

moval of the improvements which obstruct the navigation of the St. Lawrence, and the completion of the improvements of the Welland Canal, the natural route to the sea must possess the most advantages. Flour and provisions are bulky and ponderous articles, and, therefore, when water-borne throughout the entire route, with only one transshipment (either at Montreal or Quebec), an advantage must be felt in those seasons of the year when the navigation is open. The writer just quoted, affirms that the American canals are open later in the autumn than the Welland; but it seems to have escaped him that the Welland is open a fortnight earlier in the spring than the Erie Canal, owing to the peculiar drift of the ice towards the bottom of the lake.

"Although the 10th of October is set down as the period when successful competition ceases for the year, it must be recollected that the St. Lawrence is open until the early part of November, offering abundant time for wheat grown on either side of the lakes, which is harvested in July, to reach the point of shipment, in the shape of flour even, in good season. As respects the falling off of the business in Montreal by the employment of large vessels, we cannot, with our limited knowledge of mercantile matters, dispute with a practical merchant; but we would, nevertheless, call to mind the fact, that it was confidently predicted that Albany would fall into a state of decay on the completion of the Erie Canal. The canal boats, it was asserted, would proceed down the Hudson, passing Albany as a mere finger-post or mile-stone on the way. Yet so far from this prophecy having been fulfilled, Albany has doubled her population, or nearly so; improved in wealth, architecture, and general refinement; and advanced herself to a city of the first class in this Union. There are advantages in respect to Montreal, we mean in its local position, that must command a large trade. Situated near the confluence of the Ottawa with the St. Lawrence, a stream which drains a vast country yet in the very cradle of its infancy; being in juxtaposition and connected by railroad with Lake Champlain and the surrounding fertile districts; and being, moreover, the capital and the seat of government,—Montreal must always retain its pre-eminence. That Quebec will profit in the way described, we have no doubt, and it is right that such should be the case. Her misfortunes in the destructive conflagrations, and the deprivation she has suffered in the removal of the Government, entitle her to our warmest sympathies; and we sincerely hope that the terminus of the Halifax railroad is also in reserve for her.

"But the experiment of free trade is not to be applied to Canada immediately. She has three years to prepare for it; and if during that time it becomes obvious that the burthen is too great for the colony to bear, some modification of the measure will take place, or at all events some mode of assisting her will be resorted to. But Sir Robert Peel says that Canada, with her great natural advantage of possessing the grand highway from the Lakes to the sea, *can*, with diligence, exertion, and economy, compete with the artificial communications of the State of New York.

"We are optimists in all matters and things relating to England and her colonies; we are optimists in regard to the industry, intelligence, and exploits of the British race; and we are optimists, too, in this matter of the corn carrying trade, if the people of Canada will be true to themselves."

We are glad to find some of our Protectionist brethren plucking up courage. Amongst others, the *Toronto Colonist* begins to discover that it will be as well—now that we are fairly doomed to lose the advantages we have hitherto enjoyed—to look about and see what can be done for ourselves. The following are the remarks of our contemporary. They are certainly encouraging:—

"Whatever the result may be, the government and parliament of Canada are not responsible for it; and however gloomy, in the eyes of many, the future prospect may be, the people must learn to depend entirely and exclusively on their own exertions, and to make up by individual and combined energy and enterprise, what they are likely to be deprived of in the way of legislative protection. 'The parliament may take away all protection, it may impose taxes and burdens, but it cannot deprive us of our fine soil and climate, our splendid water communications and other great sources of wealth, which require but perseverance and energy alone for their proper development. It is quite proper to resist, by every constitutional means, our being deprived of advantages apparent or real, which we may already possess, but, once deprived of them by lawful authority, it would be abject folly to give way to despondency. Instead of that, it is just the time for redoubled energy, for tracing out new sources of industry and improvement, to make up for the losses sustained, and to increase as much as possible our material wealth. Let this be the case henceforward in Upper Canada, and the industrious will surely meet with their due reward."

It is the fashion with some people to speak of Free-Trade as an experiment—as something that has never been tried practically—as a mere abstract notion—a whim—something between a dream and a hobby. Nothing can be further from the truth. Free-Trade ideas rest on the *authority of facts*. They have on their side the history of the commerce of Great Britain, and more especially the commercial history of the last thirty years; above all, that history since the adoption of the tariff of 1842. Never was a principle subjected to a greater number and variety of experimental tests, or verified by a more copious and demonstrative induction. Take the woollen trade, or the cotton trade, or the linen trade, or the silk trade, or the iron trade, or the shipping and timber trade—they all tell the same tale: "not only have they not flourished by reason of the principle of protection, but they have flourished as that protection has been removed; *nay more, they have flourished still more as that protection has been withdrawn*." We challenge any one of those of our city contemporaries who affect to sneer at Free Trade, to produce one single instance where the withdrawal of protection has not been followed by beneficial results.

