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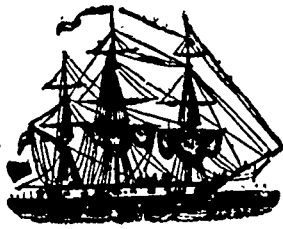
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 13TH MARCH, 1847.

[No. 46.

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 13TH MARCH, 1847.

THE POST OFFICE.

Our esteemed contributor having brought his papers upon the question of the Post Office to an end, it behoves us now to take the matter up, and make, what divines call, a practical application of the subject.

There is no institution in this colony, as is universally admitted, so replete and rank with abuses as that now under review. The rates of postage charged are preposterous and oppressive, having, at the present day, no parallel in any country in the world enjoying the benefit of self-government through representative institutions.

The internal organization of the department, is offensive to common sense and the rights of industry.

Let us look for a moment into its recesses, and what do we behold? An individual at its head irresponsible to any authority whatever in the Province, yet drawing from its resources a salary of upwards of £3,000 a year, and which a few years ago is said to have nearly equalled that of the Governor General. Are the duties of the office of such a nature as to require transcendent talent and ability? Nothing of the kind. The duties might be performed by any man of plain education, business habits and good character. Yet, the present incumbent whose abilities we by no means mean to disparage, has been maintained in his situation with emolument enough to pay the salaries of nearly all the judges of the Court of Queen's Bench of this District; and that too in spite of the well known dissatisfaction of the public at large—in spite of remonstrances from various public bodies—and finally in spite of the unqualified remonstrance of our local legislature. Can anything more be required to prove the rottenness of a system which makes a purely Canadian department responsible only to an officer residing in London, some 3,300 miles off, and who has ever appeared to be totally uninfluenced by "the well understood wishes" of the Canadian people?

Let us however guard ourselves against being misapprehended. Let it be clearly understood that we are attacking by these strictures, not Mr. Stayner, for whom we entertain the highest respect, but that faulty system which has secured him so long in the enjoyment of emoluments which the country has repeatedly condemned. We repeat, it is the system which maintains such an abuse and not the individual who is lucky enough to profit from it, against which our strictures are directed.

The system is faulty in every respect in which it can be viewed. The first officer, as we have seen, is overpaid to an extent that justifies our harshest animadversion; but on the other hand, it is just as faulty, but in the opposite extreme, towards the humbler officers of the department. The first officer is pampered to a degree which at first sight appears hardly credible; while, on the other hand, the system scarcely affords a decent livelihood to any officer under the rank of a Post Master in a leading city. We

may cite a case in illustration of this that happened but a short time since in this city.

A most deserving officer in the Department, the only one in fact who for years past has held his situation and given satisfaction to the public, has recently had presented to him a purse of some £200 or more, which was spontaneously contributed by our mercantile fellow-citizens as a token of esteem for his marked civility on the one hand, and of censure to the head of the department for misplaced economy on the other. Such a commentary on the abuses of the Department is as strong a practical censure as the public could administer, and we trust it will not be without wholesome effects. In a word, let the enormous emoluments of the Provincial head of the Department, the Deputy Post Master General, be cut down to £1000 a year, as has been once if not oftener recommended by our Local Legislature, and let the surplus be cut up in order to increase the salaries of the humbler officers whose station in society, in a pecuniary sense, should be at least respectable.

The next point we shall advert to is, whether the department should remain as it is now a strictly imperial department, or whether, on the contrary, it would not be more advisable to make it strictly local and subject accordingly to the supervision and control of our local legislature. We, for our own parts, incline strongly to the latter opinion, although we are prepared to admit that there is much to be said in favor of its remaining part and parcel, as it is now, of the Imperial Department in Saint Martin's-le-Grand. But, still, after a careful review of all that can be said on both sides of the question we incline to be as we have already said, in favor of its being made a strictly local institution, and subject to the control of our local legislature alone.

If, however, it remain an imperial department, it shall do so, with our consent on one condition alone, and that is, that we be allowed to enjoy, along with our fellow subjects in the mother country, the full benefit of the penny system of postage. Nothing less than that, we conceive, should induce this country to consent to its remaining an imperial department; and not even that should be considered a sufficient concession unless it be accompanied with the understanding that new offices will be opened wherever and whenever they may be asked for by competent local authority. We advocate along with the Herald, (who we believe may claim the honor of having been the first who advanced this doctrine) the introduction in this colony of the penny system of postage. But we go a step further than our contemporary. We would wish the system applied to newspapers as well as letters, while we believe our contemporary seemed desirous of limiting it to letters alone. For the sake, however, of unity and uniformity we dare say, he would agree with us that it would be as well to have the whole system introduced in all its integrity.

Perhaps, also, in the course of time we might be inclined to ask for the application of the penny system to the steam-packet service as well as the land service. This idea may perhaps startle some of our readers, but stranger things, broached only a few years since, have already been carried into practice with the most unbounded success. Take the penny system itself, as applied to the United Kingdom, for an example. When that idea was first broached it was considered impracticable. But nevertheless it was tried and has succeeded almost beyond belief. And why should the same principle not be applied to the steam-packet service with success? It is now a settled maxim in the public mind in the mother country, that the Post Office should not be looked upon as a source of revenue, but simply as a great public convenience—and hence we contend that as it now affords a surplus, that surplus should be employed to extend the benefits of the penny system to all the colonies, as well as to the packet service, if it be found sufficient for that purpose; and in the meantime it might be tried on a limited scale. For instance, let it be tried this very year in Canada, or in all the British American Colonies; and if there still be a surplus of revenue left, let it then be applied to other colonies; and finally, if a surplus still continues, let the system be made complete by applying to the steam-packet service likewise.

We shall return to this subject in our next.

FREE TRADE AND THE 'HAMILTON COMMERCIAL ADVERTISER.'

The *Hamilton Commercial Advertiser* of the 21 inst. contains a long article in reply to our observations of the 20th ult. We shall not imitate the diffusiveness of our contemporary, but shall condense our remarks as much as possible, and this we can do with the greater propriety, since his last article has narrowed the controversy to such trivial points that it is almost a waste of time and paper to discuss them. Still our antagonist appears determined to deny that there is any similarity in our views, although on almost every individual point there is nearly perfect unanimity. For instance, he writes:—

"We cordially agree with you, in the present circumstances of the relations between Great Britain and Canada, in the propriety of Canada insisting on a repeal of the Navigation Laws, in our claiming the right freely to admit to our waters whatever vessels will carry our produce, at the cheapest rate, to the best markets. We agree with you, also, in the propriety of doing away with all differential duties. In short, while Great Britain adopts the principle of regulating her whole fiscal concerns by the theory of free trade, and on the grounds that she must, in all her commercial regulations, guide herself by the principles of profit and loss, as expounded by the economists—profit and loss to herself irrespective of her colonies—we hold that we are called on to follow out these very same principles. We cannot hope to alter her course by opposing it—we may perhaps influence it by ourselves adopting it. Come, then, friend and confère, and see what we are to do with our system of imports. We agree with you in the propriety, in as far as possible, of taking off all taxes on what you call necessities, which we should be inclined to term articles deriving their value from their intrinsic value. Duties on sugar, duties on tea, duties on molasses vanish as far as possible."

Having thus given an unqualified assent to our leading doctrines, he proceeds to give his own tariff of taxation, on what he styles articles of ostentation, fixing the rates at 25 to 50 per centum, and then, in a tone of triumph, asks whether such a scale of taxation might not, under certain circumstances which he specifies, foster and protect the manufacture of such articles, and whether such protection would not be contrary to those principles of Free Trade which we advocate? Our answer to this is very simple: we object to his scale of taxation—it is not ours, but his own. Our objection to such an exorbitant scale of taxation, even on articles of ostentation, are clearly stated in our last, namely, that it would tend to diminish consumption; and we produced some striking instances in the history of taxation in Great Britain—those of the taxes on chip hats, and the use of hair powder—which clearly demonstrate that in taxation two and two do not always make four. The rule which we laid down—and in which certainly nothing that the *Hamilton Commercial Advertiser* has written has shaken our confidence—is, that taxation should be "proportioned in a considerable degree to the intrinsic value of the articles, and not to the means of those who, it is presumed, may be the purchasers." For all the consequences which may flow from such a rule—if it be inconsistent with the doctrines of Free Trade—we are of course responsible, but we must disclaim the responsibility of any such scheme as that which the *Hamilton Commercial Advertiser* proposes.

