

IMMIGRATION INTO THE UNITED STATES.

In some of Mr. Greeley's recent essays on protection of Manufactures he asserts, that a large, if not the greater proportion of the immigration which has filled up the United States, and built up its prosperous greatness, has been attracted by high tariffs, diversifying labour, by building of manufactures. The *N. Y. World* replies—

The protectionists must be hard pushed for arguments when they resort to such desperate sophistry as we will presently demonstrate this to be. It cannot seem even specious except to persons who inspect Mr. Greeley's tables in utter ignorance of the financial and industrial history of the country. It is quite true that the first high tariff was passed in 1824, but in that year the Erie Canal was on the point of completion, and it was this great work that gave the mighty impulse to immigration by opening the vast and fertile West to the tide which has since peopled it with millions of inhabitants, presenting the greatest marvel of rapid growth ever known in the history of the world. The West has been the grand receptacle of immigration, and the bulk of those who thronged thither went in quest of cheap farms; not of employment in protected manufactures. A long essay on immigration which not only ignores, but virtually contradicts, the most important of all the facts connected with the subject, is alike creditable to the talents and to the fairness of its author. Such utter lack of breadth and comprehensiveness, and (as it would seem if we knew nothing of the author but from this production) of candour and common information, exposes the cause advocates to the contempt of all men of sense and intelligence.

If the Alleghenies and Lake Erie had formed our western frontier, and the fertile region beyond had been inaccessible to our population, the immigration of foreigners to this country would never have been large. Its enormous increase was chiefly due to the opening of the great West, first by the Erie Canal, and afterwards by various lines of railroads. The extensive Western prairies, which supplied cheap farms of surprising fertility without the severe labour of clearing off a heavy growth of timber, presented the most inviting prospect which ever tempted agriculturists to forsake their birth-place and seek new homes. Emigrants from our own Eastern States and emigrants from Europe vied with each other in their efforts to enjoy the advantages of so attractive a region. A large proportion of the foreign immigrants pushed directly to the West; others remained in the Atlantic States to fill the places made vacant by the westward movement of our own population. The impulse was not given to this mighty movement by the tariff and the growth of manufactures, but by the easy terms on which settlers could become the owners of beautiful farms and secure abundance for themselves and their children. A theory of immigration that ignores the cheap prairie lands which were its chief incentive, displays an obliquity of intellect such as could not easily be found except in a controversialist who, in this era of light, has not overgrown the obsolete political economy of the eighteenth century.

Mr Greeley lays it down as his fundamental postulate, and prints it in italics to show his sense of its importance, that "population tends to abandon purely agricultural regions for those, more densely peopled, whose industry is diversified." And yet the West, which at the period when emigration was greatest, was a "purely agricultural region," is full of New England immigrants who went thither from "a region more densely peopled whose industry is diversified." Mr Greeley's theory is amply refuted by the fact that the great bulk of the emigration to the sparsely populated and agricultural West, has been from our own Eastern States. Neither Ireland nor Germany supports his proposition, for in both cases the emigration has been from a denser to a sparser population, and in the latter cases from more to less diversified employment. Again, the portion of Canada furnishing the greater part of emigrants to New England is as densely or more densely peopled than the New England States, taken together the great current of emigration hence being to the sparsely peopled Western States. There is a tendency unfavourably observable all over the civilized world, to crush together in great towns—but a tariff seems to have no effect on this mania.

THE SUEZ CANAL.

THE 17th was devoted to the religious ceremonies in connection with the opening of the canal. The solemn blessing of the canal was given by Pere Bauer, the Almoner of the Empress Eugenie. He preached a sermon in which he congratulated the world on the success of this grand enterprise, and thanked the Khedive, who, he said, had immortalized his name and reign by his co-operation in one of the greatest undertakings of modern times. He dwelt in terms of lively gratification on the liberty of worship which had been granted to Christians; thanked the Empress for the sympathy she had shown, and M. de Lesseps for the exertions he had made to bring the work to completion. He also returned thanks to all the other illustrious personages who had honored the occasion with their presence. The Emperor of Austria, the Empress Eugenie, the Viceroy of Egypt, the Princes of Prussia and Holland, and many foreign Envoys assisted at the ceremonies, and the multitude of spectators was immense. The greatest enthusiasm was manifested.

EFFECT OF THE CANAL ON BRITISH INTEREST.
The London *Times* considers the effect of the Suez Canal will have on British interests. It says:—"We are aware that in Paris and Florence, and even in St Petersburg, there is great exultation at the notion that by the opening of the canal trade may be turned into new channels and a heavy blow be dealt to the nation which made the best of the old ones. We will not allow ourselves to be discomfited by these illiberal prognostics. It was not the English who first sailed around Africa, or made settlements in India. No better favor is needed at Port Said than the free competition which availed us so well at the Cape of Good Hope."