The Hamilton Board of Trade have received, through the Civil Secretary's Office, a reply to a Petition transmitted by them to England on the 16th May last, praying for a continuance of the present protection, "or at least such a modification thereof as may enable them to compete with European growers of corn in the British markets." The answer is to the effect that the prayer of the petition is inconsistent with the views of Her Majesty's Government, and the decision came to by a majority of the British Parliament. The *Journal and Express* says, it is "very explicit, and leaves no hope of arresting the withdrawal of protection to Canadian products."

**TORONTO BOARD OF TRADE.**—At a meeting of this Board on Monday last, Mr. Mulholland brought under consideration a case of deep importance to the commercial interests of Canada. We shall give a brief outline. On Monday, a mercantile house in this city had occasion to enter at the Custom-house an invoice of German goods, imported via New York. The Collector refused to take the entry at invoice prices, and insisted on adding 40 per cent. thereto, calculating the duties on amount resulting. The aggrieved party, who, we believe is Mr. Mulholland himself, submitted to the impost, but declared that he would seek his remedy. Mr. M. has, as a preliminary measure, brought the case before the Board of Trade; and a general meeting is to be convened for its consideration, at an early day. We have no doubt that the Board will give the question the most careful attention, and we consider that Mr. Mulholland is deserving of the approbation of the mercantile body, for his public spirit in taking the course which he has adopted.—The subject of throwing open the navigation of the St. Lawrence to all nations, as a means of removing the great evil of high Atlantic freights, was discussed with much interest, and is again to be brought before the general Board.—*Toronto Examiner*.

**LAKE-ONTARIO HARBOURS.**—Orders have been received by the Ordnance Department here, we understand, for proceeding with the expenditure of £100,000 in improving the harbour and building a fort at Port Hope. The harbour is to be made capable of admitting vessels drawing 18 feet of water. From the representations of the various captains of vessels on the lake, made in a petition to the Legislature, some time ago, respecting the public necessity which requires the construction of a harbour between this city and Kingston, which may serve as a refuge for vessels in stormy weather, we cannot doubt that the step about to be taken was called for by the interests of commerce and humanity. Windsor Harbour has undergone great improvement, and is unquestionably capable of being made an excellent one. When this and the Port Hope Harbour have been made what they are capable of, the navigation of the lake will be comparatively free from the perils that now attend it, particularly in the fall of the year.—*Toronto Examiner*.

**EARLY WHEAT.**—On Thursday, June 11, there were exhibited in the Exchange News-room specimens of wheat in full year, from the farm of Harrold Littledale, Esq., at Egremont. The stalks were full four feet high; the heads were strong and healthy. There is one peculiarity about this crop. The seed came last year from Australia, was the crop of 1844, and was taken from the ship's side to the three-acre field, where it was sown in December. The wheat sown in October, from the best English seed, in an adjoining field, though looking well, is not yet in ear. If a general conclusion may be drawn from this experiment, it is desirable to import seed from southern into northern climates; and it demonstrates the erroneousness of the prevalent opinion respecting the unfitness of seed intensely dried, while it shows, at the same time, the capacity of Australia as a wheat-producing country. In general, it is considered sufficient for the farmers' prospects if wheat gets into ear by the 20th of June, and we were about to take for granted that this early ripening was owing to the seed being Australian, when we learned that a whole field, from English seed, at the farm of R. E. Harvey, Esq., at Walton, was also in ear on Thursday. Still as the Australian seed has anticipated the English seed on Mr. Littledale's farm, the inference is inevitable that Australian wheat is an early harvest under like circumstances. Mr. Harvey's mode of cultivation ought to be noted, for early harvests would be, generally, a blessing in this climate.—*Liverpool Journal*.

**AMERICA AND THE TIMBER DUTIES.**—"I heard frequent discussions on the present state of the timber duties, both here [Nova Scotia] and in Canada, and great was my surprise to find the majority of the small proprietors, or that class in whose prosperity and success the strength of a new colony consists, regretting that the mother country had legislated so much in their favour. They said that a few large capitalists and ship-owners amassed considerable fortunes (some of them, however, losing them again by over-speculation), and that the political influence of a few such merchants was naturally greater than that of a host of small farmers, who could never so effectively plead their cause to the Government. But, on the other hand, the labourers engaged during the severe winter, at high pay, to fell and transport the timber to the coast, became invariably a drunken and improvident set. Another serious mischief accrued to the colony from this traffic: as often as the new settlers reached the tracts from which the wood had been removed, they found, instead of a cleared region, ready for cultivation, a dense copsewood or vigorous undergrowth of young trees, far more expensive to deal with than the original forest, and, what was worse, all the best kinds of timber, fit for farm buildings and other uses, had been taken away, having been carefully selected for exportation to Great Britain. So that, while the English are submitting to pay an enhanced price for timber, inferior in quality to that of Norway, the majority of the colonists, for whom the sacrifices are made, feel no gratitude for the boon. On the contrary, they complain of a monopoly that enriches a few timber merchants, at the expense of the more regular and steady process of agriculture."—*Lyell's Travels in North America*, vol. 2, p. 225.