

culturists of Canada be given clearly to understand that though their wheat and flour is to be placed on the same footing as foreign in the English markets, they are nevertheless to be subjected to protective duties in favour of British manufactures. The case of the ship owner is a much clearer one. He, my Lord, must compete with foreign shipping under the Free-Trade system. Our products must be sent to the English markets either by the St. Lawrence or by New York; and as the English ship owner must compete with the foreigner at the latter port, he may as well do so in the St. Lawrence. But, my Lord, even if the British ship-owners should demand the continuance of their monopoly, will a Free Trade Cabinet lend them any countenance? We Canadians trust not: we entertain a confident hope that our reasonable demands will be acceded to; in which case, your Lordship need not apprehend any complaints from Canada on commercial subjects.

"There is, however, one monster grievance which I have left untouched, and regarding which I can assure your Lordship there is no difference of opinion among political parties,—I mean, the Post Office. I shall not take up your Lordship's time with any lengthened notice of this subject, especially as the remedy is a very simple one. Place the Post-Office under Provincial control; let its head be a member of our Administration; charge us with the packet postage, as you do the United States, and all will work well. Why, my Lord, seek to maintain Imperial control over this department? No good reason can be given for doing so.

STATE OF TRADE IN JAMAICA.—The following extract from the Trade Circular of Scott, Leaycraft & Co., of Jamaica, gives a gloomy account of the state of affairs in that island. The date is July 8:—

"Our market is at this moment in a much more depressed condition than it was but two weeks ago, and, reeling as it is under the effects of over-trading to an extent which has, until this period, been unknown here—suffering from the confined and narrowed state of the money market, which is producing prejudicial results on the stability of some dealers—and a continued want of confidence; reeling, we repeat, under all these adverse circumstances, we cannot picture to ourselves a worse position than that in which we are now placed.

"Unless shipments to this island shall entirely cease for at least three months a great portion of the goods now on hand must perish before they can be called into consumption. The supplies of all articles, but particularly of fish and bread stuffs are enormous. The stock of Flour is equal to six months' consumption,— whilst that of Pork, Soap, Lard, Butter, Meal, Rice, and Corn, are far beyond the necessities of the place. Further arrivals to meet the present over-stock, must entail disastrous results on the Shippers.—The fine rains, which have fallen within the last six or eight weeks, will also cause a yet further decline in the demand for bread stuffs, as there will be soon thrown into the market very large quantities of native ground provisions. We cannot too strongly impress upon Shippers in general, the absolute necessity which exists for refraining for some time to make further consignments to this market; and this it required not only as a means to revive the depressed and drooping condition of our trade, but also to enable their correspondents here to realize their accounts."

Mr. John T. Badgley has addressed a letter to the Editors of the City papers, with a view to show the advantages that may be derived in this country from the use of Wooden Railways on Prosser's plan. Mr. Badgley calculates that a Rail-road may be constructed from Montreal to Kingston, by this means, for £300,000; whereas, by the use of iron it could not be constructed for less than £1,188,000. The cost of laying a double line of road on Prosser's principle in Canada, is estimated at £700 per mile, which includes the cost of the wood, labour, hardening of the wood for the rails, and cost of the patent right. In the United States, it would seem, the average price of eighty-three Railways and branches, measuring 4218 miles in extent, is \$26,427 per mile, or £6,600.

Mr. Badgley insists strongly in his letter, on the importance of an effort being made to retain for Montreal the Western trade, and intimates that without a Rail-road, it will be impossible to overcome the obstacle interposed, in the shape of high freights, between the commerce of the two divisions of the Province.

REVENUES AND EXPENDITURES OF ENGLAND AND FRANCE.—The following contrast drawn by the Baron Charles Dupin, is highly complimentary to England, and is valuable as illustrating the principles upon which British legislation has been based:—

"In 1816, the British Government, in perfect peace, victorious and tranquil, spent £86,000,000 sterling, no part of which was applied to the extinction of the national debt.

In 1824, its expenditures exceeded £67,000,000. In 1844, the latest period to which the accounts have been completed, its expenditure was reduced to £55,000,000.

In 1816, the interest of the national debt amounted to £33,500,000; it is now reduced to £26,000,000, and £4,000,000 on temporary annuities, which are gradually disappearing year by year. Whilst Great Britain was obtaining these splendid results, she was effecting a vast reform in the manner and extent of her public burdens.

Between 1815 and 1841, a balance being struck between taxes increased and taxes diminished, this power has abolished an amount of £24,000,000 of taxation, and last year suppressed a further sum of £6,000,000.

The taxes abolished are those, especially, which paralyze industry, and oppose obstacles to the superiority of British commerce over that of other nations. In effecting this, do not imagine that England has abstained from carrying out gigantic enterprises, sustaining mighty struggles, and defending her wide-spread dominions with an armed hand. She possessed in India, in 1816, 80,000,000 of subjects; she now numbers 100,000,000. Canada revolted; the revolt was suppressed by force. Her will was contested in the Syrian question; her ships decided the matter. China resisted the odious commerce in opium; an expedition after the fashion of Cortes subdued the Celestial Empire. Two seas existed, the entrance of which was not under the command of England, the Chinese

Ocean and the Red Sea. Aden and Singapore have completed the chain of forts which bind the commerce of the world.

