

parties concerned; in not allowing confidence to be misplaced unknowingly and, at the same time, in creating that confidence once, when deserved.

I do not think the advantages of the principle can require to be pointed out; it must be obvious that whatever will tend to unite scattered capitals for specific purposes of commerce or industry, cannot but be of advantage, especially in a young country like this, where large capitalists are almost unknown. Our country is eminently adapted for certain manufactures. Now association can alone establish factories; no individual resources can here, as in England, compass such undertakings;—and association on the principle of limited partnerships, which are the union of industry and capital, offer great advantages.

It may be said that the Legislature can grant specific charters to the same purpose—as for instance, was done for the “Banque du Peuple.”—But it must be allowed that a general law would save parties from heavy expenses, (necessary on each application and no inconsiderable item,) and also prevent the machinations of petty jealousies which sometimes shew themselves to the prejudice of great and permanent interests.—Besides, if the principle be a good one, which must be admitted, why not allow any parties (under what restrictions you please), to take advantage of it? The law is in force here—it could be very much improved and with little difficulty, as we have the legislation of other countries to guide us. Should it not be done?

JEAN BAPTISTE.

Montreal, 25th Sept., 1846.

The Editor of the *Toronto Colonist*, in his last number, suggests the question, How, under the operation of the British Navigation Laws, supposing Canada produce to be sent to New York for exportation, is that produce to be sent from thence to England? “The same question,” says the *Colonist*, “applies to Portland, on the completion of the St. Lawrence and Atlantic Railway. United States vessels are permitted only to convey to England goods the produce or manufacture of the United States. Canadian wheat and flour are none of these, and cannot be conveyed from New York or Portland to England in United States vessels. It is plain from this, that, before the theory of Free Trade, as advocated at present by certain parties, can be carried out, there must of necessity be some important changes made in the British Navigation Laws; without this, the system contended for will prove inoperative in some of its most important branches.” And our contemporary concludes by saying: “Indeed, if the products of Canada are to be sent hereafter to New York, Boston, or Portland, for shipment to England, when conveyed from thence in United States or British ships, we should like to be informed what object can there be, then, in maintaining for British and Canadian vessels the exclusive navigation of the St. Lawrence? What reason can there be in the attempt to prevent foreign countries from navigating our inland waters, when not only the products of the ‘far west,’ but also those of Western Canada, are finding their way to the ocean, and thence to the markets of the world, by another, a cheaper, and more safe, though an artificial channel?”

Our contemporary has, in these few remarks, stated the whole case. It is quite true, that without American vessels can transport Canadian produce to British ports, the Free-Trade system would “prove inoperative in some of its most important branches”; and it is equally true, that if such is to be the case, there can be no rational object, but, on the contrary, a great deal of absurdity, in attempting to maintain the exclusive navigation of the St. Lawrence. But does our contemporary think it probable that the British Government, whilst receiving the produce of the United States and every foreign country in the world at a merely nominal duty, will stop to inquire the place of growth of the imported article? On what ground, indeed, could colonial produce be refused in foreign bottoms, or how could any regulation that England could make prevent Canadian flour from going in foreign bottoms? It is evident she could not prevent it. So long as protection remains, indeed, it will be a question for England to say whether she will receive our timber and corn in vessels other than her own; but directly that protection ceases, and the colony is placed, in respect to its trade, in the same position as foreign countries, the case assumes a different aspect: the right to seek the cheapest market comes in, and as England could not practically prevent our produce from going to her ports in foreign bottoms, so she will not vexatiously attempt to restrain it by maintaining her Navigation Laws against us.

GENERAL INTELLIGENCE.