But it may be said, that even a moderate scale of taxation on imported articles, to a certain degree, raises and protects domestic manufactures. No doubt it does: and this is the main argument in favor of direct, in opposition to indirect, taxation. There are, however, numerous reasons—which it is unnecessary to particularize here—which cause the latter system to be generally acted on in every country; and such an incidental protection of manufactures—supposing it to be an evil—is too trifling to outweigh those reasons. Of course in legislating on this, as on other subjects, there are some anomalies which cannot be entirely avoided, and all that can be done is to make them as trifling as possible.

In our number of the 20th ultimo, we asserted what we thought a self-evident proposition, and which, therefore, needed no argument to support it, "That a tax on luxuries may frequently be collected to the advantage of the revenue, and without inconvenience to the payer, we apprehend no one can deny, and this, as we have already stated, is a strong argument in favour of the taxation of such commodities; but that such a tax does take just as much wealth from the pocket of the payers, as any tax on necessities, is we think equally clear."

To this the *Hamilton Commercial Advertiser* replies:

"We bring forward a supposed case of a country having been in the habit of importing lace from another to the value of £1,000,000 per annum, free of duty. We suppose, then, a duty of twenty per cent. to be levied on it, and affirm that in that case the quantity or quality of lace imported will fall, or nearly fall, so much as to make the amount expended on lace, by the members of that community only, £1,000,000, as before. The *Economist* does not dispute the probability of this, nor do we think he can do so. How, then, is it that he affirms that such a tax

takes out of the pockets of the consumers just as much as a tax on necessities? It clearly takes nothing out of the pocket; it only somewhat diminishes the size, or alters the pattern of the articles of lace worn on the person. To the initiated in all the secrets of these fabrics this may make a sensible difference. We question much, however, if, in the age of true taste, it would make any sensible difference."

Now, really the case as put by himself is so clear, as not to admit of a doubt. If the quantity of the article be diminished, or the quality be deteriorated, to the extent of the tax, does not the consumer receive so much less value for his money, and does not the State take from his pocket the difference? Take the case of a person determining to invest a sum of money, say £1,000 in pictures, a description of merchandize, which we suppose our contemporary will class under the head of articles of ostentation. Now suppose the cost of each picture to be £100, is it not evident, that if there be a duty of 10 per cent, with his £1000 he can only buy nine pictures, whereas if there were no duty he could purchase ten; the State, therefore, by imposing a duty of ten per cent, takes from the pockets of the importer or owner the value of one picture.

But, says the *Commercial Advertiser*, the smaller quantity of lace or the smaller quantity of pictures, are of the same value in the market, as the larger quantity or number would be. What is this, but saying in other words, that taxation adds to the cost, and of course the exchangeable value, of commodities; a proposition which no one will deny? And does not this equally apply to taxation on necessities, and is not, therefore, the distinction which he attempts to draw between them and superfluities, or if he prefer the term, articles of ostentation, merely the creature of his imagination?

The editor of the *Commercial Advertiser* says to us,

"You and we, for instance, though agreeing as to Canada, are, to a certainty, wide as the poles asunder as to the British Empire." He then proceeds to point out, what he considers the correct position for Britain to assume; and recommends "first, a British League, a British Zollverein; and secondly, some such representative scheme as that of Mr. Howe."

It would be of little service—and altogether exceed the proper limits of such an article as the present—to enter upon a speculative disquisition as to the proper policy to be pursued by Great Britain in her commercial relations with other countries. For this reason—however tempting it may be—we shall not offer any comment on our contemporary's observation. Great Britain has decided on her course, and remonstrances from all her colonies collectively—still less from any one of them—would prove unavailing. Our object—and in it we rejoice to find there is no difference of opinion between us and the *Hamilton Commercial Advertiser*—is to secure the adoption in this colony of such principles of commercial legislation, as may give us as many of the benefits, and as few of the injuries and inconveniences as possible, of the changes which have been wrought in the fiscal policy of the mother country.

MONTREAL HERALD'S ADVOCACY OF FREE TRADE.

The *Montreal Herald* of the 9th instant, in answer to the strictures in our last on the subject of his advocacy of the cause of Free Trade generally, puts the following question to us:—

"Does he or his correspondent assert that the *Herald* did not distinctly advocate the 'Repeal of the Differential Duties,' the 'Abolition of the Navigation Laws,' so far as they restrict Canadian commerce, and the 'Opening of the Trade of the St. Lawrence' before these reforms were mentioned in the *Economist*?"

He then proceeds to remark:—

"If he deny our claim to have been first in the field, then we come at once to issue: *littera scripta manet*—our files are in our office—and we shall have no difficulty in establishing that which we have alleged. In the meantime, we will give our friend a specimen of our quality, which, if he think it worth his research, he will find was published a very respectable length of time before the St. Sacrament Street Journal made its appearance on this lower earth. If this be not sufficiently remote we can still go further back:—

"We mentioned in our last issue among the subjects, which it was to be hoped would occupy the attention of our Provincial Parliament during the present session, the absolute necessity, in consequence of the new commercial policy of the Mother Country, of remodeling our own system of Provincial duties, and the more we reflect upon and examine into the effects which must result from any supineness on the part of the Provincial Legislature in adopting the general principles of free trade, and following in the steps of the Imperial Government, the more do we feel our duty to lose no opportunity and spare no labour in pointing out the suicidal policy of retarding or standing still, while all the rest of the world are at least advancing towards the adoption of free trade principles, and the abrogation of all unnecessary restrictions on commerce."

Now, our respected contemporary would have adopted a course which would have carried conviction to his readers, had he, after reference to those files which he has so carefully retained, specified the dates on which those articles appeared, which, by their "boldness," according to his account, produced so powerful an effect on the public as to have "startled some and alarmed others." The meagre extract with which he concludes, by no means explicitly establishes the fact of his advocacy of the "Repeal of the Differential Duties," whilst he does not furnish us with a tittle of evidence in proof of his having taken up at an early period the

questions of the Abolition of the Navigation Laws, and the "Opening of the Trade of the St. Lawrence."

Let us not, however, be misunderstood; we neither admit nor deny the truth of his assertion: on himself rests the *onus probandi*; we are not bound—nor would it indeed be possible in the present case—to prove a negative. We think it, however, by no means unlikely, that occasional glimpses of the future condition of the country under the operation of the principles of Free Trade, may have floated before his mind's eye; but they were, we fear, too evanescent to make any impression either on himself or on the public. We admitted in our last the "able assistance" we "occasionally" received at his hands since our journal sprang into existence, and we have a distinct recollection of sundry articles appearing,

"Like angels' visits, few and far between,"

calculated to serve the cause which we espouse. But until recently—that is, until the tide of popular favour began to turn in favour of our doctrines—we believe that nothing like a zealous, active, and persevering support of Free-Trade principles marked the *Montreal Herald*.

We are thus frank in our observations, in order that the *Herald* may understand that we dissent as much from the "extreme opinions" which he entertains of his services, as he does from the "extreme opinions of the gentlemen who form the Free-Trade Association."

We have never presumed to arrogate to ourselves the merit of originating the idea of those great reforms which we conceive essential to the future welfare of Canada; but we believe it will be admitted, that we have at least steadfastly supported them "through good report and through evil report"; neither deterred by the open hostility of our foes, nor the lukewarm support of our pretended friends. We believe that our labours have not been altogether in vain: that numbers have read and digested, in the columns of a journal established expressly to advocate Free-Trade principles, articles, which, in the columns of a newspaper mainly occupied with the political questions of the hour, would have passed nearly unheeded: and that thus a powerful and durable impression has been made on the public mind.

If, however, we were disposed to claim any higher merit, we might cite the judgment of our bitterest antagonist, the *Montreal Gazette*; who, whilst he claimed the agitation against the Differential Duties as the exclusive property of the *Pilot*, and that against the Agricultural Duties of himself, admitted that we were the "leaders of the movement" against the Navigation Laws: but we admit that this is an authority on which no reliance ought to be placed.

But we return to the *Herald*. Mr. Canning, in one of his speeches, admirably castigates a hallucination, similar to that under which our contemporary appears to labour, in these terms:—

"In the days of Queen Anne there was a sage and grave critic of the name of Dennis; who, in his old age, got it into his head that he wrote all the good plays that were acted at that time. At last a tragedy came forward with a most imposing storm of hail and thunder. At the first peal, 'That's my thunder,' said Dennis. So [with our worthy and able coadjutor] there was no stir for the good of mankind in any part of the globe, but he instantly claimed it for his thunder."

HON. MR. MOORE ON FREE TRADE AND PROTECTION.