THE DISTANCES BY THE NEW ROUTE.
The precise value of the new canal as a short cut can be readily understood by comparing the distances of the old and the new routes from the great centres to the outskirts of the world's commerce. Thus, London to Bombay by Suez is a journey shorter by more than the entire circuit of the continent of Africa. The saving of a voyage to Calcutta would be 5,600 miles; to Bombay 5,300 miles. A glance at Mercator's chart will show the advantage which vessels from New York to Sydney, Shanghai and Hong Kong gain by the new route. The following tables show more definitely what these advantages will be:—

From London to Canton via Suez, it is....	10,000 miles
From New York to Canton via Panama.....	11,600 "
From New York to Canton via Pacific Railroad.....	10,600 "
From London to Canton via Pacific Railroad.....	13,600 "
From New York to Canton via Suez Canal.....	11,600 "

	By Mauritius and Bombay.	By New York and New Francisco.
London to Hong Kong	39 days	47 days
London to Shanghai	43 days	43 days
London to Yokohama	43 days	38 days

The following table is calculated for New York.—

	From New York via Suez and Canal	From New York via San Francisco
Eastern Ports		
Melbourne	13 200	10 800
Shanghai	12 600	8 8 0
Hong Kong	11 7 0	9 200
Manilla	11 600	9 600
Singapore	10 300	10 600
Batavia	10 600	11 000
Penang	9 950	11 100
Calcutta	9 700	12 150
Ceylon, Point de Galle.....	8 750	12 200

BARBADOES PRICES CURRENT.

BRIDGETOWN, Nov. 10, 1863.

WINE—Duty 100c per hhd 61 galls. English bottled, Duty 6c per doz. Alsopp's & Bass's at \$30 per hhd. Always in supply.
WINE—Duty 80c per bbl. per 200 lbs.—Lotting at \$3.
BEEF—Duty 100c per 100 lbs.—H. & Co's., lotting at \$11. Dull.
BREAD—Duty 10c per 100 lbs.—Last sale Wilson's, \$4.65 per 100 lbs; Treadwell's, \$4.11; and Watson's, \$4.70.
BRANDY—Duty 60c per gall. Martell's \$2.60 per gall; Hennessy's \$2.60; Otard's \$2.40; Benaulit's \$2.40.
BRICKS—Duty 60c per M.—Last sale by selves of "Blue Fire," at \$23.77; "White," \$23 to \$32; "Liverpool," \$22; "Grey Stock," \$15 to \$18; "Jersey," \$10 to \$12.—Fair supply for present wants.
BUTTER—Duty 150c per 100 lbs.—French—Lotting at \$28. Irish, \$24. No American.
CROCKERY—Duty 10c per 100 lbs.—Last sale of Wilson's, \$4.50; Treadwell's, \$4.73.
CORNMEAL—Duty 25c per bbl. Last sale at \$8.25—firm.
CHEESE—Duty 150c per 100 lbs.—No late sales, worth about \$18.
COAL—Duty 60c per ton.—No late sales, worth about \$8 for Scotch, and \$7 for Welsh—stock in the yards not large and will be wanted as crop season approaches.
CODFISH—Duty 4c per 112 lbs.—Last sale of New-foundland Shore \$17.77.
FLOUR—Duty 80c per bbl. Last sale of favourite brands at \$9.70, declining.
HAMS—Duty \$1 per 100 lbs.—Worth \$12 per 100 lbs No Irish at market.—wanted.
HAY—Free—Nominal, a very large supply on hand, worth about \$1 for American.

