

On the application of this policy to this colony, and the removal of all restrictions, depends our future weal or woe. Everything depends, therefore, upon the good sense and judgment of the great body of electors. If you exercise but common energy and discretion, you will be able to carry the election of such a candidate as I have attempted to describe; but there will be little or no advantage gained if you displace one automaton merely to set up another.

I have the honour to remain, Gentlemen,  
Your most obedient servant,

Braniford, March 30, 1847.

ROBERT R. BOWN.

### TO THE QUEEN'S MOST EXCELLENT MAJESTY,

*The Memorial of the President and Directors of the Great Western Railroad Company, in the Province of Canada,*

HUMBLY SHEWETH,

That your Memorialists, in common with your Majesty's loyal subjects in Canada, have learned with sorrow and dismay, the sufferings and destitution of the laboring poor in Ireland and Scotland,—that your Memorialists feel it to be their duty, not only to contribute from their respective private funds towards the immediate relief of that portion of their fellow-subjects, but also if possible to devise and suggest for your Majesty's gracious consideration, other and more permanent means of ameliorating their unhappy condition. And having turned their most anxious attention to this important and interesting subject, now humbly beg leave to suggest the following as the result of their deliberations.

Your Memorialists humbly conceive that the removal of a large number of the laboring poor from Ireland and Scotland to this Province, and their employment on their arrival here upon works of a public description, may with the efficient aid of your Majesty's Imperial Government, become a permanent benefit to the Emigrants and to your Majesty's North American Colonies.

Your Memorialists therefore, humbly suggest the union or connexion of Emigration from Ireland and Scotland with the construction of internal improvements in these Provinces.

And as there are strictly speaking, no works to any great extent now in progress or in contemplation by the several Governments of these Colonies, your Memorialists would humbly suggest that employment to the Emigrants upon the several lines of Railroad now chartered, or in contemplation, in these Colonies, would afford a wide field for the proposed plan. The introduction of a general system of Railways here has for some time past, forced itself upon the notice of all who take a deep interest in the growth and prosperity of this portion of Your Majesty's dominions, both from its importance in its local effects and in its necessity in a national point of view; but the want of the required amount of capital has hitherto opposed an insurmountable obstacle to its realization.

Your Memorialists humbly beg leave to represent, that charters for several Railways have already been obtained, extending from the Western extremity of this Province to the City of Montreal, and from thence it is intended to be continued to Quebec and Halifax.

Of this line, the Great Western Railroad is a most important portion: It extends from the City of Hamilton at the Head of Lake Ontario, to the Town of London, and from thence branches into three lines, the one to end at Windsor, opposite Detroit, another at Port Sarnia, at the foot of Lake Huron, and a third at Goderich, upon Lake Huron; it also has a branch to the Niagara River: Its capital stock is £1,300,000.

In the opinion of your Memorialists, this Company can employ 10,000 laboring men upon the construction of the Road, and for the purpose of providing relief to the fullest extent, your Memorialists would humbly suggest that the intended laborers should be selected out of those who have small families, by which means an Emigration for this Company alone might be created to the extent of 50,000 persons: If the same scale were applied to the other Railway Companies, your Memorialists are of opinion, that the emigration may be increased to the extent of at least 250,000. Your Memorialists therefore humbly beg leave to suggest to Your Majesty, the propriety of Your Majesty's Imperial Government granting such loan to each of the said Companies as would ensure the employment of emigrants to the above extent, such loans to be at a low rate of interest and their repayment secured upon the line of each Company; and upon condition that a part of such loan—to the extent of one-eighth part thereof—be applied toward defraying the cost of transporting the emigrants and their families to this country. And in order the more fully to carry out and secure to the emigrant and this country the benefits to be derived from the proposed plan, your Memorialists humbly beg leave to suggest that each Company should be required to purchase from the local Government a sufficient quantity of the waste lands of the Crown, and lay the same off into suitable lots to be sold to each emigrant at a low rate, and the price thereof as well as the amount of his transportation here, to be paid for by such emigrant out of his wages, and in case of a remaining balance, after the period of his employment, reasonable time should be allowed for the payment of it upon interest—such terms to be regulated in the purchase of the land by the said companies with the local Government. By this additional means, your Memorialists humbly believe that all temptation on the part of the emigrant to leave this country at the end of his employment would be entirely removed; as from the time of his arrival, he would be certain of constant employment, a comfortable subsistence for himself and family, and eventually become the independent owner of a farm, himself the consumer of British manufactures and a producer of surplus agricultural products, while the works upon which he will have been employed will afford a cheap and constant transit for both. Before engaging in the necessity hardships peculiar to a new comer, in clearing up the forest, he will have been sufficiently long in the country to become acquainted with the modes of labour necessary in his new home, with the habits of the people of the country and the peculiarities of the climate. The Colonies will receive and retain an invaluable accession of a hardy and industrious population, well fitted to clear up and make productive the wild lands of the Country. The Colonies will have secured a vast system of Railway necessary to their rapid growth and permanent

prosperity, and Your Majesty's Imperial Government will have converted a large number of its subjects—who now subsist upon its bounty and upon the charitable contributions of that portion of Your Majesty's subjects who are blessed with greater abundance—into a happy and prosperous people.

