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August 1, 1835. 113

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Proprietors of this Line of
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FROM NEW YORK.
Sept. 10—Ship ONTARIO, ———, master.
Sept. 20—Ship WESTMINSTER, (new,) H. L. Champlin, master.
Oct. 1—Ship ———, (new,) Wm. S. Sebor, master.
Oct. 10—Ship MONTREAL, C. H. Champlin, master.
Oct. 20—Ship CANADA, Thomas Britton, master.
Nov. 1—Ship ———, (new,) ———, master.
Nov. 10—Ship HANNIBAL, F. H. Hebard, master.
Nov. 20—Ship PHILADELPHIA, E. E. Morgan, master.
Dec. 1—Ship PRESIDENT, Geo. Moore, master.
Ship SAMSON, D. Chadwick, master.
Ship TORONTO, (new,) R. Griswold, master.

FROM LONDON.
Sept. 1—Ship PHILADELPHIA, leaves Portsmouth 1st Sept.
Sept. 10—Ship ———, leaves Portsmouth June 10.
Sept. 20—Ship ———, leaves Portsmouth June 20.
Oct. 1—Ship ———, leaves Portsmouth July 1.
Oct. 10—Ship ———, leaves Portsmouth July 10.
Oct. 20—Ship WESTMINSTER, leaves Portsmouth July 20
Nov. 1—Ship ———, (new,) leaves Portsmouth Sept. 1.
Aug. 7—MONTREAL, leaves Portsmouth Aug. 10.
Aug. 17—CANADA, leaves Portsmouth Aug. 20.
Aug 27————, (new,) leaves Portsmouth Sept. 1.
Sept. 7—HANNIBAL, leaves Portsmouth Sept. 10.
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Days of Sailing.	For Liverpool.	For London.	For Havre.
Jan. 1, May 8, Sept. 1	Caledonia, Roscoe	Toronto, ———	Utica, Formosa
Jan. 10, May 16, Sept. 10	———, St. George	President, ———	———
Jan. 20, May 24, Sept. 20	Hibernia, Sheffield	———, Ontario	François I., Normandie
Feb. 1, June 8, Oct. 1	Europe, G. Washington	Westminster, New Ship	Chas. Carrol, Charlemagne
Feb. 10, June 16, Oct. 10	St. Andrew, Columbus	———, Montreal	Sil. de Grasse, Poland
Feb. 20, June 24, Oct. 20	———, United States	———, Canada	Erie, Albany
		———, New Ship	———, Havre
		———, Hannibal	———, Henry IV.
		———, Philadelphia	France, Sully
		———, Philadelphia	———, Normandie
		———, Samson	Rhone
		———, Toronto	Utica
		———, President	Formosa, François I.
		———, Ontario	Normandie
		———, Westminster	Chas. Carrol
		———, New Ship	Charlemagne, Sil. de Grasse
		———, Montreal	Poland
		———, Canada	Erie
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Days of Sailing.	From Liverpool.	From Portsmouth.	From Havre.
Jan. 1, May 8, Sept. 1	Britannia, New England	———, ———	Albany, Havre
Jan. 10, May 16, Sept. 10	Orpheus	———, Hannibal	———, Henri IV.
Jan. 20, May 24, Sept. 20	Independence	Philadelphia	France
Jan. 30, May 30, Sept. 30	Ajax	Philadelphia	———
Feb. 10, June 10, Oct. 10	North America, Virginian	———, ———	Francis Depuis, Sully
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		———, Montreal	Sil. de Grasse
		———, Canada	Poland
		———, New Ship	Erie

Liverpool, sail 1st, 16th, Goodhue & Co.; C. H. Marshall—8th, Wood & Trimble; S. Hicks & Son—24th, Grinnell & Minturn. *London*, I. Grinnell, Grinnell, Minturn & Co. *Havre*, Bolton, Fox & Livingston, William Whitlock, Jun.; J. I. Boyd.

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The Morning Courier.

FOR THE COUNTRY.

Optimus est Reipublicæ status, ubi nihil deest nisi licentia perundi.—SENECA.

No. 30. MONTREAL, THURSDAY MORNING, SEPTEMBER 10, 1835. VOL. I.

