

not be raised, because, as was stated in our last number, the States being generally the cheaper market, the Canadian could have no inducement to carry his produce there for sale. But, on the other hand, if the Canadian farmer, and the press which reflects his opinions, are sincere in saying that all they want is reciprocity, we shall shew them how they may succeed in attaining it. Let us abandon our differential system, let us take our *extra* duties off American manufactures, as well as all other goods imported from American markets, and then the people of New England, the people of the Eastern, the Middle, and a portion of the Western States, will have a *direct interest* in calling upon their Government to rescind the duties which now absolutely prohibit Canadian produce from finding its way into their markets. The manufacturers of the Eastern and Middle States, and the merchants of New-York, ever eager to extend their business and on the watch for new markets, will say to their Legislature, "The Canadians have removed their differential duties, they now purchase *our manufactures*, and various articles of foreign production which they find here for sale, and which we have imported in exchange for our manufactures sold elsewhere; they are good customers, and anxious to extend their business with us, but their operations are cramped by our taking nothing but gold from them in return, which compels them to carry their timber and corn to England for sale before they can provide themselves with means to pay for what they purchase from us. Therefore (they will continue,) let the duties be taken off Canadian produce, that this trade may become direct, instead of indirect, and be allowed to expand to its natural limit. We want food, and the Canadians want manufactures; they are as good customers to us as our own brethren in the West, and why should we make a distinction between their flour and that raised upon our own soil, since they make no distinction between our manufactures and those they procure from England."

Such, we contend, would be the language held by the manufacturers of the Western, and the merchants of the Seaboard States, as soon as the removal of our differential duties allowed their products to come freely into our markets. But, strange to say, the agriculturalists and their journals have hitherto appeared blind to this view of the case: it seems never to have struck them that the true way to gain admission for Canadian produce into the markets of the American Union, is to allow their manufactures to come freely into Canada on the same terms as British. Let them cease, then, to grumble about reciprocity in agricultural produce, and let them unite with us in calling for the removal of differential duties, which will naturally lead to a reciprocity in breadstuffs, by giving the manufacturers of the Eastern markets a great interest in speedily bringing about that desirable change.

Our fate is now virtually in our own hands, for England, through the Colonial Secretary, has said to us, "Your commercial policy is left to your own control. We desire that your trade should be as free as the wants of your Government will allow it to be; but we will not force it upon you. We leave you free to choose for yourselves." Hence, Canada, has it in her power, by removing every fetter from her commerce, to become great, prosperous, and happy; and the first effectual step towards the attainment of that most desirable condition is to strike off the differential and protective duties which now act with withering effect upon our trade and industry.

BRIDGE ACROSS THE ST. LAWRENCE.

The engineers of the Portland Rail-road are now actively engaged in finding out the best route between the St. Lawrence and the Province line. So far, the levels have been found very satisfactory, and it has been decided that the track shall pass by St. Hyacinthe, and from thence up the St. Francis to Sherbrooke. But where is the terminus on the St. Lawrence to be? Montreal is not alone interested in this question. The largest item of receipts will be from the freight of Flour, Pork, Beef, Butter, &c. arriving in the St. Lawrence, by the Canal, from the Western States, en route for shipment to England, or for consumption in Maine, New Hampshire and Massachusetts; and it will depend upon the economy of construction, and the facility of doing business, whether produce shall go by this, or by the Central Road, from Burlington to Boston. Hence every stockholder is interested in having the shipment of freight here made at the least possible cost. Let us, then, examine the advantages of the several points that present themselves for the terminus. If it is made at Longueuil, or if it is placed immediately opposite the city—a little above St. Helen's—long and solid wharves (owing to the shallowness of the water) will have to be built, to enable the freight-cars to reach vessels coming from the interior drawing eight feet of water. Ferry-boats will also, in either of these cases, be required, to convey passengers across the river, and a natural consequence must be, that a great portion of the business will be done on the opposite shore, where, in the course of time, a second Brooklyn would spring up, to the injury of the existing city. But a still greater objection is, that at the very time we

