

## Present Duties.

s d.		LEATHER MANUFACTURES.	s d.	
7	6	Women's Boots, Shoes, and Calashes of Leather, per dozen pairs	5	0
7	6	Women's Boots and Shoes, of silk, satin, jean or other stuffs, kid or morocco, per dozen pairs	5	0
2	6	Girl's Boots, Shoes and Calashes of Leather, under seven inches in length, per dozen pairs	2	0
3	0	Girl's Boots and Shoes, of silk, satin, jean or other stuffs, kid or morocco, per dozen pairs	2	0
2	6	Men's Boots, per pair	1	3
1	0	Men's Shoes, ditto	0	6
1	3	Boy's Boots, under eight inches in length, per pair	0	9
0	9	Boy's Shoes, under eight inches in length, per pair	0	4

No. 13.  
Governor Earl  
Catheart to  
Mr. Secretary  
Gladstone,  
28 April 1846.

(No. 40.)  
COPY of a DESPATCH from Governor the Earl CATHCART K. C. B. to the Right Honourable W. E. GLADSTONE.

Government House, Montreal,  
28 April 1846.

Sir,

I HAVE the Honour to transmit to you the enclosed Petition from certain merchants and other citizens of Quebec to the Queen, praying that Her Majesty will not sanction the contemplated modification in the Tariff on wood goods.

I have, &c.

(signed) CATHCART.

Enclosure in No. 13.

Enclosure in No. 13.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

The Petition of the undersigned Merchants and others, Citizens of Quebec.

Humbly sheweth,

THAT your petitioners view with serious alarm the measures introduced by Your Majesty's Ministers in the Imperial Parliament, affecting as they do the principal exports of Your Majesty's possessions in British North America, by encouraging other nations more favourably situated to enter into successful competition with them.

That the long and tedious navigation of the St. Lawrence, the shortness of the shipping season, and the danger of the coast, especially in the months of October and November, add materially to freights and insurances, and render successful competition with the foreigner either in corn or timber a matter of great difficulty, if not of utter impossibility.

That although a protection of 24s. is now granted on the timber of these provinces, the freights from the Baltic average 17s. 6d. per load, while those from Canada average 38s. 9d., making a difference in favour of the producer in the north of Europe of 21s. 3d. per load, and when insurance is considered, making the protection now given a mere equivalent to the difference of freight; moreover, should the contemplated reduction of 5s. in 1847 and 5s. in 1848 take place, giving a direct boon to this extent to the foreign producer, who in comparison to the colonist gives little encouragement to the British manufacturer.

That the effect of the changes in the Tariff in the port of Liverpool has been to increase the foreign tonnage employed in carrying deals and timber upwards of 300 per cent. since 1842, while the British shipping employed in the same trade with these colonies has only increased to the same port about 30 per cent.; and that if such are the effects of the modifications in 1842, the inevitable result of further relaxation will be ruin to both the British shipowner and colonist.

That independently of the encouragement given to the north of Europe to compete with Your Majesty's colonial possessions in North America, the effect of the changes now referred to will be to add another competitor, namely, the United States of America, especially in the articles of pitch pine (resembling the red pine of the colonies, but superior to it), staves and oak timber, the produce mostly, if not entirely, of slave labour.

Your petitioners most humbly pray, that Your Majesty will consider favourably their petition, and allow the duties to remain as they now are, viz., 25s. on foreign timber and 1s. on colonial; that your Majesty will cause to be levied a duty on staves, as this article affords constant employment to colonial shipping on the inland lakes, and further, that no alteration be made in the duties on sawed timber, which, if altered as contemplated, will ruinously affect many who have embarked large capital in the erection of saw-mills, under the impression that in any change of duties the situation of these provinces, their distance from the mother country, the immense employment they give to British shipping and their being such large consumers of British manufactures, would be duly considered, and that protection