FOR HALIFAX, NOVA SCOTIA.—The Superior Three-Masted Schooner ALCEUS. Has the principal part of her cargo engaged, and will sail on the 15th instant. For Freight or Passage, apply to
JOHN TORRANCE & Co.
Sept. 5. 141 *Agents.*

TIMBER DUTIES.

STATE OF THE QUESTION.

The question of the Timber Duties is again thrown out for discussion; and it may well be asked, for what national purpose—for the protection of what *British* interest the discussion is revived?

Let the question be plainly stated.—Who is it that complains of the existing state of these duties? Not the consumer in this country, nor the colonist, nor the British ship owner, but the producer of Foreign Timber. And what is his complaint?—That the British Colonies get too large a share of the wood trade.

The first feature, therefore, that presents itself in this discussion is, that it is a contest,—not between one British interest and another, each claiming the confidente care of the Legislature,—but between British Colonies and British Shipping on the one side, and Foreign Timber and Foreign Shipping on the other.

It is essential to fix attention on this point; and for the better comprehending of the question, it will be well to inquire, from what cause it has arisen, that we find this trade in the position in which it now stands,—in other words, what were the circumstances that led to the development of the resources of the British Colonies for the supply of wood?

Down to the period of the memorable French war, and to that part of it, in particular, when the whole of the North of Europe fell under the dominion of French influence, this country relied for its supply of timber on the North of Europe. The King's ships could not be fitted out without the masts and spars, which were obtained from Russia and Prussia.

This source of supply was suddenly closed. Every port in the North of Europe was shut against us except those of Sweden. The import from the North of Europe, which in 1807 was 33,000 loads, fell in 1808 to 26,000 loads; the latter import being wholly, or nearly so, from Sweden—a country not producing a mast fit for the King's navy.

What was to be done in this emergency? By what means were the stores of these indispensable supplies to be replenished in the King's yards, and the other wants of the country to be provided for?

Recourse was had to the British Colonies. Great encouragement was offered to them to bring forward supplies of wood. The merchants were encouraged to enter into large contracts with the Commissioners of the Navy. Legislative protection was afforded to the trade. Timber, masts, and spars, were brought in needful quantities. The King's yards were supplied, and the blow aimed at the naval power of Great Britain was averted.

Under this system of encouragement, the Timber Trade of the British Colonies advanced rapidly in importance. From 1803 to 1807, the import of Timber from the Colonies was 5 per cent. of the whole import into the United Kingdom; from 1808 to 1812, it was 62 per cent of the whole import.

In this state things remained until the year 1821, when it was considered expedient to review the state of the Timber Duties, in order to see whether the amount of protection granted to the Colonial Timber Trade was required to be continued in its whole extent.

The result of that inquiry was a reduction of the amount of protection. The duty on Baltic timber had previously been 27s. 6d. per load; British Colonial timber paying nothing. The duty on Baltic timber was reduced to £2 15s. ⅌ load, and 10s. ⅌ load was laid on Colonial timber; thus reducing the amount of the protection from 27s. 5s. to £2 5s. ⅌ load.

Under this regulation of the duty, the country has had the advantage of deriving, from two precious sources, an abundant supply of wood of every kind. The consumer, in every part of Great Britain, finds in the yard of the timber merchant whatever he requires. An active competition between the importer from the Baltic and the importer from the British Colonies, secures him against unreasonable prices; and, in short, the public are abundantly supplied, and at a cheap rate.

Who then complains? The foreign producer. He says, "I want to regain the supply of Great Britain. I disapprove of the protection you continue to give to your own Colonies, and to your own shipping; and I ask you to diminish the amount of that protection, in order that I may regain the position I formerly held in the trade."

This is the complaint of the foreign producer. But without looking to the principle involved in the complaint, let us stop for a moment to inquire how far it exists *in degree?*

In the eight years ending in 1807, the average annual import of timber from the North of Europe was 265,249 loads. In the eight years ending in 1833, the average annual import was 267,336; so that the Baltic has lost the supply of this country of nearly 50,000 loads of timber. But this loss in the supply of timber has been pretty well compensated to the foreign dealer by an increase in the supply of deals.

