

are perfectly convinced that unless such changes are introduced in the English Navigation Laws as will have the effect of greatly lowering the charges of freight from this country to England, it cannot fail to be most injurious to the interests of Canadian agriculture. This matter is not considered in a proper way. The agricultural produce of Canada and the Lumber have to pay all this high freight, because the persons who sell these articles in the English markets will pay a price here in proportion, deducting the cost of freight, &c. It is not the English consumer that pays this freight, but it is the Canadian producer who has it deducted from the price of what he has to sell.

We would be the last of Her Majesty's subjects who would willingly advocate any measure that would be likely to diminish the power and influence of the British Empire, but we cannot help seeing the injurious consequences to this province of the empire, that we should have a free-trade in foreign agricultural productions, a protected and privileged shipping to carry this foreign produce as well as the products of this country. We may be told to build ships and carry our own products, and it is our own fault if we do not, but there are many circumstances that prevent this, which we will not attempt to explain on the present occasion. We might as well be told that we should be able to keep all foreign agricultural productions out of our markets by underselling them with our products. The farmer of Western Canada will not be able to realize much for his produce after all the expenses of transport to the sea, and across the Atlantic are deducted from it. A few pence in the cost of a bushel of wheat or other articles in proportion, would make a great difference in the farmer's profits, English shipping must find it an advantage to go to other countries in preference to this, and consequently this circumstance will make freight scarce and dear in Canada, when it might be abundant and cheap if open to free competition. We are to be exposed to an unlimited importation, while there will be a limited supply of freight to carry it, and of course this must greatly enhance the charges for the freight we may require to hire and not be able to obtain sufficient freight for our wants. They must be prejudiced indeed, who do not perceive what the consequence would be to the Canadian producer for foreign exportation if there was not sufficient freight to come to Quebec to carry it away. Of course it must raise

freight very much, and in the same proportion diminish the value of our produce and lessen the demand. Will any one pretend to say that it may not be the interest of some parties that matters should be always kept in this state to insure them larger profits? The case is too plain not to be readily comprehended. Hence it is, that if free-trade cannot be general, it must be unjust and injurious to some interests. In fact, it is nothing less than a licence to one portion of the community to levy a tax upon another portion, and apply it to their own benefit. We do not see the justice of taxing a man who may choose to use wine and beer as well as bread and meat, any more than the man who takes cold water with his bread and meat, and hoards up what he might have given for wine and beer. The moderate use of one part of the earth's produce is as lawful as another part, and should be as free. The water drinking portion of the community would willingly raise a revenue from the portion of a community who use wine and beer, and upon what just principle we cannot imagine. Thus it is throughout the whole piece,—one portion of a community wish to accumulate wealth at the expense of the other portion, under the pretence of buying in the cheapest and selling in the dearest markets, and levying taxes and revenue upon some articles and not upon others. Our own firm persuasion is, that the revenue should be raised in due proportion on every article of consumption or by direct taxation according to man's every means of paying, doing away restriction on all trade, commerce and industry of every description. Either of these two methods of making revenue would be the only equitable mode that would be just and equal towards all classes and interests.

It is absurd to charge the agriculturists of Canada with ingratitude for desiring a change in the English Navigation Laws, when this desire is only the consequence of measures forced upon them, contrary to their wish. It appears unreasonable that we should be deprived of all preference and encouragement and be subject to the exorbitant charges for freight by a protected shipping, that we must employ to carry our produce. We desire no other than English Ships to carry our produce, but unless the charge for this freight is greatly reduced, it will be sure to extinguish the trade, and put an end to all chance of our being able to produce for exportation. High wages, and high freights, with an unlimited