

FURTHER CORRESPONDENCE

BETWEEN THE

GOVERNOR-GENERAL OF CANADA AND THE SECRETARY OF
STATE FOR THE COLONIAL DEPARTMENT UPON
THE NAVIGATION LAWS.

Despatch from Governor-General the Earl of Elgin and Kincardine.

(No. 18.)

No. 1.

CANADA,
No. 1.

COPY of a DESPATCH from Governor-General the Earl of ELGIN AND
KINCARDINE to Earl GREY.

Government House, Montreal, Jan. 30, 1849.

(Received February 20, 1849.)

MY LORD,

I HAVE the honour to transmit herewith a joint address from the Legislative Council and Assembly to Her Majesty the Queen on the subject of the Navigation Laws, which I would request your Lordship to lay at the foot of the Throne.

I have, &c.,

(Signed)

ELGIN AND KINCARDINE.

The Right Hon. Earl Grey,
&c. &c. &c.

Enclosure I in No. 1.

Encl. 1 in No. 1.

To the QUEEN'S Most Excellent Majesty.

MOST GRACIOUS SOVEREIGN,

WE, Your Majesty's most dutiful and loyal subjects, the Legislative Council and Commons of Canada in Provincial Parliament assembled, humbly approach Your Majesty for the purpose of assuring Your Majesty of the devoted loyalty of the people of this province, and of their sincere attachment to Your Majesty's Person and Government, and we beg to represent to Your Majesty that we feel it to be a duty incumbent upon us to take the earliest opportunity to assure Your Majesty that the sentiments of the people of this province on the subject of the repeal of the British Navigation Laws, which were expressed to Your Majesty in a joint Address from the two Houses of the Provincial Parliament in the month of July, One thousand eight hundred and forty-seven, remain unchanged; that delay in removing the present restrictions on the employment of foreign shipping, would, in our opinion, be highly injurious to the carrying trade of the St. Lawrence; that, in order to secure this trade, the province, relying on the continuance of the protection which was then enjoyed by colonial products in the markets of Great Britain, incurred a large debt for the construction of a line of ship canals, by means of which the cost of inland transport has been very materially reduced; that owing to the difficulties attending the navigation of the St. Lawrence, the greater length of the voyage, and the higher rates of insurance, freights are likely at all times to range higher at Quebec than at New York, but the practical effect of the Navigation Laws is not only to prevent the possibility of a fair competition between the two routes, but actually to give direct encouragement to American shipping, not only through the canals of the state of New York, but at the sea-ports of the United States; that at the sea-ports of the United States, shipping can generally be procured to carry any quantity of produce that may be offered without a material increase of freight, but that even in case of scarcity, as the navigation is open throughout the year, foreign shipping can readily be procured in Europe at fair remunerative rates of freight, and without serious inconvenience or loss of time; that at Quebec, on the other hand, the exporter is compelled to rely on the regular traders to the port, so that when an unusual accumulation of produce takes place,

For Address, July, 1847, *vide* Appendix to Minutes of Evidence taken before the Select Committee of the House of Lords on the Navigation Laws, Session 1847-8, No. 51, page 946.