In the year 1807, the import of deals from the North of Europe amounted, as nearly as the actual contents thereof can be ascertained, to 38,000 loads; in 1834, it amounted to 268,000 loads,—so that, putting the whole together, the foreign producer supplies us with much about the same quantity of wood that he did in 1807; though, in respect of deals, the supply comes to us now in different proportions, from the several places of production.

It is quite true that, within the period just referred to, the whole import of wood has increased; in common with every other import, and that the British Colonies have had the advantage of the increase. But is it to be a matter of complaint or remonstrance by any party, that the benefit of the increasing traffic of this nation is thrown into the hands of our colonists and our ship-owners?

Can it be seriously maintained that this is a ground on which Great Britain is to be called upon to depart from her Colonial and shipping policy? For let it be observed, that this question involves *the whole principle* of that policy. Shall we concede to the foreign grower of timber, or say not to the foreign grower of corn, sugar, and coffee? In short, are we to maintain our colonial and navigation system, or not? What nation in Europe is there possessing Colonies that would listen to any proposal from us to their damage?

There is no need of argument to show that an alteration in the scale of duty will diminish the import of Colonial timber, and increase that of Baltic timber. The advocates of the measure avow that they have no other aim or purpose.

Is this, then, a purpose to be gratified? what British interest will be served by it?

What interest can be more advantageous than that which we carry on with our own Colonies? The first cost of the Timber is spent in the employment of British Colonists and emigrants from the mother country; it is paid for by British manufactures; the Timber is brought in by British shipping, navigated by British seamen. From first to last the whole circulation of money in the Trade goes to the employment of British industry and navigation.

Can it be wise to check a trade of this kind just as it has attained its maturity? It is sometimes suggested that the revenue would be benefited by checking the Colonial import, and encouraging the Baltic. Does any one seriously believe that the Revenue is really benefited by destroying British industry? The amount of exports from the United Kingdom, and its dependencies, to the British American Colonies, is annually three millions sterling, of which two millions are exclusively British and Irish produce and manufacture. The amount of freight paid in the Trade is annually upwards of a million. Will it be maintained that this expenditure does not contribute directly, and indirectly, to the Exchequer a much larger sum than any augmentation of duty from Foreign Timber could bring in?

As to the consumer, he finds in the market—

Memel Timber..... at £3	2	6	per Load
Red Pine Canada do...	4	10	0	"
Yellow Pine do do...	3	10	0	"

They are all reasonable prices; and it is a somewhat curious fact, that thirty-five years ago Memel Timber was just about the same price that it is now, when the duty was only 11s. per load; so that the consumer pays no more for Memel Timber now than he did then, although the Exchequer is receiving £2 15s. per load upon it, instead of 11s. per load. The freight at that period was higher than it is now, which will account for a part, but only a part, of the difference.

Supposing, for the sake of argument, that the duty on Baltic Timber should be reduced 10s. per load, does any one believe that the consumer, in this country, will find the benefit of that reduction? Far from it. The greater part of it will find its way into the pocket of the foreign producer, for the simple reason, that as the Colonist can afford his Timber no cheaper than he does now, he must either obtain the price he now does for it, or retire from the Trade. It is clear that the consumer will not pay him a higher price for his Colonial Timber, the value of each description being already ascertained in the market. The Baltic producer would, therefore, gradually take the supply out of the hands of the Colonist; he would put into his own pocket the reduction of the duty, and the British consumer would get his timber no cheaper than he does now.

The effect of disarging the Colonial wood trade, which has now grown to such importance, would be most disastrous. It has become interwoven with the whole welfare of the Colonies. It furnishes employment during that period of the year when, by the course of the elements, the operations of agriculture are suspended. Large establishments of saw-mills, involving a capital of £1,900,000, have been formed in the Colonies, for carrying on this trade. The number of ships entered inwards in 1833 from the British North American Colonies was 1895, measuring 512,627 tons, navigated by 23,237 seamen. It affords a sure market for British manufactures. It is throughout a *wholesome British trade*, deserving, under every aspect in which it presents itself, the cordial protection of the Legislature.