most require a Rail-road to carry off what produce may be left on hand for shipment, all communication is closed,—we mean in the Spring and Fall, at which time, for a number of days, crossing is only practicable by canoe, or on foot, and for a portion of the time only at Lachine. But even if all the produce could be got down before the close of navigation—why should we go to the expense of building warehouses on the other side—if they can be done without? How then is this difficulty to be got over? We reply, by building a Bridge across the St. Lawrence. This is no visionary scheme: we speak advisedly when we say, that it is perfectly practicable. Such a Bridge could be erected from this side a little below the Nun's Island, at which part of the river the water is quite shallow, and the shoving of the ice nothing like so violent as lower down the river. By means of this Bridge we should have a constant access to the opposite shore, to the great convenience of trade, and the advantage of the shareholders, as a large revenue would be obtained from foot passengers, and by the passage of the cattle and horses of the country people. The freight cars could, by this means, run to a basin in the Canal for the special use of vessels loaded for the Rail-road—and the passenger train could pass by a Tunnel under the Canal into the City Depot. It may be objected that such a Bridge would obstruct the navigation; but if the tolls were low, masted vessels with cargoes would prefer going down the Canal; and as for steamers—a kango on the tunnel could be made as on the Rhone and Seine, in France,—by which means the bridges are easily passed.

Such a scheme would, at once, do away with the necessity of building wharves and ferry-boats, and of carting over property in winter on the ice. It would prove a fruitful source of revenue to the stockholders, and the most economical means of connecting our canals with the Atlantic. It is a work for the people of Montreal to move in. Every man that owns a foot of property should give it his attention and support, if, upon a survey and examination, by competent engineers, it is found as practicable as we now with full confidence represent that it will be.

PROBABLE EFFECTS OF SIR R. PEEL'S NEW CORN-LAW BILL.

A valued correspondent, who has furnished us at different times with his opinions on the state and prospects of the trade of the country, observes, in respect to Sir R. Peel's new measure:—

"No doubt many will be disappointed in regard to the effects of the repeal of the Corn Laws in the Mother Country. Those who expect cheap bread will probably be in error, for increased demand for goods will cause greater consumption of breadstuffs, as there will be the means of paying for them. The farmer will probably, on the other hand, find that he has as good a market as ever, owing to increased general prosperity. Already rents have risen, instead of declining, and many of those who formerly opposed what seemed to them an inadvisable course, now approve of the object of their former dislike. And well they may. They never considered that the reason of low prices on the continent of Europe arose from the want of a good and well-regulated market, and of men of means and character trading in such markets. They never thought that the sole cause of the many attempts at manufacturing on the continent of Europe arose from the low price of grain, causing a corresponding low rate of wages; as the continental farmer could not afford to give much pay when his produce was worth so little. They never considered that most of these manufactures would be abandoned if breadstuffs increased in price owing to British demand. No: all they looked at was the fact that wheat was low, and the people encouraging domestic manufactures; irrespective of the reason why.

"It is quite probable that breadstuffs will be but little cheaper in Britain after the total repeal of the Corn Laws, but numbers will eat bread that could not before obtain it. The manufactures will be vastly extended, as, under the quiet course that the grain trade will assume, all importations will be paid for by exports of goods, and not as under the old system, when purchases were only made when famine was dreaded, and then by gold. Dealing in grain will become a highly-respectable calling, instead of being considered as little better than gambling. Instead of the foreigner getting all the profits on the rise in price on the approach of a scarcity, the British merchant will reap the whole benefit, for with British capital allowed to be employed unfettered, grain will always be bought at the lowest price, and, instead of other countries supplying Britain in case of a scarcity, Great Britain will be the granary of Europe. Many, indeed, suppose, that she will be the storehouse for half the globe, and that the breadstuffs of America, as well as those of Europe, will be consigned for sale to her merchants, to be again distributed to the four points of the compass.

"In the same way in Canada, with a decline in price of the necessaries of life, our own manufactures could be afforded for less—our ashes and timber will be got out cheaper. If the farmer sells his wheat for one fifth less, he will buy his calico, his tea, his sugar, and coffee for one fifth less; and as happily in this country we have neither fixed rates nor fixed taxes, there will be nothing to prevent him from being as well off as ever. If the income and expenditure are well proportioned, the amount of each is of little moment."