

## Civil and Social Department.

THE ST. LAWRENCE—CARRYING  
TRADE OF THE WEST.

The carrying trade of the Western States is a prize worth contending for. The Province is some three millions in debt, a great portion of which was contracted for the purpose of constructing our public works. To make these works available in contributing to the revenue with a view of extinguishing the debt, is a line of duty so broadly marked out by common sense and public interest, that it is impossible to mistake it. An official notice has been issued from the Inspector-General's office, permitting American grain to pass through Canada to the ocean, on the importer giving a bond to export it within six months. The object of requiring grain thus imported to be exported in the time specified, is evidently to prevent its coming into competition with our own grain in our markets. This attempt to prevent a competition, which, as it will be easy to show, can have no effect on our markets, betrays a non-acquaintance with a fundamental principle of political economy. If all the grain grown in the United States were offered for sale in our markets, no effect would be produced upon prices, so long as we produce the same articles in excess, and England is the common market to which both Canada and the United States export their surplus products; provided the products of each country be received in England on the same terms. This may appear a startling proposition, but a little consideration will show that it is incontrovertible. The general harvest of the world will determine the amount of supply, and the state of the harvest in England will fix the nature of the demand. A generally deficient harvest will be followed by high prices, and an unusually abundant harvest by low prices. In either case, Canada and the United States having a surplus to export, and England being the common market, it can make no difference whether the surplus grain of the United States pass through Canada on its way to the English market or not; nor can its sale in our markets affect prices here, because our merchants would merely be buying for the *English Market*, by which the prices here must be regulated. American grain could not be bought here at a lower price than the New York merchant would give for it; for if higher prices can be obtained in New York than in Canada, the grain of the Western States will find its way to New York; and if it be found that Canada possesses advantages with respect to the carrying trade over New York or Boston, the merchants of the latter cities will take up their residence here, and American grain will pass through Canadian channels in its way to the ocean to be shipped for the English market. If there is free trade in grain, Canada must compete with the United States; and so far as prices are concerned, it is not of the slightest consequence whether that competition be carried on in New York, or Boston, in Canada or Liverpool. But as regards the carrying trade, it is of the greatest importance that the competition should be carried on in Canada. We do not assert that Canada possesses advantages that will secure for her this trade. This is a question which time will soon decide. One thing is clear that tolls on our canals must be kept down at a low point. Some idea of the value of the *future* carrying trade of the Western States may be formed, when we recollect that six States, Indiana, Ohio, Illinois, Michigan, Wisconsin and Iowa contain an area of 250,000 sq. miles—about six times as large as the whole of England; and that their products are every year vastly increasing. The trade of Western New York alone increased from 304,025 tons (sent on the canal) in 1844, to 491,791 tons in 1845.

At a future time we may take occasion to compare the cost of carrying flour and grain by the Erie Canal, the Saint Lawrence, and the Ogdensburg & Boston Railroad, building. We do not intend to step out of our way

to combat the strange arguments which have appeared in a contemporary journal, in reference to the possible effect that may be produced upon the interests of Canada by opening our canals and the Saint Lawrence as a channel for American grain to pass to the ocean. To say that an arrangement so evidently advantageous to us will derange the currency of the country, is merely to say that the currency is not adapted to the wants of the country. If this be proved, let the question of currency be discussed on its own merits, and without detriment to the trade of the country. But the assertion that the interests of the country are suffering by our carrying on a trade in American grain, on opening our channels of commerce to the passage of American produce, is so manifestly at variance with common sense, that we hope at least never again to see it in print.

## PROFITS OF AMERICAN MANUFACTURES.

In this utilitarian age, respecting everything that can be measured by a money standard, the universal inquiry is, when the question whether we shall manufacture or import it arises, will the manufacture of it by ourselves pay? When new enterprises are established on such a scale as to change the character of the commerce of a whole country, the question becomes emphatically a national one. Especially is this true of manufactures. The primary question, then, which arises in discussing the propriety of establishing domestic manufactures, is as to their capability of adding to the national wealth. Under a false system of commercial regulations, one part of the community may flourish on the ruin of the other part; but under a sound system, the interests of individuals, classes, and communities are identical. The manufactures of Lowell, Massachusetts, have been carried on since 1822 with more or less of profit to the companies engaged in them. Whether they have been equally profitable to the American Commonwealth is another and a very important question. The following statement exhibits the comparative profits of the principal manufacturing companies of New England for the last five years. It is to be remarked, however, that exclusive of these dividends, there are many instances in which a portion of the profits has been expended in erecting new buildings, the purchase of new shares, &c.:

