

duties. He surely forgets that Montreal contains a population of 50,000 consumers, who are compelled to pay heavy indirect taxes in the shape of these differential duties. If the cultivators of the soil in Lower as well as in Upper Canada are deprived of any protection they have hitherto enjoyed in disposing of their surplus products, they will now insist on being allowed to buy all that they require in the cheapest markets. Differential duties *must* be got rid of, and with them we class the navigation laws which fetter our commerce."

21st July, 1846.

We copy at length the Report of the Committee of the Free Trade Association of this City, and recommend it to the favourable consideration of the Canadian public. It is a document which will, no doubt, do much good, not only in this country, but in England. The objects sought for can be obtained if there is unanimity amongst ourselves. The misfortune is, that very few of the members from Upper Canada understand any thing about commercial matters, and they have shown an inclination to give subservient support to the Minister, who is under the influence of Mr. Moffatt and other interested parties. Extract from Report of Free Trade Association, 17th July, 1846—

"But important to the future prosperity of this Province as this Council deems the abolition of discriminating duties to be, that question sinks into insignificance when compared with that of the opening of the navigation of the St. Lawrence to foreign nations. That river is obviously the most essential element of our power, and on the use we make of the natural advantages it affords, will mainly depend our future position as a commercial country. The natural outlet for the products of the Western States, a country but newly sprung into existence, and yet numbering already upwards of five millions of inhabitants; shall its full capabilities be made available? Shall we, possessing this great highway to the ocean, succumb without a struggle with our competitors in the race for commercial pre-eminence? It is true that railroads and canals are being constructed to branch out in every direction from the stream of the St. Lawrence, in order to direct that produce to the ports of the United States, which would otherwise be brought to our own ports for shipment. Nor is the rivalry of our competitors confined to the construction of their public works. In order to make them profitable, she modifies her fiscal system, so as to allow our articles of merchandise to pass through the territory free of duty, both from and to the Atlantic ocean. How are we to meet and counteract this interested but enlightened policy? Simply by adopting a similar course of action. We must in like manner remove every obstacle in the way, and hold out every possible