

enough—no journal starting under the circumstances ours commenced with, ever avoided them—but against these, such as they are, we can place the fact that we have made a deep impression on the public mind, and that let the question of Free Trade come on for discussion when and where it may, it will have a numerous and most powerful body of supporters. This was the object we strove for, and this object we know we have accomplished. Our great aim has been to keep Free Trade out of the category of political questions. We knew very well, for there is bitter proof in the past—that if left to the tender mercies of this clique or that clique in the Government, it never would have a fair trial, and that immediately the banner of party was waved over it, its chances of success were hopelessly removed. Our object was to make it not a question of one party, but a question of all parties—to bring it forward as a great national necessity, for which the countenance and aid of every good citizen was required to help in the carrying out. We knew nothing of leaders—nothing of parties. All that we saw was a great commercial revolution, in which all were alike interested, but for which the public mind required to be prepared. Radical or Conservative, it was the same to us. Differing amongst ourselves on political questions, we were united for one object, and that object we were determined to spare no toil, no trouble, no expense, to carry out.

And have we not succeeded to a great extent? Has not Free Trade thus far steered clear of the dangerous shoals of party, and united in bonds of common interest men of the most discordant opinions on other subjects? Has it contracted any distinctive political character, although the attempt has been made to give it such? Are there not Free Traders who are Conservatives, and Free Traders who are Radicals, and Free Traders of all and every party? The opinions of the press—the speeches of public men—and numerous other evidences not less prominent, show that such is the case.

What more then could we expect? Those who oppose us may cavil at our facts,—facts which they cannot correct and which they could not supply,—but can they deny our influence? They may affect to ridicule or they may assume the right to blame, but they will hardly venture to question our success. Nor is it true, as these persons would have the world believe, that any great or important portion of the mercantile community—a community by no means above jealousy or fond of change—proclaim disapproval of our course. The great majority of the mercantile body are, we thoroughly believe, our friends. Individuals there are, doubtless, who from feelings it were hard to explain, look not kindly on us—small cliques of self-sufficient men whose nature it is to object, and who would war against nature were they to approve.—From such it is possible our open opponents find a slight support, but it is but slight, and opposed to those who hold our faith, most unimportant.

No; look where we will we find reason for encouragement. Judged numerically the country is with us, a hundred souls to one, and after all it is in the hands of the people the question rests. If they decide against the restrictive laws which bind our commerce, those laws eventually must give way. The Provincial Legislature is to be the arena where the great battle will be fought, and we look forward with full confidence to find a bold commencement made when that Legislature meets.

THE AGRICULTURAL INTEREST AND THE NAVIGATION LAWS.

It is with very great satisfaction that we insert the following article on the Navigation Laws, taken from the last number of Mr. Evans' *Canadian Agricultural Journal*. Sooner or later, we felt quite sure that the Agricultural body would see the great interest they have in an alteration of these laws, the effects of which are to lower the price of every thing they produce; for it is quite evident that a large portion of the sum now paid to the British ship-holder over what would be paid to the foreigner, comes out of their pocket. There is, indeed, no question which is so much a farmer's question, and we are glad they are beginning to find it out:—

“It our last we stated our conviction of the necessity that existed that the cost of freight from Quebec to England should be greatly reduced, or that we should give up altogether the idea of raising produce here for exportation. We should also inquire whether the freights upon our own Canadian water communications are moderate, as they should be. If the charges upon our own waters are unreasonably high, they will be as injurious to the farmer, diminishing the value of his produce nearly as much as high freight from Quebec would do. We cannot certainly complain much of high freights from Quebec, if the freights upon our own waters are immoderately high. It may be objected that these waters are free to competition; but however this may be, there are means in the power of merchants and forwarders by which freights are kept up at

a high rate upon the Canadian waters. Every man who wishes that we should retain the carrying trade, should be anxious that we should be able to offer the inducement of cheapness of freight, which alone can secure it. It is not very reasonable of us Canadians to leave all the obligations of cheap freight upon the English shipowner. It is our duty that we make no overcharges on the transit of foreign or Canadian produce to the shipping ports. Private and individual interests must give way, if desirable that the public and general interests of this province and of the empire should be promoted. If the carrying trade will be lost to Canada, it will be altogether the fault of those who are the carriers both on the Canadian waters and on the Atlantic, by their desire of exorbitant and unreasonable gain.

