

We think our readers will agree with us that is a waste of time and paper to occupy further, to any considerable extent, our columns with the lucubrations of the editor of the *Gazette: le jeu n'en vaut pas la chandelle*. We shall, therefore, curtail as much as possible our additional remarks; and this will the more easily be done, since throughout the three columns of the *Gazette*, there is not a single argument on the subjects either of Agricultural Protection, Differential Duties, or the Navigation Laws. These are points altogether out of the question in a controversy with us. It is true, he admits that we have some pretensions to be "leaders of the movement" as respects the Navigation Laws, but the Differential Duties are the exclusive property of the *Pilot*, and Agricultural Protection of himself; the few crumbs which fall from the rich man's table having been gathered by the *Courier*, *Times*, and *Quebec Gazette*. What presumption, then, in us to dare to write on such subjects, it is really an infraction of copyright! And still more, what folly in the public to drink from the muddy stream of the "Economist," when they can have access, by paying, to the living waters of the *Gazette*!

We cannot wonder at the anger of the editor of the *Gazette*, that the public, "deaf to the voice of the clamour, clam he never so wisely," should persist in reading the "Economist," although full, as he asserts, of "vague generalities and unmeaning common places." Certes if words could kill we should no longer exist. Our conduct, if we are to believe the *Gazette*, has been the most extraordinary, and our course the most erratic that can be conceived: during the short period of our existence, we have "fraternized most lovingly with the enemies of British influence and of the mercantile interests," whilst, at the same time, we have put ourselves "forward in the character of leaders of the mercantile interest," and by dint of boldness of assertion and self laudation persuaded "ourselves, and perhaps some others, that we are so": we have paraded our "own exceeding nicety of political morality to the conservative," and yet we have conciliated the "revolutionary party, by insulting and grossly misrepresenting the Queen's representative, and indirectly his ministers": we have taken a lesson "of wisdom from the ex-member for Oxford," Mr. HICKS, and of good faith from the sitting member for Durham, Captain Williams; our "vacuity of moral courage and political honesty" has drawn on us the open reproach of the *Pilot*, yet this same *Pilot* and ourselves have exchanged "doses of flattery enough, as the vulgar [*i. e.*, the editor of the *Gazette*] say, to choke a dog."

These, surely, are antitheses hard to reconcile; and we could only do so on the supposition that we had really acted in so prudent a manner as to enlist on our side men of every class and of every shade of politics. But, no! the *Gazette* assures us—and who can gainsay his words—that we are the "least politic of philosophers, and least philosophic of politicians." But we must leave him to explain his own incongruities, since their elucidation is altogether beyond our capacity.

There is one point on which, however, he has condescended to be explicit: he has charged us with misusing the funds entrusted to us in "the circulation of calumnious imputations on three leading promoters of a rail-road, including the Member for this city, one of the foremost, steady, and most intelligent friends of Free Trade in the Province." We certainly admire this virtuous indignation bursting forth copiously, after having been pent up upwards of a fortnight in the confines of his breast, and the more especially since it is in favour of one whom, as President of the Board of Trade, he, a short time since, rather roughly handled; but we scarcely think the present object of his eulogy will thank him for his interference, as we have too high an opinion of his good sense to believe that he is so thin-skinned as to feel annoyed at what is evidently nothing more than a good-humoured squib. We are now, for the first time, made aware that immaculate virtue and disinterestedness are to be supposed the invariable characteristics of every one connected with a public trust, and that the bare supposition that private interest may influence such occasionally, is calumnious. Convenient doctrine, certainly, and most befitting a *Government organ*! We should be glad that the Editor would explain what he means by accusing us of misusing the funds entrusted to us. Have we any belonging to him or any of his friends?

We believe we have touched on most of the leading points alluded to in the *Monreal Gazette*; there are others which are beneath our notice. We will not condescend to bandy epithets; and nicknames such as "the Philosophers of St. Sacrament-street," are easily coined, and "shew a most pitiful ambition in the man who uses them." In the employment of these we leave the Editor of the *Gazette* undisputed master of the field.

### DOMESTIC MANUFACTURES.

We have been favoured with Statistical Tables, exhibiting the present state of the manufactures and population of Lowell, the "Manchester of America." This city, which, twenty years ago, had not a "local habitation and a name," lies on the south side of the Merrimac river, below Pawtucket Falls, and at the junction of the Concord river with the Merrimac, about 25 miles N.N.W. of

Boston, to which it is connected by one of the most substantial rail-roads in the United States, 25 miles in length, and costing about two millions of dollars.