In our last number we gave some extracts from a letter which the Hon. P. H. Moore, of Missisquoi, has, in his great wisdom and judgment, addressed to the Editor of the *Philipsburg Gleaner*, and which is intended for the particular benefit and instruction of the good yeomanry in those (as a man of Mr. Moore's erudition must certainly consider them) very benighted parts. We then expressed some surprise at the eccentricity of the Hon. Legislative-Councillor's composition, and our sympathy with the not altogether unexpressive and imperfect language which Mr. Moore had so cruelly tortured. We were anxious to know what "deferential" duties could mean, and by what particular law it was Lord John Russell had conceded the right to the Colonies to impose these queer kind of duties. Religious duties, and parental duties, and custom-house duties (more's the pity!), we certainly have heard of, but 'deferential' duties, never. We should imagine, however, that they cannot be very high duties, but that, in accordance with the meaning of the adjective, they must be something that is respectful, submissive, and humble.

Had Mr. Moore been only an ordinary man, however extraordinary his writings, we think we should let him pass with the simple expression we have given to the amusement that literally fills us. But we do not catch a Legislative-Councillor every day, and we think we are bound to make the most of him. He may be, for aught we know, a specimen of the class to which he belongs; and

if so, the public are entitled to have all the benefit his example can afford them. "Here," the letter proclaims, "are the opinions of one of your lawgivers: the Hon. P. H. Moore says this: he who is at once an Honourable and an author, offers you his counsel as a light to lighten your darkness."

On the last occasion, we ventured to point out some of the errors into which this great legislative luminary had fallen; and in the same spirit of Christian charity and politico-economical love, we will now proceed to take up one or two more points in this very remarkable letter.

Mr. Moore will, of course, excuse us for telling him that the science of Political Economy, on which he has (most unconsciously, we have no doubt) been writing, requires some study and common sense, even from a Legislative-Councillor, to master it. It was not till within a comparatively recent period (the end of the last century) that Adam Smith wrote his great work (of which Mr. Moore may probably, at some time or other, have heard mention), or that the laws on which commerce is based have been even imperfectly understood and acknowledged. And even now, in spite of this knowledge, and the conviction that a study of the science must bring, there are men like Mr. Moore who will set their faces against all that experience teaches, and write letters (seldom so bad, however, as that which appears in the *Philipsburg Gleaner*) in favour of high tariffs and protection.

Will Mr. Moore listen for a moment whilst we proceed, in the kind and amiable spirit to which we have already referred, to show him what a terrible booby he is?

In order to do this, we will take up two or three of the most prominent points in the Hon. Gentleman's letter, in order to show what a labyrinth of contradiction, and confusion, and absurdity he has involved himself in.

First, then, Mr. Moore is of opinion that it is the duty of Government to protect domestic manufactures, "because a large increase of population will naturally follow, adding to the consumption of the products of the farmer, and affording him a home market, which is always the best."

In the second place, he is of opinion that it is the duty of the Government to protect agricultural products, because these products compose the wealth of the nation; and the higher their value, the wealthier the nation must be.

Here are two propositions which can scarcely, even in Mr. Moore's logical mind, be made to agree with each other. If domestic manufactures are to be encouraged, why tax food? If the farmer is to be encouraged, why tax every article he wears and every implement he uses? This double system of protection, Mr. Moore will never answer. It is like water running through a syphon and returning to the place from whence it came; neither party is a gainer by the arrangement. There is no such thing as compensation in protection. To be what it assumes to be, it must be one-sided; it must benefit one class at the expense of another. If it is not so, and all classes are to be protected alike, why resort to it at all? It is sheer folly to talk about protecting all interests alike. Nature never intended that all countries should have equal advantages in all things, and any attempt to place them on a par in this respect will fail. There will be always some particular channel towards which the industry of a country will naturally flow—some branch of trade for the carrying on of which peculiar advantages will exist, and as this branch of trade does not require protection, so is it flying in the face of nature to shackle it by burthens imposed for the benefit of other products, for the cultivation of which the same natural advantages do not exist.

Now we are by no means opposed to the legitimate encouragement of domestic manufactures, and should have much pleasure in seeing our citizens and brother colonists wearing clothes of native production. But at the same time, we cannot say that we attach a very great deal of importance to such a circumstance, or regard it in the same light as the Honourable and learned politico-economist of the Legislative Council: on the contrary, we should look on it as quite as favourable a sign if our farmers could afford to wear good imported broadcloth, since it would be a rather strong proof that the exchangeable value of what they produced was considerable, and that they were what our Yankee neighbours call "going a-head." As to the country being ruined by the exchange, as poor Mr. Moore seems to fear, there would be very little danger of that. It is not that which goes out of a country which constitutes wealth, but that which comes into it. The ability to exchange what is of little or no real value to the party who sells, for something which he absolutely wants, is the great object of commerce; and the greater this exchangeable power, the greater the wealth of a country. Those countries which live most within themselves, and which follow the rule of Mr. Moore by manufacturing every thing they want, are universally exceedingly poor; whereas those other countries where human ingenuity and capital are directed towards some particular object for which great natural advantages exist, and which rely on supplying the wants of their neighbours, are the most flourishing and wealthy. If Mr. Moore, wants to have Canada a manufacturing country, he must not tax the manufacturer for the sake of the farmer; if he wants it to be an agricultural country, he must not tax the farmer for the sake of the manufacturer. As to

taxing both, it is, as we before observed, mere moonshine; a very costly and expensive means of doing a great deal of mischief without benefitting any one.

The idea of the Hon. Legislative-Councillor that because England has withdrawn protection, we should adopt it, is about on a par with his other theories. Whilst England gave us protection, there was some pretence for affording protection in return; but now that she has withdrawn it, what, we should like to know, have we to protect? Has not the necessity become stronger for us to go to the cheapest market? What chance have we of competing with other countries, whilst we pay a higher price than them for almost every thing we consume? The idea that we must tax ourselves in order to grow rich is one that Mr. Moore would rather have applied to others than to himself, we suspect. Does he think he can persuade the farmers of Mississquoi that they have an interest in paying twenty-five per cent more for most of the articles they consume, than they would do under a system of perfect Free Trade? One would suppose that he looked upon "deferential" duties, as he calls them, as a kind of legislative charm, that was to turn all it protected into gold. If he will look into the tariff, he will probably discover his error. What are the principal articles on which this "deference" exists? Books, candles, coffee, glass, harness, machinery, manufactures of cotton, linen, and wool, spirits, brandy, oil, and sugar—in fact, all that the wants of the colony require. The farmers will certainly thank Mr. Moore for his kind labours to put this "deference" on their shoulders!

But Mr. Moore's folly does not end here. There is a prologue to the play which our readers are not yet acquainted with. The Honourable Gentleman has been attacked, and lo! he has come out in reply. Some "ignorant person," as he says, (oh! Mr. Moore!) has written a letter to the Philipsburg paper, pointing out the slight inaccuracies the Hon. Legislative-Councillor has made, and, amongst other things, the error (as the "ignorant person" considers) of supposing that the British Possessions Bill gave a right to the Colonies to impose discriminating duties. At this, Mr. Moore is exceedingly wroth. Not impose "deferential duties"—was there ever such stupidity! And then, in a tone of legislative amazement, he asks, "Who is the person who assumes to understand and enlighten others upon a subject in which he has shown himself grossly ignorant?" We really do almost think we can answer that question. It cannot, of course, be Mr. Moore, although he does say of his first celebrated letter, "The sentiments and principles it advocates (however plain and homely express'd), I shall adhere to." Certainly Mr. Moore you are a trump, and the Protectionists ought to be proud of you! For years that party have been just as obstinate, and just as positive on matters where the proof was almost as plain. They were shown that a low rate of duties would not injure the revenue, and that the country required it; but they would not believe it, just as you were shown by your friendly correspondent that the right to impose differential duties could never have been given to the Colonies; yet you will still assert that Lord John Russell, "soon after assuming the Government," did introduce such a Bill, and, what is still worse, you wonder as the "ignorance" of any one in supposing the contrary! Your language on these points is so ludicrously remarkable that we must give one or two extracts to show what a strange kind of blundering animal you are. Here is specimen No. 1:

"A Native's man battery is opened again that paragraph in my letter, where I say, that it appears to me that Lord John Russell articulated such a result, when he, so soon after assuming the head of the Government, introduced and carried through the Imperial Parliament, the law conceding to the Colonies, the right of imposing differential duties."

"I now say, and state it without the fear of contradiction, founded on facts, that previous to the passing of Lord John Russell's Bill, the Colonies had not the constitutional power to lay and impose differential duties."