Lowell Corporations	1843	1844	1845	1846	1847.
Appleton.....	6	11	12	12	per cent
Hamilton.....	6	13	14	10	
Lowell.....	—	7	14	14	4
Middlesex.....	4	10	14	15	8
		20			
Merrimack....	16	20		16	
Tremont.....	6	16	18	10	4
Suffolk.....	6	16	20	18	5
Lawrence.....	7	15	14	15	6
Boott.....	5	11	18	16	5
Massachusetts.	5	11	18	20	15
Hampshire Co.					
Cabot.....	11	10	20	16	
Chickopee....	0	3	12	19	
Dwight.....	11	8	20	18	
Perkins.....	9	10	20	14	
Palmer.....	9	16	25	21	5
Thorndike....	5	14	15	15	4
Os.....	10	14	12	8	
New Hampshire.					
Nashua.....	0	11	18	20	8
Jackson.....	3	15	13	20	8
Great Falls...	3	17	20	22	5
Cochecho.....	3	6	6	6	3
Stark.....	6	16	15	20	8
				10	
Amoskeag....	7	9	20		5
				25	
Maine.					
Lacoma.....	00	00	00	3	3
York.....	0	17	13	20	5
		10			

The declaring of dividends for 1847, before the Month of May, we confess we do not understand, except, indeed, they should have been declared quarterly. Only some, however, for this year, are stated. The annual profits on the capital stock of these companies have during these five years, ranged from three to twenty-five per cent.

Our proximity to the United States favours the idea that profits equally large might be made in Canada. But it must not be forgotten that our circumstances are totally dissimilar to those under which the American manu-

facturers made their profits. These manufacturing factories were established and fostered under the protective system, the justice and soundness of which all nations have begun to question, and which some have already abandoned. It is a fact susceptible of the clearest demonstration that the manufacture of many articles protected by high import duties, has been a national loss to the United States, though it may have been in some instances a gain to individuals. For example, there are twenty millions of people in the United States, who have to purchase articles of cutlery which the manufacturer in Sheffield can produce fifty per cent lower than the New England manufacturer. It is manifestly the advantage of these twenty millions to purchase from the Sheffield manufacturer. It might benefit some few dozen New England manufacturers of cutlery to secure a monopoly of the business, and drive their English competitors out of the market, by the American Senate placing an import duty of 100 per cent on English cutlery. The American cutlers would gain only the cost of transit from Europe to New York, but the American people would lose 50 per cent. Will it be believed that on some articles of English cutlery 100 per cent import duty was at one time actually placed by the Americans! It must be understood, however, that there are other articles which the Americans are not only capable of manufacturing, without the shield of a protective duty, but which they can take to England and undersell the English manufacturer in his home market. For the manufacture of these articles the American requires no protection; they protect themselves. Every article which cannot be produced cheaper by ourselves than we can purchase it from England or elsewhere, it is clearly our duty to import; and on the other hand, every article which we can manufacture cheaper than we can purchase elsewhere, it is our interest to manufacture.

GREAT SUSPENSION BRIDGE  
NEAR THE FALLS OF NIAGARA.

The march of modern science almost threatens to invade the province of omnipotence. Men separated by hundreds of miles are, by the use of lightning, within talking distance. The great Niagara, of whose majestic grandeur and fearful sublimity, the remotest corners of the earth have heard, is now about to become a play thing in the hands of man! The great river is to be spanned by an iron bridge. On the practicability of the proposed structure, all doubts are now removed. The Engineer has pronounced with confidence upon its safety. The bridge is to be capable of sustaining five hundred tons. It is expected the work will be completed in eighteen months or two years.