As we think our readers would be interested with some account of this remarkable place, we shall take the liberty of giving an abstract of the information we have gleaned.

In 1820, Lowell constituted a part of Chelmsford, and the present territory of Lowell (only two miles square), then contained less than 200 inhabitants, and the valuation of property did not exceed £25,000. In 1826, it was incorporated as a town, and having received a small addition from Tewkesbury, it obtained in 1836 the charter of a city. In 1844, it contained a population of 25,163 inhabitants.

There are eleven Incorporated Manufacturing Companies in Lowell, having 33 mills. Independent of these are two Companies, which have print-works and dye-houses, and, together, produce 13,750,000 yards of dyed and printed cloth annually. The eleven incorporated companies have a capital of £2,887,500. The goods manufactured at these mills are sheetings, flannels, drillings, prints, shittings, negro-cloth, carpets, rugs, broadcloths, water-proof woollens and cassimeres. The value of cotton goods produced, annually, by these companies amounts to about £1,000,000; woollen goods, to about £250,000; carpetings and rugs, to about £100,000. Cotton consumed per week, 527,000lbs; wool consumed per week, 31,000lbs. There are 12,850 tons of anthracite coal consumed in these mills annually, and 3,570 cords of wood; the consumption of oil annually is 87,310 gallons; of potato starch 550 tons; of flour starch 100,000lbs. All the buildings are warmed by steam and hot air furnaces.

"The 'Lowell Machine Shop,' included among the 33 mills, can furnish machinery complete for a mill of 6,000 spindles in three months, and a mill can be built in the same time."

There are other manufactures in Lowell, of wrapping paper, hats and caps, carriages, locks, candles, &c. &c. &c., which turn out stock to the amount of near £100,000 annually. Education keeps pace with the population. Libraries, reading-rooms, banks, savings' institution, and mutual insurance companies, all engage a share of public attention, and are well supported. The amount on deposit in the savings' institution in April, 1845, was something over £177,000; a large portion of this amount belongs to the operatives in the mills. The average amount of wages paid per month is £44,100. The average wages of females, clear of board, per week, is 10s.; but some of them earn double that sum. The average wages of males, clear of board, per day, is 4s.

It is worthy of remark, that the mechanics here have formed an association, and erected a costly brick edifice, called "Mechanics' Hall," which has a fine lecture-room, and in which regular courses of lectures are annually delivered by the most able and popular lecturers. It has a valuable library, of 3,300 volumes, and an extensive reading-room, which is always open, besides a fine mineralogical cabinet.

Cottons which, twenty years ago, would have cost 1s. 6d. the yard, can now be purchased for 3d. the yard.

We give this sketch of Lowell, not so much to gratify curiosity as to shew what has been done by our neighbours, and hence leave it to be inferred what could be done by ourselves, if public attention were once awakened to the subject. But let it be plainly understood that we only speak of such manufactures as we can produce cheaper for ourselves than they can be obtained from abroad, and we neither advocate nor desire to see manufactures *forced* in this country as they have been in the United States. It is our duty as well as our interest to avail ourselves of the natural advantages we possess, but it would be only a source of present loss and future inconvenience if we were to attempt more.

We now turn to Canada—

Probably there is no place in Canada more favourably situated for manufactures than Chambly. The water-power there is not only abundant for an indefinite number of mills, but it can be made available at the least possible expense, and the access to Chambly is most direct and cheap. The raw material of cotton can be shipped at New York and reach Chambly without a re-shipping, there being a continuous water communication throughout. The only impediment to the navigation of the Richelieu river, up to the Chambly Basin—the shoals at St. Ours—is about being removed. As cheapness and facility of access are important considerations in the location of manufactures, it will at once be seen that Chambly possesses these advantages in an eminent degree, and its vicinity to Montreal gives it a feature characteristic of Lowell—its contiguity to the great market of the country.

Through the politeness of the proprietor of the cotton factory at Chambly, we are put in possession of such statistics regarding it, and the locality, as enable us to state that in respect to labour and fuel, it has a decided advantage over Lowell. As regards the cotton-factory building, the proprietor states, that "it is seventy-eight feet long and forty-five feet wide, three stories high, and is capable of containing seventy looms, besides the other machinery requisite for manufacturing cotton. There are, as yet, only twenty-four looms in operation; but it is in contemplation to fill up the factory this fall." The building is warmed by steam, and it has a force-pump in the cellar "capable of throwing water into any of the rooms in the event of fire." The freight of raw cotton from New York