

hatred which they invariably engender with each other in admirable confusion. An analysis of these remarkable documents will suffice to convince the public, as it has done us, that the great interest of Trade and the love of public zeal are not among the prevailing virtues of the clique in question.

We quote from the official letter of Mr. A. Gillespie, by him written, as Secretary of the Quebec Board of Trade :—

“ To illustrate this forcibly the Council hand herewith a statement shewing the comparative charges on a vessel of 700 tons here and in New-York, which exhibits a difference in favour of the latter city, amounting in public charges, such as pilotage, lights, hospital and police dues

to,.....	£22	2	3
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In private charges, such as wharfage, loading, &c., to.....	27	10	0
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In all to £49 12 3<sup>0</sup>  
against the St. Lawrence ; a difference which the Council conceive ought not to exist, and the causes of which it is their duty to ascertain and point out with a view to equalization. With private charges the Council would avoid interference, believing that open competition must ever regulate these, and that every man has a perfect right to make the most profitable use of his own property, and of his personal labour, but they unhesitatingly state that they think the public charges susceptible of great reduction. They consider the rates of pilotage inward and outward, above and below Quebec, as too high, whether the exigencies of the trade are looked at, or the capacity, social position or education of the recipient pilots. These men, it is conceived, would not be underpaid, were a reduction established of one third on the existing rates.”

In order the better to understand the foregoing quotation, and more clearly to render the thought of the Quebec Board of Trade, it is necessary that