Here is specimen No. 2:

"If the argument of 'A Native' be true, the Colonies possess the power to repeal an Imperial Statute, and regulate commerce with foreign nations; for he says—'with due deference to Mr. Moore, I beg to submit, that so far from the Bill giving us the right of imposing, it was framed and passed to enable us to repeal the differential duties in favor of British, in contradistinction to foreign manufactures;' this I deny. A more unpardonable blunder could not be committed, even by a person of the 'meanest intellect.' What, will 'A Native' pretend that a Colonial Legislature can repeal an Imperial Statute?—is he ignorant of the fact, that if the Imperial Parliament imposed differential duties, that it is that body alone that is competent to repeal them? and if those duties are repealed how does it happen that in the Customs department they are constantly collecting them?"

Poor Mr. Moore! We are really sorry to be compelled to destroy his illusion, and declare that the British Government have really been guilty of the amazing act of folly, as he will consider it, of giving this power of repeal to the Colonies. No doubt it is a most "unpardonable blunder," but still it is an absolute truth. We assure him that a person of the "meanest intellect," that is, a very "ignorant person," may be made acquainted with the fact by referring to the debate which took place on the British Possessions Bill in the House of Commons in August last, and particularly to the speeches of Mr. Goulburn and Lord John Russell. On that occasion, the latter gentleman thus explained the object of the Bill, then in Committee,

in the following words, which Mr. Moore will allow us to extract for his own particular benefit, and that of other "ignorant persons":—"Now the whole power which we give by this Bill to the Colonial Assemblies with respect to those duties, is a power to repeal duties, not to enact differential duties." Yes, a power to repeal, Mr. Moore, we assure you, and not a right to impose. How a Legislative-Councillor is to be excused for supposing the contrary, we do not pretend to decide; but certainly a person of the "meanest capacity" would have known that a right to impose differential duties would scarcely be given to the Colonies.

We think we may stop here, and leave poor Mr. Moore in his glory—that is in a quandary. His mind is evidently bewildered with his subject, and in his hallucination he asks "if differential duties are repealed, how does it happen that in the Customs House they are constantly collecting them." Really, Mr. Moore, is it possible you are so ignorant as not to know that the Provincial Parliament has not met since the passing of the law which conferred the power to repeal, and that, consequently, nothing has as yet been done or the subject? You a Legislative Councillor! and not be aware that it is in respect to these same differential duties your earliest attention as a member of the Council will be called? Oh fie, Mr. Moore,—oh fie!

But we must now have done with this eminent gentleman. We have tried our best, as our readers will see, to enlighten him, and trust that he will be grateful for our exertions. As a Legislative Councillor his wisdom is the property of the country, and therefore he will excuse us if we have spoken freely of his productions.

As we said before, it is not often we catch a bird of his order, and we are naturally anxious to know what sort of a creature it is. We have endeavored to make our remarks simple—plain, in short, to a person of the "meanest intellect," and if Mr. Moore only understands them, we shall have succeeded most perfectly.

USURY LAWS.

The following dialogue, which we extract from the *Kingston Chronicle*, furnishes an excellent illustration of the working of the Usury Laws, and will at once come home to the comprehension of every man.

REPEAL OF THE USURY LAWS.

A DIALOGUE BETWEEN THREE FARMERS.

1st Farmer.—Can you tell me of any capitalist who can loan me £100 for three or four years.

2nd Farmer.—What security have you to offer?

1st Farmer.—My farm in ——— Township, consisting of two hundred acres, fifty of which are cleared, a good frame house, large barn, &c., and which is worth, at the lowest estimate, £750.

3rd Farmer.—What interest will you pay for the money?

1st Farmer.—Why, I can only pay six per cent.—that is, £6 for the use of the £100; and the man who lends it to me cannot by law receive more, or, if he does, I may take advantage of him, and he will lose the whole £100.

3rd Farmer.—Well, I have got one hundred sovereigns in my chest, and I would gladly lend it to you on the security you have to offer, but I can get for the use of it, upon equally good security, £10. I cannot, therefore, let you have it for £6; and I know you dare not, and I dare not let you, give more. I have a rich relation in England too, who has several thousand pounds he wants to put out, as he can't easily get more than four to five per cent. at home. He has made up his mind to invest it in Bank stock, which pays eight to ten per cent., or in Life Assurance Companies, or in American securities, in any of which he can get nearly double what you by law are allowed to pay him.

1st Farmer.—I want to borrow the £100 for the purpose of clearing and stocking fifty acres of wood land. I can sell cord wood enough to pay for the chopping, and at the end of three years I shall double the produce of my farm,—that is, I shall have the produce of one hundred acres where I have now only fifty; and the only extra expense I shall be at, will be for hired labor for half the year; and if I can only get twenty bushels per acre from my fifty acres, this will be 1000 bushels of wheat, at 4s. per bushel.—equal to £200; so that I could well afford to pay £10 the use of your £100, if the law would allow me.

2nd Farmer.—I never saw this so plainly before. What a foolish law this six per cent. law is! Can't we get it altered?

3rd Farmer.—Yes, if all the farmers in our district chose to say to our Members, "We must have this injurious law repealed, and if you won't vote for it, we won't vote for you,"—you will pretty soon, I guess, get the law altered.

2nd Farmer.—I have just thought of it; though what will Squire ———, our store-keeper say to this? They say he gets some thousands of pounds out of the Banks; and if the law is altered, he may have to pay higher discount, and then he will charge us more for our goods that we buy of him, and after all it will fall upon the farmer.

3rd Farmer.—But don't you see, neighbour, that if my relation could get so much interest for his money or nearly so, on loan upon real estate, his money would add so much to the amount of capital in the country, and thousands of persons besides him would do the same, so that money would become plenty. And it is just the same with money as it is with wheat: when there is a large crop of wheat, the price is low, because the supply is greater than the demand; when there is a short crop, wheat is dear, because the demand is greater than the supply; and so it will be with money. In proportion to the supply and demand, so will be the

price. What is it makes money so cheap in England? Why, to be sure, because there is more money than there is good security for it; and here money is dear, because there are more good securities than money. Give the monied man the value for it, and we shall soon have lots of money in Canada; and we never shall otherwise.

1st Farmer.—What do the Yankees do about this?

3rd Farmer.—When a man lends another money on mortgage, and no agreement is made, the law allows him seven per cent., and that's what we want here; but if two men choose to make a bargain, and one agrees to give the other eight, ten, or twelve per cent., or any other sum, why may they not do so, as well as to give five, ten, or twelve pounds for an ox, or a horse, or anything else.

1st Farmer.—Aye, but then this may bring ruin upon some farmers, and they will be impoverished, they and their families.

3rd Farmer.—Whose fault will it be if they are, but their own? Because there are a few wild, extravagant men, is that a reason that hundreds of honest, industrious, and prudent men should be kept living upon the produce of thirty or forty acres of land, when they might easily get a hundred? Besides, neighbour, I'll tell you another thing: Don't you remember, in 1832, just before the cholera year, what a start land took in price. Well, that was in consequence of a vast number of rich emigrants coming out, all of whom wanted to buy land; and in consequence of the increased demand, the price got higher. The cholera, however, gave a check to it; and then that abominable political cholera which produced the rebellion; the rebellion frightened the capitalists, and the value of land has ever since remained the same, or, if any thing, got lower. But if you can get the Usury Laws altered, and induce rich English, Irish, or Scotch capitalists to invest their money in Canada, it will follow, as a matter of course, that our population will increase; we shall have rich people come and live amongst us, and spend their incomes; land will rapidly increase in value, and money will be to be had at five per cent. instead of six, which you now pay.

ON THE PROJECT OF CONNECTING HALIFAX AND QUEBEC BY RAILWAY.

APPENDIX.

CONSIDERATIONS FOR THE LEGISLATURES. CAPITAL, COST AND RETURN.

COST OF RAILROAD.—550 miles at £5,000 per mile, £2,750,000 currency,—say £3,000,000, to include extras.

To be raised by a grant from Her Majesty's Government, in return for the transit of troops, mails, military stores, &c. &c. :—£1,500,000. This grant could be favourably urged at the present time—in consequence of the distresses in Ireland. A part of the capital now about to be expended there, might be judiciously applied to the construction of this railroad. It would provide for the surplus population, and settle the forest lands of New Brunswick and Canada East. Grants from the Colonial Legislatures, and by subscription of stock, on the pledge of lands to be sold to the Company by the three Provinces of Canada, New Brunswick and Nova Scotia: £1,500,000. Total, £3,000,000.

LANDS.—Nova Scotia to sell, say 100,000 acres; New Brunswick, 3,000,000 acres; Canada, £1,000,000 acres. But these not to be paid for till the returns of the railway, and the sales of the lands, yield a surplus, after payment of interest and the annual expenses of working. Company to be bound to sell lands at a moderate price, and to promote an extensive and healthy scheme of emigration.