An absurd argument has been used against this trade,—that the lumbermen employed in it are men of wandering and disorderly habits, not tending to promote the moral welfare of the Colonies.

The fact itself is untrue to the extent to which it is urged. The lumbermen of the Colonies are in no degree more immoral than labouring men of the same class in other parts of the world. All men engaged in pursuits of great hardship and exposure to the elements, such as the bringing down rafts of timber on the rivers, are apt to sustain their bodily exertions by the use of stimulants; moderate they must, to a certain extent, be, because their occupation involves long and hazardous journeys. Was it ever urged as a moral objection to the Coal Trade, that the keel-men on the River Tyne, and the coal-heavers on the Thames, are a class of people too much given to the use of ardent spirits? Shall we break up our manufacturing establishments in Lancashire, Yorkshire, and Scotland, because we are not entirely satisfied with the moral condition of the population employed in them? If we can improve that condition, let us do it, but not by destroying their means of subsistence.

Let it be remembered, too, that the lumbermen to whom the foregoing remark has been applied form but a limited portion of the population engaged in the Wood Trade. At various stations in the colonies, where these lumbermen carry on their operations, they employ the people of the neighborhood, who are of as fixed and regular habits as any other class of the population.

Again, it has been urged that the people, by being withdrawn from the Wood Trade, would more advantageously employ themselves in agriculture. This suggestion is made in defiance of the notorious fact, that, *for six months in the year, agriculture is suspended*. It is one of the peculiar merits of the Wood Trade in the Colonies, that it affords employment during a period of the year when other labours are unavoidably at a stand.

Canada is now producing more Corn than her population consumes. There is no market for it in this country. Canada Wheat has been lying in London for the last twelve months unsold; we are therefore called upon to discourage the production of Wood in Canada, which we do want, to turn the industry of the people towards the production of Corn which we do not want!

An argument has been attempted to be raised on the following hypothesis. It is stated that, according to the market prices of last year,

Canada Red Pine Timber yielded a net produce in the London market of... £3	12	0	per load
Canada Yellow Pine, of...	0	15	0	"
Memel Timber, of.....	1	0	0	"

The Red Pine being that quality which comes more directly in competition with Memel Timber, it is suggested that it ought not to have a larger nett price than Memel, and consequently that a measure of protection which leads to such a result, is extreme in degree.

This argument deserves a fair and candid consideration.

Let it be asked, in the first place, whether the importer, in getting £3 12s. 6d. per load, nett proceeds, for Red Pine, is getting an unreasonable profit?

It appears that, on the average of the last five years, the shipping price of Red Pine at Quebec has been 6d. per foot, or £3 12s. 6d. per load. There is, therefore, no margin for reducing the gain of the importer.

Secondly,—Can the producer at Quebec afford the article at a cheaper cost?

The ascertaining the exact price at which an article can be produced is always a matter of difficulty; but there are some palpable considerations here which cannot mislead us.

The Crown derives a revenue of 1d. per foot on all Red Pine timber cut in Canada on the Crown Lands, whence nearly the whole supply of Red Pine is obtained, which at once forms a deduction from the £3 12s. 6d. of 4s. 2d. per load, reducing it, consequently, to £1 8s. 4d. per load, as compared with Memel timber. There then remains a difference of cost between Memel and Red Pine of 8s. 4d per load. Will this appear extraordinary when it is recollected that in the Colonies, the rate of wages is from 3s. 6d. to 4s. per day; while in Prussia and Poland it is not a sixth part of that sum, the labour there being performed by serfs or bondsmen? Is it a bold assertion to say, that with such a difference in the value of labour, forming as it does so vast an ingredient in the production and transport of timber, there is nothing humanitarian in the Colonist requiring a higher remuneration than the Prussian producer, to the extent of 8s. 4d. per load?

Will it be said that as Prussia can supply the article at a lower first cost than Canada, Prussia ought to be encouraged to do so? The answer is plain. Prussia *does* now supply us on these terms; we do get our Timber at this rate; we get all we want of it; if we alter the relative position between her and the Colonies, to the advantage of Prussia, she will get a better price for her Timber, and that increase of price will go into the pockets of her own traders. No person accustomed to watch the course of commercial affairs will hesitate to come to this conclusion.