Your Memorialists humbly beg leave to represent to Your Majesty that they are ready to give employment to the number of 10,000 laboring men upon the foregoing system, and that they have already applied to the local Government of this Province for a right of preemption to a quantity of the Crown Lands in a most desirable situation, in case it should please Your Majesty's Imperial Government to grant your Memorialists the required loan, and that your Memorialists have fully authorised the Corresponding Committee of this Company, in London, to enter into the necessary negotiations.

Your Memorialists further humbly beg leave to inform Your Majesty, that there are other projected Railways, Plank and Macadamized Roads in this Province, which might in a similar way be made subservient to purposes of Emigration and local improvement with great advantage, and with perfect security for any reasonable loan which might be advanced.

All of which is most humbly and dutifully submitted for Your Majesty's gracious consideration. And as in duty bound, your Memorialists will ever pray.

(Signed) ALLAN N. McNAB, KNT. President.  
GEORGE S. TIFFANY, Chairman.

Great Western Railroad Office,  
City of Hamilton, Canada, March 20, 1847.

We had prepared an article on a communication which appeared in the *Toronto Colonist*, signed "A Shopkeeper," commenting with much rudeness on the very interesting lecture, on the Usury Laws, which the Hon Mr SHEPWOOD obliged the Mercantile Library Association of this city by delivering in their rooms, a short time since: but we regret that a pressure of other matters precludes the possibility of inserting our answer in this week's paper. We shall take up the subject next week, and demonstrate that the ignorance of "A Shopkeeper" is about equal to his malevolence.

### LOCAL, PROVINCIAL, AND GENERAL INTELLIGENCE.

The *Cleveland Herald* reports the arrival of the *Chataouque*, Captain DUSTAN, from Detroit, which port she left on Saturday. The ice of the harbor, though much broken up, prevented her entering, but the passengers were got ashore.—A bill to incorporate the Nova Scotia Electro-Telegraph Company has passed a third reading in the Assembly of that Province.—A project has lately been started in New Brunswick for the making of a Marine Railway for the transportation of vessels across the isthmus between that Province and Nova Scotia.—At a meeting held in the Exchange News Room in this city, on Wednesday, it was decided, after a debate, to close that establishment on Sundays, for the future.—The weather for the last week has been stormy, accompanied with heavy rains. The ice, however, still remains firm on the St. Lawrence.

Those Subscribers to the 'ECONOMIST' who have preserved their numbers, are informed that an INDEX giving the contents for the year will be published with the first May number, and may be had, at a small expense, on application to the office.

A few of the bark numbers may still be had, though we cannot undertake to furnish complete files.

### THE MARKETS.

NEW YORK. 3rd April, 1847.

ASHEs are firm, with an upward tendency. Pots \$1 57½, Pearls \$3 25.  
FLOUR—Stock of Western nearly exhausted. Daily sales \$7 25 to \$7 50. Contracts for May delivery at \$6 12 to \$7, and for June at \$6 to \$6 25.

GRAIN—Wheat in good demand at from \$1 35 to \$1 45, and a lot of White Genesee has been placed at \$1 50, for delivery in May. Rye for export sold at 90 cents, and a lot of Barley for malting at 85 cents. Supply of Corn insufficient for the demand—advance from 2 to 5 cents; sales of large parcels at from 86 to 91 cents.—Exports, from 1st to 30th March. Corn, 1,188,240 bushels; Wheat, 82,789 do.

PROVISIONS—Old Ohio Mess Pork has advanced 30 cents per lb. Some 4000 bbls. have been placed at \$12 50 for Prime, and \$14 25 to \$14 50 for Mess. New Prime, to arrive in June, at \$13 50. Lard 10½ to 10½ cents.

FREIGHTS.—To Liverpool, London, and Glasgow, Flour 7s. to 7s. 6d., Provisions 8s. to 9s.

EXCHANGE.—Closing rates by last packet 4½, asking rates now 5 per cent.

MONTREAL. Friday Evening, 9th April.

ASHEs.—Nothing doing. Pots 27s. 6d. and Pearls 27s. 6d.

GRAIN—Nothing doing in Lower Canada Red Wheat. 10,000 bushels of Upper Canada Red have been placed at 6s. 2d. per 60 lbs., and about 15,000 Mixed U.C. at 6s. 9d. to 7s. 3d. We quote Barley at 3s. 6d., and Pease 5s. 6d. to 5s. 9d.

FLOUR.—A sale of Superfine, for immediate delivery, has been made at 35s., and some other lots at 34s. 6d. of same quality for cash. Sales for May delivery, at 33s. to 33s. 8d., and, for June delivery, at 32s. 6d. Oatmeal is in good demand at 34s. 6d. to 35s.

PROVISIONS.—Nothing doing since our last report. Prices nominal at \$16½ for Mess, \$15 to \$16½ for Prime Mess, and \$13 for Prime.

FREIGHTS.—We only know of one contract at 6s. 6d. for Liverpool from this port, by a vessel now in Quebec.

EXCHANGE.—Private Bills very dull at 5½ to 6 per cent. Banks draw at 6½ prem. on London; on New York, 2½ per cent. prem.