We cannot understand why an individual in this province would advocate a free admission of foreign productions into this country for exportation, and at the same time desire to maintain the English Navigation Laws in full force. There is an inconsistency in such conduct that is unaccountable to us, and a manifest injustice to the Canadian producer for exportation to allow foreign productions of all descriptions to crowd in upon them, and give them only limited means of exporting either their own or this foreign production. We never would be the advocate of the sweeping changes that have been lately introduced, but now that they are to be fixed upon us, we cannot shut our eyes upon the necessity that exists for a full and perfect free trade, as well in all products and merchandise to be carried, as in the ships that are to carry them. Forwarders and shipowners may be very much opposed to the Canadian Agricultural Protection Bill, because it may have the effect of diminishing the quantity of freight and the amount of their large profits. They must be resolved not to see, who cannot perceive the tendency of the laws that would admit the free and unlimited importation of foreign productions, the same exactly as those raised in Canada, for exportation, and allow us only a protected shipping to carry those productions. There cannot be a doubt that such a state of the law would severely diminish the value of the Canadian farmer's produce; and we have sufficient confidence in the justice of the Imperial Parliament to believe that our circumstances shall obtain full consideration, and our interests receive all reasonable protection, or at least that we shall not be subjected to the effects of Free Trade on one side and a strictly protected monopoly on the other. We have now water communication far from the sea, nearly one thousand miles into the country, on the grandest scale of any fresh-water communication on earth, and if we desire that they should be fully employed, we can only make them so by cheapness, safety, and expedition. Every means should be promptly adopted to give as much security as possible in the passage of ships, &c. to the open sea, to give us a chance of the carrying trade. According to our own humble views, Canada can only prosper under the encouragement of protection, or with a full, free, and unrestricted trade. All the political-economists and free-traders that ever existed cannot point out any other means to give a fair chance of prosperity. No half measures will answer: let us have either the one or the other, entire and perfect.”

TRADE OF NEW YORK.

The following is a statement of the imports and exports of the port of New York for nine months, as given under the head “Commercial Chronicle and Review,” in *Hunt's Magazine* for the present month:—

COMMERCE OF NEW YORK.—VALUE OF IMPORTS AND EXPORTS.

	1815.		1816.	
	Imports.	Exports.	Imports.	Exports.
January,	6,310,159	1,167,955	5,219,809	2,100,344
February,	4,730,293	1,820,135	4,652,292	1,558,845
March,	6,174,077	2,317,202	9,750,269	1,651,517
April,	5,908,260	2,459,053	6,334,271	2,309,181
May,	5,464,732	2,971,270	5,488,397	3,114,547
June,	5,244,496	3,181,788	5,873,655	4,062,249
July,	6,742,889	2,286,688	6,125,709	3,119,295
August,	9,964,053	2,709,625	8,457,124	2,678,627
September,	7,152,750	3,266,334	5,883,516	2,628,826
Total,	\$57,891,519	\$22,120,543	\$57,855,312	\$23,511,233
Duties,	15,118,567		14,880,151	

The falling off of imports in the month of June is ascribed to the passing of the new tariff, which has caused buyers to hold back, in anticipation of the low rate of duties which come into operation on the 1st of December.

Amongst the evidences of prosperity, the increase of tolls on the public works is the most conclusive. On the great avenues between the Western States and the Atlantic States they have been as follows, up to October 1st:—

	1815.	1816.	Increase.
N. York Canals, fiscal year, to Oct. 1.	\$2,332,336	\$2,743,618	\$411,282
Penna. Works, openng. navig. to Oct. 1.	940,926	1,003,125	62,199
Total,	\$3,273,263	\$3,746,743	\$473,481