The question affects the shipping interest to an extent that, considering the actually depressed condition of that interest, it is appalling to contemplate. Is the employment of so large a portion of tonnage, a matter to be trifled with? Much in the same proportion in which we may transfer the wood trade from the Colonies to the Baltic shall we displace the employment of British shipping. Under the operation of the Reciprocity Act, the foreign shipowner is gradually getting the whole of the carrying trade, as the following statement will shew:—

In the years preceding the Reciprocity Act, 1820, 1821, and 1822, the import from Prussia was—

In British shipping.....	64	per cent.
Prussian	36	do
In the three years ending 1834, it was—		
In British shipping.....	30	per cent.
Prussian	70	do
From Sweden, in the first named period, it was—		
In British shipping.....	73	per cent.
Swedish	27	do
In the last period it was—		
In British shipping.....	32	per cent.
Swedish.....	68	do
From Norway, in the first period, it was—		
In British shipping.....	17	per cent.
Norwegian	83	do
In the last period, it was—		
In British shipping.....	5	per cent.
Norwegian	95	do

What other result could follow from depriving the British ship-owner of the protection he had previously enjoyed by a moderate discriminating duty, and thus leaving him to an equal competition with the foreign ship-owner navigating his ship at less than half the expense of the British ship-owner, and free from the severe restrictions to which the latter, for national purposes, is subject?

When the late Mr. Huskisson was, in very precise terms, forewarned of this, he replied,—"Don't be alarmed, gentlemen—the superior intelligence and management of the British ship-owner will always enable him to compete successfully with the foreigner." It is not the first time that the practical consequence has been at fault with the previous speculation of theory.

Since the resources of the Colonies have been drawn forth, it has been found that the larger description of masts for the King's navy can be best obtained there; and, in fact, that of equal size and quality they are not to be had in the Baltic. Nobody will dispute the national importance of keeping open such a means of supply. But this can only be done by maintaining the Timber Trade generally. Masts cannot be obtained by themselves. It is impossible to penetrate a forest, and select those trees alone fit for this use.

Staves are an article to which similar remarks apply. They are of indispensable necessity to us. The Baltic does not yield us a free supply thereof. During the last year, in particular, Baltic staves have been at an enormous price. Any circumstance which should diminish to the consumer in this country the supply of staves would be a great practical grievance. But they cannot be advantageously brought from Canada apart from other wood. They form in all cargoes what is termed the broken stowage, and in this way they are brought at a reasonable rate of freight. In no other way can they be brought, without a great increase of cost to the consumer.

In whatever point of view this question is considered, it will be found to present the certain mischief of derranging a very important and interesting branch of British industry, without any countervailing compensation to any British interest.

The idea that Prussia will take more of our manufactures, if we take more of her Timber, is a pure abstract speculation. Prussia will do in this, as in all else, exactly what she thinks will suit her own interest. She will take only from us that which she cannot get cheaper elsewhere; and she will continue her industrious efforts to foster her own manufactures, and exclude ours to the utmost extent of her power.

With the question of the Timber Duties there is mixed up another question, having no reference to the general policy of the existing system. It is contended that the mode of levying the duty on Deals enables them to be imported at a less rate of duty for their solid contents than Timber; and that it is an absurd arrangement so to regulate the duty, as that Deals of the longer lengths are brought in at a less proportionate duty than the shorter lengths.

In whatsoever way the question of bringing the rate of duty on Deals nearer to that of Timber may be disposed of,—which is purely a matter of regulation,—the same principle must be preserved that has always prevailed, of making the scale of duty favorable to the longer lengths. Russia and Prussia, which produce the longer lengths, are enabled by this means to compete with Norway in sending Deals to this country, and we preserve the important object of keeping open *several sources of supply*. Take away this turn of the scale in favour of the more distant countries, and Norway at once gets possession of our market, from which country we should, as has already been shewn, have the satisfaction of seeing the wood brought in shipping, of which ninety-five out of every hundred would be Norwegian.