HERRINGS—Duty 80c per bbl. Last sale of Round at \$3.65 per bbl; Split, 10" ng at \$4.
HERRING—Duty 35c per head. Late arrivals lotting at \$16.00 to \$20.00 per head.
HOPS—(Wood)—Duty 60c per 1200. Last sale, no late sales; Cilled, last sale at 40c per bundle.
LARD—Duty 80c per 100 lbs. Last sale at \$16.00 per 100 lbs.
LUMBER—Duty 150c per M. White Pine—Last sales at \$21; Spruce, \$18. Pitch Pine—No late sale, worth about \$27 to \$28—yards getting unassorted and will be wanted soon.
MACKEREL—Duty 80c per bbl. No late sale—None in market.
OATS—Duty 50c per bush. Irish, sale of a small lot ex-store at \$4.15 per sack; American \$3.41.
OIL—(Kerosene)—Duty 40c per gallon. Last sale at \$3.95 per 100 gallons.
OIL—MACK—Duty 80c per 100 lbs. Last sale at \$18.00 per pun 750 lbs.
PEASE—Duty 50c per bushel. Last sale of Split at 713 per barrel of 31 bushel; B. E., at \$27 per bag; Canada, \$2.69.
POKE—Duty \$1 per 100 lbs. Last sale of Inspected M-s at \$23.84. Clear worth \$31.60, firm.
POTATOES—Free. Last sale of American at \$2.67 per barrel.
SALT—Free. Last sale at \$1.05 per sack.
SALMON—Duty 80c per barrel. Last sales at \$16 to \$18.07 per tierce.
SHINGLES—Wallaaba and Cypress, Duty 60c per M. Other kinds 25c per M. Wallaba in large supply—last sale by selves at \$5.55; Cider from Gaspe, at \$6; Halifax, \$3.60 to \$4; Cypress, 12-inch, \$7.75, and 10-inch \$5.60; Small cedar, deal, and spruce \$1.60 to \$2 as in quality.
SOAP—Duty 25c per 100 lbs. Last sale of Medley's Brown, \$3.60; Gosage's, \$3.75 to \$4; Morgan's \$3.90, as in quality.
STAVES—Duty 60c per 1200 pieces. Late arrivals lotting at \$58 round for Inspected and Culls.
SHOOKS—Duty 60c per 1200 pieces. Last sale for hhd \$30; pun \$1.11.
SUGAR—(Refined) Duty 180c per 100 lbs. Raw Muscovado 60c, all other kinds \$1.20; crushed 10c in bond, no late sales.
TOBACCO—Duty 50c per lb. Manufactured 24c—wanted. Leaf 10c, no demand.
TAX—20 per cent additional tax, levied on amount of present duties, since 1st April, 1863.

DA COSTA & CO.

ST. JOHN, N.B., MARKET REPORT.

St. John, N.B. Nov 23, 1863.

MONEY.—The market has been quite active this week, and our banks are reported to be discounting very freely. Even long dated paper is at present more readily exchanged for cash than has been the case for some time past. There seems besides to be a disposition on the part of our banks to grant their customers all the accommodation needed for legitimate purposes.
Starling Exchange remains firm at 109½ for 60-day's sight drafts; short sight 110, the demand being moderate at these figures.
BREADSTUFFS.—The stock of flour has become reduced, owing to few sales during the past week, and the new arrivals of lots over-due. Large supplies are on the way, and in a few days we look for a tall stock. Prices remain steady at our quotations of last week, namely, \$5.30 to \$5.40 for superline, and \$5.55 to \$5.65 for fancy and Choice. The costs of flour in the United States is now less than it costs in Canada, all late orders have been forwarded to New York, from which point the freight is very low, and the time occupied in transportation less than half that required to bring supplies from the Upper Provinces. We do not look to see present quotations fully sustained, the low cost of the supplies which are coming from the American markets will have an unfavourable effect in prices. A falling-off in the demand is also to be looked for, and we anticipate a dull period in the flour trade to follow the late activity. Country places are supplied and the requirements of the local trade are moderate.
CORNFLOUR unchanged.
SUGAR AND MOLASSES.—We have no change to note in sweets—58 hds Molasses, and 25 hds Sugar comprise the arrivals of the week. We repeat our quotations.
COAL.—We have only one arrival to report, namely the brig, "Bessie," with 330 tons Sydney coal. This cargo is being retailed at \$5.74 per chaldron, an advance of 25c on the last cargo. We think that this advance will be maintained, as the stocks in the yards are not large and only one or two more lots expected to arrive. We notice the arrival of the "Alice" at Sydney, and we understand that she will bring a cargo on owners account.
FREIGHTS—Very little has been doing in deal freight, but the few transactions that have taken place indicate a slight advance in rates. We hear of the following charters:—
"A. & E. Lovitt," 872 tons, Warren Point 70s deals and 30s timber; "Phoenix," 200 to s, direct port Bristol Channel, excluding Gloucester and Bristol, 70s
WEST INDIA FREIGHTS continues about the same as last reported as will be seen by the following list of engagements of which we have heard—
"Agnes Fraser," 257, at 21c under and 20c on deck; "Cynthia Palmer," 335, same rates, and "Buntin," 197, at 24c under and 20c on deck—all for Cardenas or orders, with 1c additional if ordered to a second port. "Wm. Greenough," 252, direct port north side of Cuba, 23c and 31c; "Village Belle," 137, north side Cuba, 25c under deck.
COASTWISE FREIGHTS.—We have no new feature to report. Rates are much the same.—*News.*