

disposed of, and when the great facilities that will be secured for transshipping heavy merchandise by the St. Lawrence are taken into account, we believe this part of our estimate will not be questioned, even supposing the abolition of the discriminating duties. The balance against Montreal, it has been shown, amounts on the spring voyage to £281 4s. 8d. Allow that £100 of the sum is borne by charging higher rates of freight on some of the heavier kinds of goods imported into Canada, and a balance of £181 4s. 8d. remains to be distributed over the produce exported. The ship we have selected as an example, carries like most of our traders, rather over 10½ barrels to the ton register, or 3500 barrels as her complement; or taking part wheat, a cargo of 1000 quarters of wheat and 4000 barrels of flour. Entire cargoes of flour are seldom shipped, and as our advantages in taking wheat from the interior are greater as compared with the Erie line, in proportion than in the carrying of flour, owing to the saving of double transshipment, we assign a corresponding proportion of the charge for freight, to that part of the cargo. We believe that, although we charge 2d. per bushel or 1s. 4d. per quarter more than the New York rate, we shall still have the carrying of our own wheat, and of part of the United States growth. The balance of £181 4s. 8d. referred to is thus made up:—

1000 quarters, at 1s. 4d. . . . .	£ 66 13 4
4000 barrels, at 6½d. . . . .	114 11 4
	£181 4 8

These may be deemed the essential differences in cost, that must always render our foreign freights higher than those of New York; but we do not see any reason why our rates should exceed the essential difference of expense we have thus indicated, adding ¼ per cent. for extra cost of insurance on the produce.

With regard to the fall trade, we are at much greater disadvantage. But as this arises entirely from the enhanced rates of insurance then current, it applies only to the latest part of that season. It does not apply to any produce shipped up to the middle of October, and much of the new crop might be shipped before this time if proper exertion were used. We know that one great part of the advantage to be derived from the completion of our magnificent chain of canals—will be, that a great saving of time on the voyage from the interior, and of the whole of the time now lost by transshipment at Kingston, will be effected. The early harvests of Ohio and our south-western districts will arrive at Montreal, and in fact our whole fall business will be transacted, at least two weeks earlier. This is a great saving at that season, and its effect will be to extend the cheap export freights of summer over a considerable part of the fall shipments to which they cannot now be applied.

We despair, however, of overcoming the disadvantage we labour under at that later period of the season to which our second estimate refers. Making the same allowance for additional outward freight, we find the balance against us, in the case supposed, to be £425 4s. 5d., which we must assign as follows:

1000 quarters of grain, at 3s. . . . .	£150
4000 brls. of flour, at 1s. 4½d. . . . .	275
	£425

Adding the extra cost of insurance, the excess of the cost of conveyance over the New-York rates must be at least 4s. 6d. per quarter for wheat, and 2s. 6d. per barrel for flour. These weighty charges arising from unalterable circumstances in our climate and geographical position, can only, we apprehend, be combated by the construction of the projected railroad to Portland.

We have pointed out, in a late number of this paper, the great advantages which this new means of exportation would give us in the close of the season, and must content ourselves with referring to that article.

If it should happen, however, that the Portland railroad is abandoned, what man of sense will, on that account, deny the advantage of saving 10 per cent. on the whole value of our exported surplus, by sending it through the cheapest lines of conveyance to England, wherever they may be. It is one of the first principles of our economical creed that trade should never be forced into any particular channels at the public cost, and from the advocacy of this principle, in whatever way its operation may affect particular localities, we shall never flinch. The general welfare of the community demands that all monopolies of this kind should cease.

We shall resume this subject in our next number, with special reference to the improvements in our inland navigation.

### FREE TRADE AND THE PRESS.

We referred in our last number to the attention the proceedings of the Free Trade party in this colony are attracting at home, and to the notices which have appeared in the leading English newspapers respecting them. To the articles of the *Manchester Guardian*, which we insert, we might add the remarks of the *London Times* of the 9th and 15th ultimo, were not our space already so much occupied with other matter. Some extracts, however, from these articles will serve to show what are the feelings of the great journal of the day on the subject of Colonial protection.

In the *Times* of the 9th ult. we have an extract from the Address of the Montreal Free Trade Association, which is referred to as evidence that the extravagant prophesying of Lord George Bentinck and his Protectionist friends (including, of course, Mr. Isaac Buchanan) is not by any means likely to be fulfilled, and that the "experiment" of Free Trade does not necessarily lead to the loss of the Colonies.

