

RECAPITULATION of the above average Rates of Freight.

CANADA.

From MONTREAL.					From NEW YORK.								
					Flour.	Wheat.							
					Per brl.	Per bush.	Per brl.	Per bush.					
					s. d.	s. d.	s. d.	s. d.					
1844	-	-	-		4 6½	1 0¾	1 7½	0 6½					
1845	-	-	-		4 7½	1 0	2 0¾	0 7					
1846	-	-	-		5 1½	1 2½	2 6½	0 8½					
Average of three years -					4 9¼	1 1	2 1	0 7¼					

Excess against Canada, 2s. 8½d. sterling per brl. of Flour; 5½d. sterling per bushel of Wheat, equal in round numbers to 3s. 3d. currency per brl. of Flour, and 7d. per bushel of Wheat.

The quantity of Flour and Wheat exported from Canada to Great Britain and Ireland during the same period was as follows :

				FLOUR.	WHEAT.
1844	-	-	-	415,467	282,183
1845	-	-	-	442,228	396,252
1846	-	-	-	310,665	306,939
TOTAL				1,168,360	985,374

Your memorialists, in submitting these Tables, do not intend to imply that the rates of freight would be equalized from Montreal and New York respectively by the abrogation of the British Navigation Laws, but they see the strongest reasons to infer that a great reduction of freight at Montreal might safely be calculated upon as an effect which would necessarily result from their repeal.

The manner in which these laws, in connexion with the differential duties, cramp the trade of Canada with foreign states, such as the sugar producing states of Cuba, Porto Rico, and the Brazils, and the spirit and wine-producing countries, such as France, Spain, and Portugal, and their dependencies, might be here expatiated upon at great length, and your memorialists believe with much effect, but they forbear entering upon so wide a theme of injury and loss to this colony, and will merely adduce one instance by way of illustration.

The supplies of Muscovado sugar for Canada are now chiefly derived from the Spanish islands, but by the Navigation Laws on which your memorialists are animadverting, foreign commodities can only be imported in British ships, or ships of the country where the goods are produced. Spain has but little shipping, and none suitable for this trade, while on the other hand, there are frequently no British vessels for charter to be found in these islands, although United States' vessels may be had in abundance to convey sugar to Canada, at about 2s. per cwt. What then is the necessary consequence? The Canadian merchant is compelled to proceed to a distant port to look for a British vessel. Having found one, he engages her to proceed in ballast to a Spanish island to take in his cargo of sugar for Canada, for which he has to pay her 3s. per cwt. and upwards, or 20 per cent. on the prime cost of the article; a great advance on what the American vessel on the spot would have willingly accepted for the same service. And yet, with these impediments in her way, Canada is now called upon to compete with the world.

Nor can your memorialists conclude without referring especially to the operation of the laws in question upon our internal carrying trade.

The St. Lawrence is legally accessible to American vessels from Montreal upwards to the furthest point of navigation; but it is practically closed against them, because they are not permitted to touch, or break bulk, at two Canadian ports without touching intermediately at a port in the United States; nor can they legally navigate between Quebec and Montreal, that portion of the St. Lawrence being absolutely closed against American as well as other foreign vessels. These restrictions, against which your memorialists under existing circumstances feel bound to protest, virtually seal the whole of the St. Lawrence against the vessels of the United States, to the great detriment, as they conceive, of the general commerce of Canada, foreign as well as domestic.