COST OF WORKING.—By estimate in New England, the annual cost of working a railway has been found to be equal to \$1,200 or £300 a mile: at 550 miles, equal to £165,000 a year.

TOTAL ANNUAL EXPENSE.—Interest on £1,500,000, (the Government to give 1½ millions, as above, in lieu of the transit of troops, &c.) at 3½ per cent.: £52,500. Cost of working, £165,000. Total, £217,500.

INDUCEMENT TO CAPITALISTS.—1. Grants of lands. 2. Pledge of payment of interest on capital by three Legislatures,—say, Canada, one-half; New Brunswick, one-fourth; Nova Scotia, one-fourth. Capital to be expended in Nova Scotia, say 135 miles, £635,000; New Brunswick, 265 miles, £1,445,000; Canada, 150 miles, £820,000. Total, £3,000,000. In equity, each Legislature should pledge their funds for the payment of the interest in proportion to the amount of capital expended within the limits of their respective Provinces.

ACTION REQUIRED ON THE PART OF THE LEGISLATURES.—1. Grant of lands on the terms above stated. 2. The right ceded to the Company of entering on public lands, to take wood and materials required for construction. 3. Pledge for the payment of interest on the following terms:—1st. Conditional on the grant of one million and a half by Her Majesty's Government;—2nd. That the capital be subscribed for the completion of the whole work;—3rd. Security to be given that the line from Halifax to Quebec be laid in five years.

By this course, the Legislatures, although satisfied of its practicability, its importance, and its yielding an adequate return, still leave these questions to be decided by the Government and capitalists, here and in Great Britain. In consideration of this railroad being laid, they secure the payment of 3½ per cent. interest on the capital of 1½ millions for the period of ten years, in the following proportions, that is to say:—Nova Scotia, £13,125 a year; New Brunswick, £13,125; Canada, £25,250.

Before any demand is made all returns from the Railway and

sales of lands to be credited. These large expenditures of capital would so increase the revenues of these Provinces, as to enable them to pay the sums required, independent of their present sources altogether—that is to say, the expenditure of the capital would of itself create a surplus revenue sufficient to justify, and provide for, the pledge made for the payment of interest.

So far as Nova Scotia is concerned, the Legislature and people would in fact derive a large profit, for First, the line would be laid at once from the Atlantic to the interior—say from Halifax to Truro—and thence to Amherst. By the time it reached Gay's River the cars of course would be put in operation, and the benefit of a Railway began to be felt—and so for every mile of its further progress. The line may be completed in four years,—in two years it would be completed to the boundary line of New Brunswick; and while £735,000 of capital had been introduced and expended in the Province, all that the Legislature would be required to pay would be two years interest, or £13,125 per year, in all £26,250 for two years. The same results would follow to New Brunswick. She would derive an immediate and large profit from the expenditure of £1,445,000, from the sale and settlement of her Eastern forests—from the increase to population and to her exports—the opening of her Mines and the enlargement of her trade. To Canada East the same benefits would be extended.

Acts of incorporation passed by the Legislatures not expedient. I. Because no Company with branches is yet organized. II. It is a project running through three Provinces—no act passed by one Legislature could give title or interest beyond the bounds of its own territory. III. The necessary grants of land are not yet obtained—all the terms to be settled—prices, payments, conditions, &c. IV. British Government would not grant a million and a half, without the protection of an Act of Parliament. V. Capitalists in London and here to be consulted, system of emigration to be settled, and amount of stock, shares, management of Company, &c. The interests of the Provinces to be protected by delegates and agents limited by instructions. After the three Legislatures have passed on the project, their agents to meet, and the interests of each to be carefully guarded—regulations for fares—publications of returns, and the right of purchase by government after a certain number of years, to be prescribed. A Company to be formed in London, with branches at Halifax, St. John and Quebec—regulated as above by Imperial Act, and sanctioned by the Provincial Legislatures,—uniformity of action would thus be secured.

CONSIDERATIONS FOR CAPITALISTS.—The Cost of the Railway will be lessened in these Provinces. 1st. By a free gift of wood and other materials obtained from the Crown Lands. 2nd. By the offer made by Proprietors to give the land required for the railway, free of charge. 3rd. By the Legislature excepting all articles required for its construction from any colonial imposts, &c. 4th. By no parliamentary or legal expenses being incurred to any great extent.

SECURITY FOR INTEREST.—1st. By a grant from Her Majesty's Government of one million and a half to aid in the construction, for which no interest would be required to be paid, 2d. By the pledge of four millions of acres of wilderness lands, which, if the railway did not pay at once, might be sold to afford an interest for the first ten years. 3d. By the funds of the Legislature being pledged to pay interest for ten years on the capital expended.

SOURCES OF INCOME.—The three Provinces made the great highway between Europe and the Atlantic States and the West. From Valentia Bay to Boston,—passage to Canseau from Valentia,—1650 geog. and 1800 stat. miles, at 300 geog. miles by steam a day, 5½ days. To Halifax, 6 days; from Halifax to Boston, 600 miles by railway, at 25 miles an hour, 1 day; in all, 7 days. Cost, £2 10s. stg.—£3 2s. 6d. cy. By steamers, 38 to 45 hours; cost now £5.

To QUEBEC.—To Halifax as above, 6 days. Quebec, 550 miles by railway, 22 hours. Cost, 46s. 2d. stg.—£2 15s. 6d. cy. Now, to Boston—38 to 44 hours. Boston to Quebec, 2 days. Passage about £1 10s. To Halifax, as above, 6 days. Boston, 24 hours, to New York 10 hours, making 34 hours. To New York,—7 days 10 hours. By steam direct from Valentia to Boston, 11 to 12 days. If the speed of 40 miles an hour were obtained on the railway, the time from Halifax to St. John, N. B. would be 6½ hours, Boston 15 hours, Quebec 14 hours, New York 24 hours. Time thence from Valentia to New York, 7 days!

1. Travellers from the West and Atlantic States to Europe. 2. Passengers and trade from province to province, on business or pleasure. 3. Emigrants from Great Britain to New Brunswick and to Canada. 4. Passengers and way trade from settlement to settlement. 5. Passengers for pleasure from the Provinces to the States and from the States to the Provinces. The travellers from the South now visiting Montreal and Quebec, would follow the route of the Lower Provinces, and return by the way of St. John and Halifax. 6. Light goods from Europe landed at Halifax for consumption in New Brunswick and Canada. 7. West India produce, rum, sugar, and coffee, from the Lower Ports to Canada. 8. Fish, &c., from the Lower Ports to the interior. 9. Canada produce from Quebec, for the supply of New Brunswick and Nova Scotia, flour, pork, beef, peas, &c. 10. Shipments of

Canadian produce from Quebec via Halifax and St. John to Great Britain.

RETURNS TO THE PROVINCES.—1. Actual profit on expenditure of three millions. 2. Increase of population and of skillful mechanics. 3. Increased value of real estate in the cities and throughout the line. 4. Increase of trade, agricultural improvement and facilities of mining operations. 5. Increase of exports to United States, cord wood—to West Indies, lumber, &c.—to Great Britain, deals, battens, &c. 6. Made the highway to Europe—and consequently the field of commercial speculation, both in the West and Atlantic States. 7. Effect in expanding and vivifying the Colonial mind and intelligence, placing our population on an equality with that of the New England States. 8. Beneficial effect on the administration of our local affairs—by creating union, a general feeling, and a wider field for the exertions of public men. 9. Large establishments may be formed in Halifax and St. John to supply the interior and Quebec with light goods from England and Europe—as at New York and in the cities at the mouth of the Elbe and the Rhine. Bulk will be broken in these, and goods pass into the interior to meet the demand. The supply being regular, the accumulation of large stocks, and the loss of interests thus saved.

RETURNS TO NOVA SCOTIA.—Of the annual cost of maintenance £217,500—Nova Scotia would be required to yield, say one-fourth, £54,375 per annum. Passengers from Truro and Amherst now 20s. and 40s. by stage, would be reduced to Truro by 1st class 5s. 3d., 3rd class 2s. 6d., from Amherst by 1st class 11s. 3d., by 3rd do. 5s. 8d. It would embrace all the travellers from the Eastern Counties, and from Prince Edward Island,—according to the present number of travellers, this would yield £18,400. See rates of fare along the line, Article 11, p. 13.

The freight of a barrel of Flour from Halifax to Truro now costs 5s. 3d. would be reduced to 6d.; a ton of Hay 30s. to 11s. 3d.; a chaldron of Coal from Onslow, more now than its value, to 6s. 3d.; 1 M feet of dry Lumber now 70s. to 7s.; a tub of Butter 60 lbs. now 1s. 9d. to 5d., and other articles in proportion.