The resources which the British American Colonies furnish for emigration, are no insignificant part of their value to the Mother Country. Fifty thousand emigrants from the United Kingdom, land yearly on their shores. Can it be wise to deprive these newly-arrived settlers of the employment which the wood trade is sure to furnish them, during that portion of the year when agricultural labour is suspended? Could they find such cheap conveyance to Canada, but for the timber ships which carry them out?

The proper way of looking at our Colonies, is to regard them as part and parcel of our own soil, as an extension, in short, of the mother country. There is no practicable measure of encouragement we can afford them to which they are not fully entitled, and for which they will not make us an ample return. Is it nothing that they have now made us independent of the north of Europe for the supply of wood, and secured us, in that respect, from the danger of any future political collision, which should again close to us the Baltic ports—without adverting to the benefit they have rendered to this country by preventing the great advance in the price of Timber, which must have taken place, if, for our greatly increased consumption, we had been left to rely on the north of Europe alone?

Advantages such as these should not be placed at the mercy of speculative theory or needless experiment.

London, July, 1835.

TO CORRESPONDENTS.

We are obliged to "A CONSTANT READER" for his Communication.

Morning Courier.

MONTREAL, TUESDAY, SEPT. 8, 1835.

On Saturday, we simply broached the subject of the claims and character of the Executive Council. Further reflection only convinces us of the vast influence which a body of this description, if properly organized, might exert, with the highest degree of benefit, over the destinies of this Province. Dwindled, however, as the Council now is, into an insignificant appendage to the Government—limited as are its powers, by the caprice of successive Governors, it holds out no other claims to public attention, than as a Land-Granting Board, and a Court of Appeals. A resumption of its original functions is devoutly to be wished. We every day behold the mockery of, "by and with the consent and advice of our Executive Council of and for our said Province" to every proclamation; while the measures of the Colonial Administration take their tinge solely from the individual character or temperament of the Governor for the time being. The Executive Council is not even made privy to his schemes of policy, which, if the members composing that body laid plausible claims to the honourable attributes of wisdom or judgment, might receive amendment, by being submitted to their inspection.

It is well that Constitutionalists should have proper conceptions of what the Executive Council ought to be, and what they might expect from it, if rightly constituted. With this view we quote the following description of the functions and character of the Executive Council, from a work of great merit, generally ascribed to a gentleman who, for a number of years, held a high and responsible situation in the Province under the Crown.

"I proceed—By the Colonial Constitution, as it stands upon paper, the Executive Council is not only a council of advice but a council of control. The Governor cannot grant one acre of land without their consent. In all matters of public policy within the colony, it is his bounden duty to take their advice; he is not, it is true, absolutely bound to follow it when given—but when he does so, he is relieved from all responsibility; and, on the other hand, when he acts without or against their advice, he acts *on his per sonale*.—Besides the Governor, who is a moveable officer, there are several fixed officers of the colonial government—by whose means, in conjunction with the Executive Council, it seems to have been expected, that that steadiness and uniformity of action, without which no government can long stand, would be obtained. These are—The Lieutenant Governor of the Province, who is understood at the same time to be chairman of the Executive Council; the Chief Justice of the Province, performing functions somewhat analogous to that of the Speaker of the House of Commons, if I may be allowed to compare small things to great, with the duties and functions of the Lord Chancellor of England. There is, further,—the Secretary of the Province, who was destined to occupy a position in the colonial government, somewhat analogous to that of the Secretary of State in England. To these are to be added, the Law Officers of the Crown, by whose advice, in all law matters, the Governor is absolutely bound; the Surveyor General, a highly important officer; the judiciary, and its officers. All these are permanent powers residing within the Colony, and which, the framers of the general instructions thought, would be abundantly sufficient to prevent the Executive Government from degenerating into a government of will, or a pure autocracy, which it now is. It will not be uninteresting to look into the causes which have led to this event. All the offices under the Government being during pleasure, and the British Government, naturally looking to their Governors here, for the selection of fit persons to fill the Councils, they very naturally chose, that the officers of government who surrounded them, and of whose flexibility of will and of purpose they were duly sensible should compose them. The Executive Council has accordingly been progressively sinking into public discredit. For a long time the Governors consulted them as they were bound to do, but of late years this decent ceremony is often omitted; thus, for instance, there is reason to believe that, from the time of the accession of the Earl of Dalhousie, the Governors have not condescended to submit to the Council any of their speeches at the opening or the close of the Sessions of the Provincial Parliament, nor are they consulted upon the general course of public policy within the Colony.

