

CANADA.

of the North of Europe, who have the advantage of proximity to Great Britain; cheapness of labour, and greater facilities of transportation.

That whilst your petitioners are convinced of the necessity for strenuous exertions on the part of the people of this colony, in order, as far as may be in their power, to neutralize the effects of these changes, they at the same time look for the co-operation and assistance of your Majesty's Government in carrying out such measures of relief as may conduce to this end.

That a large portion of the cost of our agricultural produce, before reaching Great Britain (at present the only market open to us for our surplus), consists of the expense of transportation, as will appear from the following calculation of the present cost of conveying a barrel of flour from this port to the port of Liverpool; viz.

	s.	d.	
Shipping charges and storage here	0	3	currency.
Burlington Canal tolls	0	2	"
Transportation to Kingston	0	6	"
Ditto, from thence to Montreal	2	0	"
Insurance on lake and river	0	2	"
	3	1	currency.
Equal at 8 $\frac{1}{2}$ % premium	2	7	sterling.
Atlantic freight from Montreal to Liverpool	6	0	"
Insurance 1 $\frac{1}{2}$ % on 25s. sterling	0	3	"
	8	10	sterling.

or more than one-third of its value in Great Britain.

We would further represent to your Majesty, that a large portion of the best wheat-growing districts of Canada West, namely, that part bordering on Lakes Ontario and Erie, is so situated as to be able to use to advantage the route via the Oswego and Erie Canals and Hudson River, thereby effecting a saving of time, interest, insurance, and cost of transportation, when compared with the route via the St. Lawrence, as will be shown by the following calculation of the present cost by this route; viz.

	s.	d.	
Storage and shipping charges here	0	3	currency.
Canal tolls	0	2	"
Freight to Oswego	0	6	"
Ditto to New York 22 c., Canal tolls 18 c.	2	0	"
Lake Insurance 20 c. $\frac{3}{4}$	0	1	"
	3	0	currency.
Equal in Sterling at 8 $\frac{1}{2}$ % premium to	2	6	sterling.
Freight to Liverpool	3	0	"
Insurance $\frac{3}{4}$ % on 25s.	0	2 $\frac{1}{4}$	"
	5	8 $\frac{1}{4}$	sterling.
Say	5	8 $\frac{1}{4}$	
Showing a difference in favour of this route, over that by the St. Lawrence at the present time, of	3	1 $\frac{3}{4}$	"
	8	10	sterling.

That in addition to the foregoing advantage in point of cost of transport, the route via New York is available earlier in the spring and later in the autumn than that by way of the St. Lawrence, the dangers and disadvantages of which we conceive to be so great as to lead us to express our decided and deliberate conviction that shipments from Montreal or Quebec cannot be made on such favourable terms either as regards freight or insurance as from New York.

We would further humbly represent to your Majesty, that up to the present time we have not been able to avail ourselves of this route, owing to the restrictive laws of the United States, but as these are in course of being modified, we will be in a position to export our produce through their territory in bond on favourable terms.

Under these circumstances, we humbly pray that your Majesty and the Imperial Government would sanction the importation of Canadian produce into the ports of Great Britain, shipped in bond through the United States, on the same terms as if shipped direct from Canadian ports, under such regulations as may be deemed expedient, such as the production of proper certificates of growth or manufacture from the collector of customs at the port of shipment in Canada, or in any other manner that may be deemed advisable.