Consumption in Halifax of Agricultural produce alone 25,000, at £12 10s. per head, £312,500. Say one-half from the East, £156,200. Say the freight of this—beef, pork, hay, oats, and potatoes—12½ per cent. value £19,525.

To these add—Freight of goods from Halifax to Amherst. Do. West India produce. Do. materials for shipbuilding. Do. deals, lumber, battens, &c., to Halifax, this would grow into a valuable trade. Do. cordwood for shipment to Boston, &c. Do. Coals from Onslow. Do. manures, marsh mud, limestone, &c. from the Basin of Mines to a circle of 10 or 12 miles round. Add to this the increase of trade and transit of passengers in consequence of the facilities of the Railway.

RETURNS TO NEW BRUNSWICK.—Trade and passengers from Dorchester, Sussex Vale, &c. to Saint John, agricultural produce, British goods and West India produce. Do. Peticodiac and thence to the coasts in the Gulf of St. Lawrence. Coal trade from the Grand Lake, Settlement of her Eastern territory. Timber trade, lumber, deals, battens, shipbuilding timber, short and long distances, from the interior to the shipping ports. Trade, passengers, freight, &c. upwards to Grand Falls and Madawaska for population and for lumbering parties. The minerals of New Brunswick are free for public enterprise and competition—those of Nova Scotia are held now by the General Mining Association of London. The Westmoreland coal field is 70 miles in length—the great coal field of New Brunswick extends over an area of 5600 square miles. It is believed that if an easier access were afforded, American capitalists would be induced to speculate in the coal fields and iron ores of this Province, and reduce the price of coals both there and in Nova Scotia. The Railroad would facilitate operations.

RETURNS TO CANADA.—Trade and passengers to River du Loup. Population on the line, 125,000. 30,000, capable of travelling, one trip each year to and from—60,000 passages at 10s. £30,000. Agricultural produce to Quebec, beef, pork, hay, butter, milk, fruit, poultry, &c. Cordwood, deals, battens, lumber, &c. £55,000 of British West India goods passed last year from Quebec across to Metis and Black River to supply lumberers. By the settlement of the forests to the South and East of River du Loup—these sources of revenue would be largely increased. A large portion of the wealthy classes from Quebec, Montreal, as far west as Toronto, come to the River du Loup to enjoy sea bathing—this travelling would be a large source of income.

[From Hunt's Merchants' Magazine.]

THE COST OF RAISING WHEAT.

In relation to the interesting subject of the cost of raising wheat in this country, we have received the following letter from an intelligent farmer of the western part of this State, commenting upon a paragraph in the Merchants' Magazine for October, 1846. It will be observed that the writer mistakes the point of our remarks. But we will let our correspondent speak for himself, and then proceed to show the irrelevancy of his statements.

FREEMAN HUNT, ESQ.—SIR: In your Commercial Chronicle and Review, for October last, the following passage occurs:—"The highest authority of the West states that wheat can be delivered in sacks, on the borders of the great lakes, at 16 cents per bushel, free on board, which would make a price of 40 cents in New York, or, allowing a large margin, 50 cents per bushel, free on board, which would be equal to 19s. 6d. per quarter, and this in quantities which can scarcely be limited."

I do not know to what authority you refer in this passage, but to any one practically acquainted with the cost of raising wheat the statement is certainly incredible. As this is a subject of some interest to the commercial public, and also to our foreign customers, who may be more or less dependent upon us for bread, and as I have had considerable practical acquaintance with the cost of raising wheat on one of the best wheat-growing farms in the best wheat-growing town of this State, I have thought it might not be uninteresting to the readers of your journal to state about the cost of raising a bushel of wheat in the most favored region of western New York.

Since noticing that statement I have visited some of the best and most favored localities of the West, during which I have had pretty extensive opportunities, both from personal observation and intercourse with practical men in the States of Ohio, Indiana, Illinois, Michigan, and Wisconsin, to get information on this subject; and I have no hesitation in saying, that wheat cannot be raised in any considerable quantities, nor in any quantities at all, for 16 cents per bushel. It cannot be raised for less than 35 to 45 cents per bushel. And I think it is very doubtful whether it can be raised to as good a profit in any of these States as in the most favored sections of our own New York.

It appears from the census of this State, that there are but two towns in the State that exceed an average of twenty bushels per acre, and for the State it is considerably less than that; but assuming that amount as average in the most favored localities, and I am satisfied that there is no section of any considerable extent that will, for a term of years, exceed that amount, either in this or the western States, I propose to state the expense of raising a bushel of wheat, yearly, in New York, from my own experience, and from observation and information derived from practical men of the West. The first item is the interest of the price of the land, which say for New York \$50 per acre, \$3.50; next ploughing, say twice, at \$1.25 per acre, \$2.50; then harrowing three times, 25 cents per acre, 75; seed one and a half bushels per acre, at 88 cents per bushel, \$1.31; sowing, 5 cents per acre; harvesting, about \$1.50; threshing, one-tenth at twenty bushels per acre at 88 cents per bushel, would be \$1.75; then there is drawing to market, which varies very materially according to the distance it has to be carried—my own costs me about 75 cents per hundred bushels, which would be about 15 cents per acre; then there is the wear and tear of teams and utensils of husbandry, which say 20 cents per acre; and I think most practical farmers will sustain me in having put the cost of the different items of expenditure low enough, and we shall have for the aggregate expenditure \$11.77, in round numbers \$12, which, on an average of twenty bushels per acre, would be 60 cents per bushel net cost.

At the West, the chief difference in the expense will be found to consist in the difference on the interest of the land, and the less price of wheat for seed; as the ploughing, harrowing, sowing, harvesting, &c. will cost about the same; and then the facilities for marketing are not generally so good in the Western States as they are here—indeed it is not uncommon to find men, even in the State of Ohio, who have to draw their wheat from thirty to fifty miles to market. Where this is the case, so far from being able to put their wheat free on board at 16 cents per bushel, it will cost them more than a moiety of that sum to perform the single item of drawing it to market.

One observation may I think be made which experience will justify:—that with a low price for wheat, say from forty to fifty cents, in the principal markets, the supply will always be limited; this arises from the supplies which lie at a distance from markets not coming forward, as they never can in any great quantities at such low prices, because the cost of transportation bears so great a ratio to the price received; but when the price rises higher, say from six to seven shillings, the supplies will be abundant, as these prices will enable holders at distant points to bring forward their whole supplies. The state of facts in last year was an exemplification of these remarks: in the early part of the season prices ruled low and the supplies were limited, but after the advance of prices in September, in consequence of the advances from England, they continued to flow with such an increasing volume, that prices of flour were depressed in New York to a lower point, and for a greater length of time, than were ever before known.

Wheatland, Monroe County, N. Y.

Our correspondent assumes that the wheat culture, in the State of New York, is a criterion for that in the localities to which we alluded, as being able to raise it at 17 cents. The fact of the ability of the lake shores to raise wheat at fifteen cents, was established before the American Institute last year. In our article, we said 17 cents, to make a small allowance. The first item in the calculation of our correspondent, of \$3.50, for interest, is one to which western culture is not exposed; on the other hand, that amount will buy the land in fee simple, and fence it. The breaking up of prairie land costs \$1.75 per acre, and the land is then ready for "sod grain," of which it will produce 20 bushels. The smooth lands of the western lake shores afford facilities for machine labor, that saves great expense in the items of harvesting and threshing, reducing them to half what our correspondent allows, and the item of seed is erroneous, inasmuch as that the quantity of seed corn should be deducted from the product, and the cost averaged upon the balance. Thus, the sum of his items is \$11.77; deduct seed corn, \$1.31—leaves \$10.46, which, on 18½ bushels, is 56 cents, instead of 60. In Wheatland, Monroe county, the residence of our correspondent, the average

product, according to the census of 1815, is 22 bushels to the acre, (which would make the cost 51 cents, instead of 60, as he has it,) and yet the population of that town decreased 5 per cent, in 1810 to 1815; and the production of wheat in that town was only 109,000 bushels in 1815, against 106,000, in 1810. It is to be observed that the items buying land, fencing, and breaking up, are incident to western farming only the first year, when the product is 20 bushels, and will cover the expense. After that, the light-ploughing, harrowing, threshing, harvesting, carting, drawing, wear and tear, &c., will, at the outside, reach \$4.50 per acre—but we will say \$5.00—and 30 bushels will be raised, from which deduct 2 bushels for seed, and 18 bushels will cost 17 cents each. This is the case with western farming, although our correspondent may be nearly right as to New York wheat. Again, in relation to the cost of wheat on the river counties of Illinois, an intelligent farmer, of large experience, stated to a member of the American Institute,* (in reply to a question as to the cost of producing a bushel of wheat in that region,) as follows:—

"To hire the land and all the culture, with every expense, it would not exceed, on an average, 30 cents per bushel."