"The Council cannot afford to resent this neglect, because they are all of them placemen, and the Governor is taught to consider himself as the sole spring of all executive power within the Colony.

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"The manner in which the patronage of the Governor has been exercised has been highly injurious to the government. The power of the Governor ought to be controlled in some shape or other in the exercise of this patronage. It is not here as it is in England, where a ministry comes in and goes out; and the mechanic of this colonial show are, therefore, perpetuated from governor to governor. The new governor is obliged to use the instruments which his predecessor has left him, and these, sometimes bad enough, selected perhaps by a governor, who with the best intentions in the world, has converted his patronage into an eleemosynary fund for decayed widows, and for men whose only claim to be provided for, is, that they cannot provide for themselves."

The above extracts exhibit very distinctly the causes of the degeneracy of the Council. Becoming a pure reflection of the Governor's will, and at first despised by the authors of its abasement, it speedily fell into general and irretrievable discredit.

The almost total disuse, or rather misuse, to which the Executive Council has been subjected has, in our opinion, been productive of most of our present political difficulties. Whenever Governors ceased to make that body a party in their counsels, and in so far as they did not seek its sanction to their measures, they saddled themselves with the responsibility of these. It was, then, no wonder that they displayed rashness in some circumstances, and vacillation in others, although the latter did certainly predominate. Hence arose—from considerations of personal responsibility—the policy, which has nearly ruined us, of referring every trifle to the Colonial Office, and waiting till measures were dictated by the Minister of the day. The frequent and great changes of late years in the British Cabinet have rendered more contemptible and wavering than ever the uncertain and unintelligible political game which has been played in this Province. To steady, therefore, and to guide our affairs to a fortunate issue, and to render unnecessary constant reference to the Colonial Office, our Executive Council must be wholly remodelled.

We would offer a word or two of expostulation to our contemporaries in Upper Canada on the absence of regular Agricultural Reports in their respective publications. At this season of the year especially, it is of the utmost importance for the merchants throughout the country to be made acquainted with the probable quantity or quality of the crops. We are convinced that numbers of practical farmers could be found in every neighbourhood where a newspaper is published quite competent and willing to furnish the necessary weekly or monthly information, if editors would take the trouble to search them out. Our contemporaries we hope will not lose sight of this object; for as they live in the great grain-producing section of the Canadas, any regular and correct intelligence respecting their staple product will prove highly valuable and interesting to us, Lower Canadians.

We yesterday met with the following communication in the *Cobourg Reformer*, and would strongly recommend the sensible observations with which it abounds to our agricultural readers.

TO THE EDITOR OF THE REFORMER.

SIR,—When I intimated in my last the deficiency in our wheat crop, I little thought of the unfavourable foggy weather that has subsequently added another detriment. Few farmers but have some wheat sprouted in the stook, or earth, or standing; though almost all have saved the greatest part in the best order before the broken weather came on. This portion they ought to be wise and honest enough to preserve from any mixture with the other; it is their particular interest to maintain the character of our staple; it is better to have the best prices for that of good quality than to have a deduction on the whole quantity by the admixture of the injured portion with the sound. The farmers must know that the millers will have a sharp look out, as their brand on unsound flour will re-act upon them for years, and they, no doubt, will detect when too late for a remedy on the part of the farmer, any imprudent or negligent admixture of the grown wheat in their parcels for sale,—and make the necessary deduction, which must be in that case a heavy one. The sample of our wheat has been gradually improving these few years; it were a pity to throw it back by any injudicious management in a season not likely to happen often. This caution may save some crops from being spoiled. The grown wheat will serve for seed, and with a slight portion of fat Volatile in dough from it, will make excellent household bread, though the flour is unfit for exportation. Yours most truly,

VIAGERO.

Haldimand, August 31, 1835.