On the 15th, the debate in the Assembly on the Ministerial proposition, to allow United States flour to pass through the province in bond, had reached England, and was received as further proof of the views and feelings of the colonists on the subject of Free Trade. "The change," says the *Times*, in an article inserted the same day, "is foreseen: its consequences are acknowledged: a protection is to be withdrawn—a system is to be abandoned: some real but contracted advantages are to be lost; and what say the intelligent and leading men of the Assembly—what does the voice of the Assembly itself pronounce by its majority? Is it dejected? Do they despond? No; they are prepared for the worst that change can produce."

As we observed last week, we devoutly wish that this were strictly true. Not that the inference is altogether a forced inference. By no means. The change is foreseen, and its consequences acknowledged; but it is hard to relinquish an old system under which, with all its disadvantages, the colony has managed to grow up, for one which (in so far as the colonies are concerned) is untried. Hence it is that there is an absence of that spirit and courage of which the *Times* speaks as though we possessed them. We do, as yet, (and it cannot be wondered at) lack the veritable and substantial protection which is to be found in a reliance on our own resources, and which is truly described as "being worth all the Acts and all the systems which have complicated the relations of Colonies with the mother countries from the discovery of America to the present time."

The *Times* concludes its article by showing the operation of the new system as regards ourselves:—"The Colonies will be thrown on their own resources. They will be free to buy and sell as they choose. Nor do we fear that such a change will affect their prosperity or their loyalty. They ask, fairly enough, to be treated with impartiality. If they forego the advantages, let them be freed from the restrictions, of the British connexion. As for our merchants and manufacturers, we have no fears for them. They are only desirous of fair play and open markets. The petty privileges of provinces they are too aspiring not to despise. They are ready to meet the competition of the world. The greater prosperity—freedom—wealth and taste for luxury every nation enjoys, the better for them. Diffuse taste, multiply enjoyments, raise the standard of subsistence, and you give an impetus to their energy—an augmentation to their produce. Whatever changes the course of events may bring about, the British trader will still be welcomed in her wonted ports: the flag of commerce will still float where that of empire has ceased to wave; and, under every form of government, in every vicissitude of policy, the broadcloths of Bradford, the hardware of Sheffield or Birmingham, the manufactures of the West of England, will perpetuate the intercourse of states more firmly and lastingly than protective tariffs and navigation laws."

What such is the tone of the British press, the Colonial journalist is gradually advancing in the same direction. A portion (and by no means the least talented and influential) are decidedly of opinion that Canada can maintain herself without injury to the "connexion," though Free Trade may prevail; and of the other portion, we can scarcely find one prepared to endorse the extravagant statements which have been made by certain parties at home. The *Montreal Herald* (by no means a Free Trade advocate) expresses, in a recent number, what we believe to be the opinions of the great majority of the inhabitants on this subject. The writer has been referring to the recent debate in the House of Commons on Lord George Bentinck's motion respecting the Colonies, and after ably exposing the selfish motives which, it is to be feared, actuated both mover and second, proceeds to observe:—

"It is, at least, satisfactory that the Report of the debate above alluded to, reached us in time to allow an expression of the opinion of the representatives of the people. Those who take an interest in the concerns of Canada—and there are many at home who do so—will now see exactly what is the public feeling here. They will see, that we do desire protection for our industry without being traitors—that we can understand the necessity of following the spirit of the age, without being so foolish as not to see that that necessity involves great loss of existing advantages in our own case; or so inconsistent as to try even at the removal of what we have long considered our greatest good. We submit to these "paramount" considerations which Mr. Gladstone alludes to in his despatch on this subject, not only because we are unable to oppose them, but because we cheerfully acquiesce in the propriety of regarding them as "paramount." While we do so, however, we expect a just return for that which we give up, and if the same benefits cannot be accorded in the same way as heretofore, we look to have them replaced by such others as circumstances may admit of. We expect to have the same advantages for our commerce, which the Mother Country now claims for hers, and if she cannot give us an equivalent for the favourable terms on which we receive her goods, we regard it as a mere act of justice, that she should allow us to purchase wherever our interest prompts us."

With this feeling in our favour, we cannot bring ourselves to entertain a fear that Canada will pass safely through the ordeal, and that at the termination of the three years which are to leave us without protection, we shall be prepared to run a race of competition with other countries, and enter on a much wider commercial field than we could ever be enabled to do under our present system.