The Mexican Congress has rejected the proffered mediation of England in the war between that country and the United States, by a vote of 44 to 33. A new Mexican President was to be elected on the 15th of May. Santa Anna is spoken of as a candidate. No fortification, except of the most wretched description, of the city of Mexico was being made, and nine-tenths of the citizens are without arms. When the Americans approach the city, the Mexican Congress, with all the archives of the Republic, will move to the city of Morelia. General Scott is marching upon the city of Mexico. He has issued a proclamation to the Mexicans, in which he states that the Americans can bring against them an army of 100,000 men. He says:

"I will not believe that the Mexicans of the present day are wanting in courage to confess errors which do not dishonour them, and to adopt a system of true liberty, of peace and union with their neighbours of the North; neither will I believe that they are ignorant of the falsity of the calumnies of the press, intended to excite to hostility."

SUPPOSED POPULATION OF THE  
WORLD.

Nine hundred and sixty millions of human beings are supposed to be upon the earth; of which Europe is said to contain one hundred and fifty-three millions; Africa, one hundred and

fifty-six millions; Asia, five hundred millions; America, one hundred and fifty millions; and the Islands in the Pacific, seven millions. If divided into thirty equal parts, five of them will be Christians, six Mohammedans, one part Jews, and eighteen Pagans. Christians are numerous in Europe and America; some in the south of Asia, Africa, and in the interior of America, some in Asia, and a small number in the north of Europe.

## ADVERTISEMENT OF A LOST DAY.

BY MISS L. H. SIGOURNEY.

Lost! lost! lost!  
A gem of countless price,  
Cut from the living rock  
And graven in Paradise.  
Set round with three times eight  
Large diamonds clear and bright,  
And each with sixty smaller ones,  
All changeable as the light.

Lost—where the thoughtless throng  
In fashion's mazes wind,  
Where trilled folly's song,  
Leaving a sting behind;  
Yet to my hand 'twas given  
A golden harp to buy,  
Such as the white-robed choir alone  
To deathless minstrelsy.

Lost! lost! lost!  
I feel all search is vain;  
That gem of countless cost  
Can ne'er be mine again;  
I offer no reward,  
For till the heart-strings sever  
I know that heaven intrusted gift  
Is left away forever.

But when the sea and land  
Like burning scroll have fled,  
I'll see it in His hand  
Who judgeth quick and dead,  
An Eden of serenity and love  
That man can ne'er rapir,  
The dread enquiry meets my soul,  
What shall it answer there?

## Literary Department.

THE WHOLE CASE OF THE  
NAVIGATION LAWS.

We copy the following article from the *London Economist*. The importance of the subject, and the triumphant manner in which it is treated, relieve us from making any apology as to the length of the article, which we have, indeed, abbreviated by striking out the introductory matter:—

First then, let us examine what has already been done to remove the restriction which the original framers and supporters of the Navigation Laws conceived to be needful to protect our shipping, and what results have followed therefrom. The various attempts in ancient times to secure to this country the largest share of the carrying trade by legislative enactments and restrictions, were embodied in that famous law, called the Navigation Act, which was passed in the 12th of Charles the Second, and which remained in operation without change or modification, until the force of events rendered a partial relinquishment of its principles absolutely needful in 1815.

By that law it was enacted, that no goods the produce of Asia, Africa, or America should be imported into the United Kingdom except in British ships. With regard to these three important quarters of the globe, an absolute monopoly was established in favour of British ships. And it was further provided, that any goods imported from the continent of Europe in foreign ships should be charged with additional rates of duties. With regard, therefore, to three quarters of the globe, British shipping had an absolute monopoly; and with regard to the remaining quarter, it was protected by high discriminating duties. So far, however, as our intercourse with Asia, Africa, and America, was concerned, the contemplated restrictions were in a great measure a dead letter down to the beginning of the present century, inasmuch as the whole of our trade, so that time, was confined to British possessions. For example—as long as the United States remained a dependency on this country, nearly the whole of the North American continent stood to us in the relation of colonies, to which the restrictions did not apply. Then, with respect to South America, the greatest portion of it formed dependencies of Spain and Portugal, which dependencies possessed no shipping of their own, and the trade of which was regulated by the parent states in Europe. Again with respect to our trade with Asia and Africa,—the whole of it was carried on either with our own dependencies, or with countries who, having no shipping of their own, never felt the privileges enacted in favour of British ships any grievance or inconvenience. Our trade to those portions of the globe consisted of that carried on with our dependencies at the Cape of