

Welland Canal, and may enter our upper lake ports at pleasure. If this has no tendency to annexation, we would like to know how sailing down the St. Lawrence would lead to such a result. The *Courier* appeals to the "loyal," and would frighten them from having any thing to do with the Yankees, and yet he admits that "Free Trade is a settled thing. We trust that the members of the Legislature will have good sense enough to see that the only means by which the trade of the United States can be preserved, is by making the navigation of the St. Lawrence free; by adopting such a policy, we may draw the produce of the West to Montreal and Quebec, otherwise it would go to New York through American channels. We shall keep this subject before our readers, but we must say, that there is a serious ground of complaint against the Ministry for their remissness in not bringing forward measures calculated to benefit the agriculturists of the country."

25th April, 1846.

"A meeting to denounce Free Trade has been held at Quebec. In so far as English Legislation is concerned, the parties will have no influence whatever. They are, however, determined to fight for *protection for themselves*, Differential duties in favour of goods imported by sea are recommended. The farmers, who are the principle consumers, will have to pay the piper. Strange as it may appear, the interests of the agriculturists have been wholly sacrificed by the Upper Canada Tory Members, over whom Mr. Moffatt exercises an unbounded influence. It is to be hoped that when the electors meet those gentlemen at the Hustings, they will bear in mind the votes on Mr. Cayley's resolutions."

2nd June, 1846.

"The United States Drawback Bill is likely to become law, and when Sir Robert Peel's new corn law shall be in operation, the Upper Canadians will have no obstruction whatever in sending their produce via New York. The American forwarders propose to deliver flour in Liverpool from any port on Lake Ontario at 4s. 6d., currency, per barrel. What then is to become of the trade of Montreal; what of the tolls on the St. Lawrence Canals? The Lower Canadian merchants are infatuated. How applicable is the ancient proverb, *Quem Deus vult perdere prius dementat*. It is now a question of life and death with Quebec and Montreal, and a few infatuated and ignorant men are found yelping about protection and differential duties, *when their sole chance of existence depends on immediate and vigorous efforts in favour of Free Trade*. It is questionable whether, with all our efforts, we can keep the Upper Canada trade, and if we lose it,