Now, it will be supposed that these facts would produce results. Unfortunately for the State of New York, they have done so. Take the State census for 1840, and point off the eight largest wheat counties, and compare their product and population in 1810, with 1845, as follows:—

	WHEAT PRODUCED		POPULATION.	
	1810.	1815.	1810.	1845.
Cayuga.....	601,824	652,896	50,362	49,663
Genesee.....	911,596	1,025,218	59,605	57,294
Livingston.....	823,050	821,762	35,710	33,193
Monroe.....	1,074,320	1,338,585	44,718	45,634
Ontario.....	770,335	918,616	43,501	42,592
Orleans.....	680,302	692,127	25,015	25,845
Wayne.....	571,083	587,817	42,160	42,515
Yates.....	705,628	403,069	20,442	20,777
	6,137,838	6,441,090	321,538	317,613
Increase.....		303,252		
Decrease.....				3,935

The population for Monroe excludes the city of Rochester, and Genesee embraces Wyoming. Here is an actual decrease in the population of the great wheat-growing counties of New York. Let us now look at the large wheat-growing counties of Michigan:—

	WHEAT.		POPULATION.	
	1840.	1846.	1840.	1846.
Calhoun.....	176,630	10,599	15,749	
Cass.....	95,101	5,710	8,078	
Jackson.....	180,649	13,130	16,853	
Kalamazo.....	161,168	7,380	10,192	
Lenawee.....	167,891	17,889	23,011	
Oakland.....	264,965	23,646	30,238	
St. Joseph.....	131,451	7,068	10,097	
Washtenaw.....	216,597	23,571	26,979	
	1,394,452	109,183	141,247	
Increase.....			32,064	

There is no report of the wheat product of Michigan, with the census of 1845, but we may compare the exports of Detroit, St. Joseph's, and Monroe, as follows:—

	1841.		1846.	
	Flour.	Wheat.	Flour.	Wheat.
Detroit.....	180,000	51,000	464,092	114,397
Monroe.....	9,302	23,015	155,108	372,847
St. Joseph.....	68,600	90,612	129,333	235,645
Total.....	257,902	164,627	748,533	722,889

Now it is to be observed that the exports in bushels of wheat from those cities were 1,354,137 bushels, nearly equal to the product of the eight counties in 1811. If the exports in 1846 bear the same proportion to their products, the wheat crop of those counties must have increased 2,800,000 bushels, or 290 per cent, in the same time that the product of the New York counties has increased by 5 per cent, and the population decreased. These are the legitimate results of the figures we have pointed out in relation to the cost of wheat at the West. It will be observed that the argument of our correspondent, that low prices failed to call out wheat, holds true of New York; but the prices which did not remunerate the New York farmer, stimulated Western production in the manner we have seen, and New York farmers moved West to avail themselves of the difference. The Western ports nearly all show similar results. In 1841, Chicago exported, in flour and wheat, 935,000 bushels; and in 1846, 1,458,672 bushels. This large increase has been without internal means of communication, and mostly in seasons of low prices. Last June flour in New York was under \$4. Next spring the Illinois and Indiana canals will throw open vast tracts of land, capable of cultivation at the low figures we have named.

* See New New York Farmer and Mechanic, Vol. IV., p. 138—1846.

LOCAL AND PROVINCIAL INTELLIGENCE.

The papers are more than usually barren this week, though they present one good indication in paying more attention to matters connected with the trade of the country. The Usury Laws, in particular, continue to attract attention, and last night a lecture on this subject was delivered before the members of the Mercantile Library Association, by the Hon. H. Sherwood.—Rumours have during the past week been circulated, and generally repeated through the newspapers, to the effect that the Governor General has renewed the attempt made by his predecessors to induce the French Canadians, or rather their leaders, to assist him in carrying on the Government, and that the attempt has not succeeded.—It is also rumoured and generally believed that Mr. Rolland has received the appointment of Chief Justice of the District of Montreal, vacant by the death of Mr. Valliers, and that the Puisne Judgeship left by this promotion has been given to Mr. Attorney General Smith.—A correspondent of the *Cobourg Star*, a gentleman of great experience in mercantile affairs, complains of the great want of good and commodious store houses in Kingston and Montreal, to contain the flour sent down from Canada West. He states from experience that thousands of barrels lie exposed for days at both these places, much to the injury of the owners, and to the character of the mills.—Upper country papers announce the death of Mr. Geo. Menzies, editor and proprietor of the *Woodstock Herald*, a clever political writer, and poet of no ordinary mind. Mr. Menzies was in the 51st year of his age.—On Saturday last, Mr. Richd. Evans, a respectable inhabitant of Rougemont, St. Cesaire, was drowned in crossing with a span of horses on the ice over the River Richelieu, on his way home from Chambly, where he had been transacting some business.—John E. Mills, Esq., has been re-elected Mayor of Montreal.—Captain Jones, and the Officers, non-commissioned Officers and Men of the Queen's Light Dragoons, have made the munificent donation of Fifty Pounds to the joint Irish and Scottish Relief Fund.—The Congress of the United States has placed at the disposal of Mr. Polk all the war supplies asked for, including three millions of dollars for Secret Service Money—really, it is well understood, to bribe the Mexican leaders. Armed with this, Mr. Benton has gone to the seat of war, as Diplomatic Agent, to negotiate or fight, as the case may require.—We have inserted in to-day's paper the Appendix to a pamphlet just sent forth by Mr. Young, of Halifax, on the subject of the proposed railroad between the former city and Quebec. This is a question to which public attention is being daily more and more turned, and we shall endeavour to make it a matter for consideration in our columns—viewing it rather as a national than as a commercial work.—We would direct attention to an advertisement inserted in another column, calling a public meeting for the erection of a House of Industry—an establishment which is much wanted in Montreal, both for the purposes of humanity and to protect the public from imposition.

THE MARKETS.

MONTREAL. Friday Evg., March 12.

Ashes are firm at 27s. 6d. for Pots, and 27s. 9d to 28s. for Pearls, Flour.—There have been several large transactions at 31s. 9d. for delivery in May, and 31s. 3d. in June.

Provisions are dull at former quotations, with a slight downward tendency.

Exchange.—Best private bills have been sold at 7 per cent, but that rate is not now obtainable.

AGENTS FOR THE CANADIAN ECONOMIST.

- UPPER CANADA.
- London, - - - Mr. Thomas Craig, Bookseller.
 - Woodstock, - - - Mr. James Laycock.
 - Brantford, - - - James Wilkes, Esq.
 - Hamilton, - - - Messrs. Ramsay & M'Kendrick.
 - Port Dover, - - - Mr. Alfred Buckwell.
 - Toronto, - - - Mr. James F. Westland.
 - Whitby, - - - Mr. Gavin Burns.
 - Darlington, - - - Mr. Josiah F. Marsh.
 - Port Hope, - - - David Smart, Esq.
 - Bellville, - - - John Ross, Esq.
 - Cobourg, - - - Mr. Lewis.
 - Kemptville, - - - Joseph Leeming, Esq.
 - Peterborough, - - - W. S. Conger, Esq.
 - Kingston, - - - Messrs. Ramsay, Armour, & Co.
 - Brockville, - - - Wm Mathie, Esq.
 - Prescott, - - - W. B. Wells, Esq.
 - Cornwall, - - - Mr. L. N. Putnam.
 - Martintown, - - - M. John R. Smith.
 - Williamstown, - - - Mr. John Wright.
- LOWER CANADA.
- St. Johns, - - - Messrs. Mott & Pattee.
 - Three Rivers, - - - Mr. Stubbs, Bookseller.
 - Quebec, - - - Mr. William Lane.

HUNT'S MERCHANTS' MAGAZINE, And Commercial Abstracts.

BY FREEMAN HUNT, EDITOR & PROPRIETOR. PUBLISHED MONTHLY. AT 142 FULTON-STREET, NEW-YORK. At Five Dollars per annum, in Advance.

THE "MERCHANTS' MAGAZINE AND COMMERCIAL REVIEW" will continue to include in its design every subject connected with Commerce, Manufacture, and Political Economy...