We can safely assure our readers that the remarks on the Timber Trade which we this day reprint from a small pamphlet forwarded to us from London, will well repay the trouble of a careful perusal. They are reported to be from the pen of Mr. BIZES, and furnish a substantial proof of his seal in the cause of Canada. It is seldom that so much solid information is to be found compressed within so small limits.

A report has reached us by letter from Quebec, that sundry extensive changes are contemplated in the Executive and Legislative Councils, that from both, all placemen and sinecurists are to be excluded, and that two or three highly influential and independant gentlemen of Montreal are to be elevated to the former. We forbear for the present giving the names of those mentioned.

We beg to direct the attention of the lovers of music to the announcement of Monsieur MAJON'S Concert this evening at RANCO'S. We presume, from the laudatory notices in the American papers of the two gentlemen who are to appear, for the first time, to-night before a Montreal public, that their performance will afford a rich treat to all who are gifted by nature with a capacity to enjoy the refined pleasure of music.

Commercial.

REMARKS ON THE QUEBEC MARKETS.

SATURDAY, *Sept.* 5, 1835.

WEST INDIA PRODUCE.—There have been no transactions of importance for the last three days in either Rum or Sugar. The last advices from the West Indies have encouraged holders of Sugar to be firm in demanding advanced prices, which purchasers have not yet made up their minds to conform to. The cargo of the *Hypolite* is not yet landed, the quality is first rate, and 47s. 6d. cash, is asked for it.

FLOUR.—There has been very little business doing in Flour for some days; the present market price may be quoted 23s. for Canada fine—sellers, but few buyers.

REFINED SUGAR.—At auction on Thursday, a few tierces were sold at 6¾d. ⅌ lb.

SOAP.—A parcel of 150 boxes has brought 2¾d. ⅌ lb, at public sale.

Upper Canada.

THE CANAL.—Sections 24 and 25, owned by Messrs. Simpson and Bagg, in the vicinity of this town, require but five or six weeks to see them completed; and would have been finished before this time, had it not been for the interruption of unfavorable weather. They measure 1500 in length, and run almost in a straight line. The contractors spare no pains in prosecuting the work expeditiously. Would that such an enterprising spirit existed throughout the entire works.—*Cornwal Observer.*

SALE OF INDIAN LANDS.—The greatest sale of Lands, probably ever occurred in Upper Canada, took place in our town during the fore part of this week. Although the weather was very inclement, a vast number of persons attended both from the town and country. Several of the town, and some of the Farm Lots were struck down at exceeding high prices. There is one source of consolation to the purchaser, however—namely, his property is situated in one of the most fertile regions of British North America—its value is being continually enhanced by the rapid settlement and cultivation of adjoining lands, and the many improvements yearly made in the vicinity, which, in a short time will make the Grand River country the Market for the Western part of Upper Canada. As a regular return of the sales has not as yet been made out, we are compelled to defer the particulars until our next publication.—*Brantford Sentinel.*

WEATHER.—The weather has been fair for five days past, but very cold for the season, particularly out of the sun. Our thermometer, on the first of this month, at sunrise, was down to 40, the exact figure it stood at on the first of July last, when in some places near here, there was frost; we have not heard of any thing being touched by frost the other morning, although it was close shaving. Yesterday, and this morning, the thermometer was at 44.—*Kingston Spectator.*

Our market is plentifully supplied with potatoes, and it often puzzles us to find out how, and where so many are consumed in this town, however it is so, and by that means the neighboring farmers are enabled to purchase a few necessaries with the proceeds. From what we can learn, the grain is nearly all secured, and upon the whole there is an average crop. The main thing wanting now is a good cash market.—*Ib.*

United States.

CHAMBLY CANAL.—This canal, which affords an uninterrupted navigation from this city to Quebec, was nearly completed, a few weeks since, when we passed through Chambly. It commences at St. John and terminates at Chambly Basin, passing the rapids in the St. John or Richelieu river. It is sixty feet wide at the surface, and has six feet water. The locks are 24 by 124 feet. We saw large quantities of lumber in the canal on its way to this city. This is reversing the usual order of trade. A few years ago large supplies of lumber of all descriptions, were sent from the United States to England via Quebec; now that trade is all turned to the south and reaches this city in rafts, &c.; and Canadian gentlemen mentio