

dreamers would do well to ponder these inklings: it does seem, something more than commonly strange, that, to obtain a temporary relief, we should be required to make such enormous sacrifices; flour has been repeatedly taken from Montreal at one dollar—with sufficient competition, that would be the ruling price. From New York, although at present one third less, the freight of flour averages that figure. We are to look forward to the carriage of an enormously increased amount of Western Produce, our merchants and ship-owners if they wish to preserve the advantages opened to them, must turn their attention to this fact. The tolls on the canals should be carefully revised, and every possible reduction made, as no more profitable investment can be found, than our shipping now affords: that branch of the transport will proportionably increase.

Were we to describe the amount of tonnage that in a few years will be required, we have no doubt it would be treated as the dream of a heated imagination; still, it were worth the while to consider, what a canal of immense length and moderate power has achieved for New York, even with the disadvantage of a double transshipment, before we decide upon our future prospects. What solid reason has been offered for the surrender of this brilliant future? is a casual want and a temporary benefit to be weighed for a moment against the illimitable advantages before us? a more gross absurdity than this proposal involves can be hardly cited. It has been clearly shewn by the Free Traders, that the carriage of produce from the West has this year increased beyond their expectations,—that the transport provided above, though enlarged beyond that of every preceding period, is still so insufficient, that freights have, as a consequence, immensely advanced. The future effect of this unprecedented road of produce upon the community, is totally lost to sight, in the deep anxiety these gentlemen feel in the inherent accumulation of stocks,—it may be they are holders, and find the profitable margin, at which they purchased, greatly narrowed by the present heavy charges. Their chagrin is natural, yet let them remember these fluctuations of profit, are the incidents of commerce, and must be borne with, like the difficulties of every other calling; they have no equitable right to call upon the legislature to interfere for their behalf, more especially too, when the aid they seek can only be obtained by prostrating other greater and constantly advancing interests. We repeat, the Free Traders have taken a narrow and selfish view of the question,—they have kept out of sight the immense results to all others than themselves, and seek to sacrifice the colonial shipping interests *for ever*, to remedy the evils of an individual mercantile mistake now. We have no idea the Imperial Government, can be either coaxed or bullied into the adoption of any such ill-moulded measures.