Our means of enhancing the value of "The Merchants' Magazine and Commercial Review" are constantly increasing; and, with new sources of information, an extending correspondence abroad, and other facilities which seven years' devotion to a single object have enabled us to make available...

UNITED IRISH AND SCOTTISH RELIEF FUND.

THE Joint Committee has named as Treasurers Messrs. J. G. McKENZIE and THOMAS RYAN, who will receive Subscriptions at their respective Offices...

The following gentlemen have been appointed Collectors in the several Wards, with power to add to their number...

EAST WARD.—T. B. Anderson, J. G. McKenzie, and Thomas Ryan.

CENTRE WARD.—John Matheson and William Murray.

WEST WARD.—James Fortier, Edmund A. Meredith, Benjamin Holmes, and George Elder, Junr.

ST. ANN'S WARD.—Wm Workman, Wm Speirs, L. H. Holton, and John Tully.

ST. AN POLYX WARD.—Wm. Cornack, Henry Mulholland, Wm. Rodden, and Michael O'Meara.

ST. LAWRENCE WARD.—James Mathewson, Robt. Campbell, W. B. Cumming, and P. Drumgoole.

ST. LEWIS WARD.—Hew Ramsay, John Ward, and John Holland.

ST. JAMES WARD.—Bryan Hayes and George Elder. ST. MARY WARD.—Neil McIntosh, William Parkyn, and Thomas O'Brien.

Montreal, 19th February, 1847.

UNITED IRISH & SCOTCH RELIEF FUND.

NOTICE. THE Public are hereby cautioned against paying Subscription, in aid of this Fund, to any Collector but those authorized by the Joint Committee to receive them...

EDMUND A. MEREDITH, February 19, 1847. Secretary to the Committee.

FOR SALE.

TEAS Twankay, Young Hyson, Gunpowder and Souchong, in boxes, Molasses, Heavy, Martell's Cognac Brandy, Sicily Marsala Wine, Boston and New England Oils, Olive Oil, English Glue, Plug Tobacco, Pimento, and Pepper. Patent Sperm Candles, from the Manufacturer. STEPHENS, YOUNG & CO. 20th August, 1846.

HOUSE OF INDUSTRY.

To His Honor the Mayor of Montreal. WE, the undersigned request that you will call a PUBLIC MEETING of the INHABITANTS of the CITY of MONTREAL, at your earliest convenience, to take into consideration the propriety of establishing a HOUSE OF INDUSTRY in this City, on a broad and liberal basis. Montreal, 8th March, 1847.

- Peter McGill, M. L. C. Adam Ferris, M. L. C. L. H. Lafontaine, M. P. P. George Mollett, M. P. P. A. N. Morin, M. P. P. James Leslie, M. P. P. Jacob DeWitt, M. P. P. C. C. S. DeBeury, M. P. P. Walfrid Nelson, M. P. P. B. H. Lemoine, M. P. P. L. T. Drummond, M. P. P. C. S. Chretien Oliver Bethelot Toussaint Peuter Alex Buchanan B. W. Monk Jos. Bourret Francis Hlocks Pierre Beaubien Wm. Lunn Alexis Laframboise Benjamin Holmes Geo. P. Parlier J. A. Bertholet Hugh Taylor Henry Judah N. Dumas Albert Foreiss M. J. Hays I. O. LeGourneur R. A. R. Hobert John Costner, Unitarian Minister William Workman Geo. Frothingham, William Bristow, Francois Perrin, Alfred Laroque, Alex. Urquhart, R. L. McDonnell, M. D. Joseph Valeo, Andrew Shaw, Geo. Hagar, Hubert Paré Benjamin Brewster, Henry Mulholland, James Scott, S. C. Monk, L. H. Holton, Robert Easton, C. S. Rodier, W. B. Cumming, N. Valou, H. D. Smith, J. B. Bonner, J. H. Evans, Theo Workman, Edwin Atwater, John Tully, D. P. Drumgoole, Charles Wilson, E. C. Tuttle, Charles Curran, Francis Clarke, A. Couillard, Olivier Frochetto.

MONTREAL, March 11, 1847. In compliance with the above Requisition, I hereby call a PUBLIC MEETING of the Inhabitants of the City of Montreal, to be held in the COURT HOUSE, on TUESDAY next, the 16th instant, at THREE o'clock, p m JOHN F. MILLS, Mayor.

NOTICE.

OFFICE OF THE ST. LAWRENCE AND ATLANTIC RAIL-ROAD CO. Montreal, 8th January, 1847.

THE Proprietors of Shares in the Capital Stock of the St. Lawrence and Atlantic Rail Road Company are hereby notified, and required, to pay to the Treasurer, at his company's office, No. 18 Little St. James Street, in this city, the SECOND INSTALLMENT of FIVE POUNDS SIXTY SIX SHILLINGS Currency per Share, on or before the 4th day of February now next ensuing. By order, THOMAS STEERS, Secretary & Treasurer.

FORWARDING NOTICE.

ON the OPENING of the NAVIGATION next Spring, the Undersigned will charge the following RATES OF FREIGHT between Montreal and Kingston.— UPWARDS.

Table with 2 columns: Item and Rate. Items include Pig Iron, Brick, Coal, Salted Fish, Pitch, Tar, and Rosin; Bar Iron; Heavy Hardware, Groceries, Crockery, Rod, Hoop, and Sheet Iron, and Boiler Plate; Dry Goods, Glass, and Powder; Salt, in bags or barrels—per bag or barrel. Rates range from 1s 0d to 1s 6d.

Table with 2 columns: Item and Rate. Items include Flour, per barrel; Pork and Beef, per barrel; Tobacco, per hhd.; Butter and Lard, per keg; Wheat and other Grain, per 60 lbs; Other Property in proportion. Rates range from 1s 0d to 1s 6d.

Insurance, extra.— M'CPHERSON, CRANE & CO HOOKER, HOLTON & CO H JONES & Co: December 11th, 1846.

"CANADA" WINDOW GLASS.

THE Subscriber is now prepared to supply Orders for all sizes and qualities of WINDOW GLASS, manufactured at the "Canada Glass Works," St Johns, C. E., to the extent of 10,000 BOXES. EDWIN ATWATER, 193, ST PAUL STREET May 2nd, 1846.

COMMISSION AGENCY.

THE undersigned beg to inform Purchasers in the QUEBEC MARKET that they are prepared to execute ORDERS for FISH, OIL, or WEST INDIA PRODUCE, at a Moderate Commission. ALPORT & GLASS. Quebec, 3rd Sept. 1846.

NOTICE.

THE Partnership heretofore existing between HARRISON STEPHENS, JOHN YOUNG and ROMEO H. STEPHENS, under the Firm of STEPHENS, YOUNG & CO., was this day DISSOLVED by Mutual consent. All Debts due to and by the said Firm, will be settled by JOHN YOUNG and BENJAMIN HOLMES. HARRISON STEPHENS, JOHN YOUNG, ROMEO H. STEPHENS. Montreal, 31st August, 1846.

NOTICE.

THE BUSINESS hitherto carried on by Messrs. HARRISON STEPHENS, JOHN YOUNG, and ROMEO H. STEPHENS, will be CONTINUED by the said Partners, under the Firm of STEPHENS, YOUNG & CO. JOHN YOUNG, BENJAMIN HOLMES. Montreal 31st August, 1846.

THE Subscribers have constantly on hand — FLOUR, INDIAN MEAL, CODFISH, BUTTER, CORN, CHEESE, LARD, SALMON. A few Boxes Patent Hive HONEY, and a Choice Assortment of DRY GROCERIES, for the supply of Families. D. P. JAMES & CO. Corner of St. Paul & St. Gill Streets.

BIRMINGHAM AGENCY.

THE SUBSCRIBER AGENT for SAM'L A. CODDARD & CO. is to be found in the Rooms of the FREE TRADE ASSOCIATION, No. 3, St. Sacrament Street. WILLIAM HEDGE. Montreal, 30th May, 1846.

GLOBE INSURANCE CO. OF LONDON

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CAPITAL, ONE MILLION STERLING. The whole paid up and invested, thereby affording to the Proprietors security against further calls, and to the Assured an immediate available fund for the payment of the most extensive losses; and therefore no person insured by this Company is liable to be called upon to contribute towards the losses of others as with Societies established on the principle of MUTUAL INSURANCE. No Entrance Money or Admission Fees required from persons effecting Life Insurances. Officers in the Army or Navy are not charged with any additional Premium, unless called into active service. Policies for the whole term of Life will be purchased on terms to be agreed on with the parties interested, should they be desirous of surrendering them to the Company. The undersigned are authorized to insure Fire and Life Risks on very advantageous terms, and to settle Losses without referring them to England.

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