In 1816, England was, without exception, the state most heavily burdened by the weight of taxation. She is now, in proportion to her wealth, less taxed than France. Thirty years ago, England spent £80,000,000 sterling, while France spent but half. In 1844, England spent £55,000,000, whilst France expended £57,500,000.

Let us observe, at the same time, from one single fact, the enormous difference in the resources of the two countries for the supply of such heavy public burdens. Looking still at 1844, as a means of comparison, I find, says Baron Dupin, "that the commerce of England, favored by a skilful system of taxation, is so great, that the mere amount of the produce of the soil and industry of Great Britain sold to foreign nations, in eleven months, is equal to the total annual expenditures of the Treasury. On the other hand, in France, we only behold an unlimited increase in the taxation, and we have reached a point at which we require the amount of twenty-three months of the sale of our produce to foreigners to pay our expenditure, whilst eleven months, only, suffice to the English."

REDUCTION OF FARES ON ENGLISH RAILWAYS.—It appears from the last annual report from the Railway Department of the British Board of Trade, that on the Grand Junction Line, 98 miles long, the fares have been reduced, since the 1st of January, 1844, on the first-class, from 2s. 6d. to 1s. 7s.; and on the second, from 1s. 8s. to 1s. 4s. On the Great North of England, 45 miles long, first-class, from 1s. 3s. to 9s.; and on the second, from 9s. to 8s. On the Great Western, 118½ miles long, first-class, from 30s. to 27s. 6d.; second, from 21s. to 18s. 6d. On the Leeds and Selby, 6 miles long, first-class, from 2s. to 1s. 4d.; second, from 1s. 6d. to 1s. On the London and Birmingham, 112½ miles long, first-class, from 30s. to 23s.; second, from 20s. to 17s. On the London and Brighton, 50 miles long, first-class from 12s. to 10s.; second, from 8s. to 7s. 6d. On the London and Croydon, 10½ miles long, first-class, from 2s. 3d. to 1s. 3d.; second, from 1s. 9d. to 1s. On the Southwestern, 94 miles long, first-class, from 23s. 6d. to 19s. 6d.; and added a second-class at 15s. On the Manchester and Birmingham, 85 miles long, first-class, from 23s. to 15s.; second, from 17s. to 11s. 6d. On the Manchester and Leeds, 51 miles long, first-class, from 15s. to 11s.; second, from 9s. 6d. to 8s. 6d. On the Newcastle and Carlisle, 60 miles long first-class, from 16s. to 12s.; second, 12s. to 9d.; On the North Union, 22 miles long, first-class, from 8s. 6d. to 4s. 6d.; second, from 4s. to 3s. On the Southeastern, 88 miles long, first-class, from 18s. 6d. to 15s.; second, from 12s. to 10s. On the York and North Midland, 24 miles long, first-class, from 7s. to 6s.; second, from 5s. to 4s. 3d. In addition to these reductions, great facilities and reductions have been afforded by third-class carriages and return tickets, of which no note is taken. Since the close of the year, further reductions have taken place on some of the lines, which, of course, are not included in this report. On the following lines, no reductions have been made: Birmingham and Gloucester, Hull and Selby, Lancaster and Preston, Midland, and Preston and Wyre. The total length of new railways opened in 1844 was 195 miles 4½ chains; and in 1845, 293 miles 77 chains.

RECEIPTS OF ENGLISH RAILWAYS.—The *London Economist* furnishes the following table, showing by the amounts received the increase which has taken place in railway travelling, and in the transport of goods by railway, during the three years preceding June 30th, 1845:—

Yr. end'g June 30.	Miles open.	Rec. fm. pass.	Rec. fm. goods, &c.	Total.
1843	1,798½	£3,110,257	£1,424,332	£4,535,189
1844	1,912½	3,439,294	1,635,380	5,074,674
1845	2,118½	3,976,341	2,333,373	6,209,714

The increase of traffic thus shown, is still progressing; a fact in favor of the system of low fares, which is becoming quite popular in England.

THE COMMERCIAL VALUE OF INSECTS.—Commerce brings into the market almost every thing that has a being in the water, on the earth, and in the air; from the whale that spouts and foams in the great deep to the smallest insect that exists in the land. A late writer remarks with great justice that "the importance of insects to commerce is scarcely ever treated of. Great Britain does not pay less than a million of dollars annually for the dried carcasses of a tiny insect—the Cochineal. Gum Shellac, another insect product from India, is of scarcely less pecuniary value. A million and a half of human beings derive their sole support from the culture and manufacture of silk, and the silk-worm alone creates an annual circulating medium of between one hundred and fifty and two hundred millions of dollars. Half a million of dollars is annually spent in England alone for foreign honey; 10,000 hundred weight of wax is imported into that country each year. Then there are the gall-nuts of commerce, used for dyeing, and in the manufacture of ink, &c., whilst the cantharides, or Spanish fly, is an important insect to the medical practitioner. In this way, we see the importance of certain classes of the insect race, whilst in another view, the rest clear the air of noxious vapors, and are severally designed by nature for useful purposes, though we in our blindness, may not understand them.