ENGLISH NEWS.—Troy papers received yesterday announce the arrival of the *Great Western* at New York on Wednesday, and give a summary (conveyed by telegraph) of the intelligence brought by her. From this we learn that the deficiency of the British harvest, in consequence of the destruction of the potato crop, is no longer doubtful, and that France, where the price of all articles of food has

been gradually increasing, is threatened with a great scarcity. The effect has been a further advance in flour and grain, the former being reported 3s. a barrel higher. The accounts, however, are contradictory, and until the arrival of the regular mail, the exact advance cannot be given. Corn is quoted 3s. to 4s. per quarter higher, and bacon and Indian corn are among the articles named as having risen considerably. The weather, it is stated, had continued extremely fine and favorable, and the last remnants of the harvest had been safely housed, but the failure of the potato crop had more than counterbalanced this good fortune, and rendered food dearer. The following are the quotations given by the papers, but, as we stated above, they cannot be strictly relied on:—Western Canal Flour, 28s. in bond, 30s. to 31s. duty paid; Indian Corn 41s. to 44s. per quarter; Wheat is 3s. per quarter dearer, and Indian Meal has realized 22s. to 23s. per barrel; Beef and Pork continue in steady demand, without alteration in value; good Cheese scarce—was wanted; Lard has further advanced 1s. to 2s.. There was considerable inquiry for Linseed cake from £7 10s. to £8 10s. per ton. In other articles of produce no alteration in price. Money is plentiful and readily obtained at from 3 to 3½ per cent.

Amongst the general news, we learn the death of Lord Metcalfe, after a life eminently useful to his country. It is also stated that the cholera is making awful ravages in India, and that one-fourth of the British troops at Carranchee were among the thousands of its victims.

At a meeting of those interested in the construction of a Bridge across the St. Lawrence, held lately, Messrs. Davidson, Bourrel, Hayes, Pierce, Stephens, Young, and Judah, were chosen a Committee to make all the necessary arrangements for the commencement of this important work. At a subsequent meeting of the Committee, John Young, Esq. was nominated Chairman; D. Davidson, Esq. Treasurer; and Henry Judah, Esq. Secretary. We understand that a gentleman of eminence in bridge building has been sent for from the United States, and that a sufficient fund will be formed to defray all preliminary surveys, &c. Under such management, we doubt not that this work will be proceeded with judiciously and energetically, and that long ere it is completed the public will have acknowledged the debt they owe to the suggestors. At present, nothing but the unfortunate feeling that there “is no help for them,” would make the community tolerate the inconvenience and loss resulting from a want of proper means of communication with the opposite shore. Longueuil is as difficult of access as though it were a dozen miles away, and during a large part of the day communication is cut off from it altogether. Farmers and others are frequently obliged, with the present ferry accommodation, to wait nearly an hour before their turn comes to be taken across, and then the transit is of course much less convenient and safe than it would be were there a Bridge. In short, the more this project is the right of, the more important it becomes, and the deeper interest will be taken in it. We rejoice, therefore, that it is in good hands, and wish the Committee the success their services deserve.

CROPS ON THE CONTINENT OF EUROPE.

It appears from the *Paris Presse*, that the crop of 1846, has produced less than a fair average. The rye harvest in particular, has been so scanty that some farmers have declined thrashing their crops, as they considered they would not pay the expense. Wheat is of a fair quality, but falls short of an average quantity. Oats are every where deficient, and most so in those departments where they constitute a considerable portion of the diet of the inhabitants, while the vegetable crop is so scanty, that it will not produce a supply for the winter.

Nor is it in France alone, that this sad failure is prevalent; those countries whence wheat has usually been exported have, with few exceptions, none this year to spare. In Belgium alone, there is no complaint of a diminution in the usual average, but even there, there is no surplus. Alexandria and Odessa, have no wheat in their stores, and the prices were generally raising even before the failure of the potato crop in Ireland was known.

So far, therefore, as provisions are concerned, Continental Europe, is placed in a difficult position. France, particularly, has serious cause of uneasiness. A supply of corn for one month will be imperative. She must import in the course of the year about 6,000,000 hectolitres of grain, while all Europe, has never collected in her stores, more than 14,000,000 hectolitres for sale—a quantity, but little more than double, that required by France.