious as their neighbours—they were in possession of splendid water power; but, it would seem, there was not the same enterprise as with the Americans. This year, after a lapse of 20 years, he had visited the United States. He was astonished, and asked himself, whether there was the same progress here, and could but answer "No." Then why? He found that there when money was amassed, it was immediately squandered. He wished to see the same course pursued here, and then they could compete with any kingdom. Never, he felt convinced was a poor

people blessed with a more fertile country. He did not regret the proposed removal of the linen protection they had left. He invariably found that the price on the other side was higher there than here; and that the protection intended to be given to the farmer, in no wise benefited him, but that the profit had accrued to the ship-owner alone and forwarded his views. The day of which the Association held its first meeting—the anniversary of Trafalgar—was indeed opportune.

Mr. BENJAMIN THORNE, (of B. Thorne & Co) then rose. He was not accustomed to address an assembly, but, in acknowledging the toast would desire to give expression to a few opinions. In considering the resources of the Province, all must admit the extraordinary progress—the unexampled advances made of late years. It was not twenty years since the Canada Company raised capital, and when remarks were made as to the way in which it would be paid, 'twas sneeringly said, "by a few bushels of musty wheat"; now they were producing wheat that was prized in the European markets. If they would bring capital into the country it must be by the production of large granaries of wheat; a limited quantity would not do it. A good deal had been said as to the navigation of the St. Lawrence. The canals would enable them to send at the lowest rate of transport, during the summer months, although there were periods when it would not be available; but, as to the bugbear of not being enabled to raise wheat to compete with them let those who doubted the practicability go into the States, and they would find it higher than here. Still more had been said as to free navigation; he might advocate this under certain circumstances, but, consulting the future destinies of the provinces, he did not require it. We could build as cheap as them. He had heard of shipwrights working at 2s. 6d. per day. He felt that they could compete with the Americans, and that we shall ere long see a preponderance that will do away with the notions now prevailing here. Within a short period, flour will be conveyed to Quebec for 1s. 6d., and from thence to England for 3s. 6d., making 5s.—while their charge will be 5s. 3d.; this would be a beneficial difference of 3d. per barrel. When he looked at the advantages we held in the water carriage he could not be brought to believe but that with energy we might beat them. Even this year, the returns for Montreal will fall but little short of that for the city of New Orleans; theirs was 800,000—ours, for Montreal, will be between 600,000 and 700,000. Already, therefore, could we boast that Montreal is exporting the products of the province, to an amount equal to that given by the second among the cities of the union. Only let the European merchants know that we have the article for sale—that they can have it, and we shall not want for vessels; but they will not come when it is uncertain whether there will be a cargo. He would wish to see their own commercial marine made out to which they might look for the transport of Canadian produce. He trusted also that attention would be given to their manufactures;—it was by producing those things they would do well; but so long as they pursued here, and then they could compete with any kingdom. Never, he felt convinced was a poor