

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Cover title missing/
Le titre de couverture manque

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/
Transparence

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Quality of print varies/
Qualité inégale de l'impression

Bound with other material/
Relié avec d'autres documents

Continuous pagination/
Pagination continue

Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/
Comprend un (des) index

Title on header taken from: /
Le titre de l'en-tête provient:

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

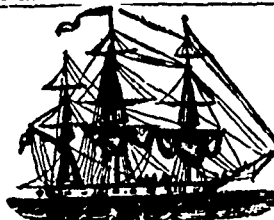
Additional comments: /
Commentaires supplémentaires:

Wrinkled pages may film slightly out of focus.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12X	16X	20X	24X	28X	32X

CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 18TH JULY, 1846.

[No. 12.]

CONTENTS.

- | | |
|--|---|
| 1.—Free Trade Association.—Report. | 7.—Miscellaneous Extracts. |
| 2.—The Pilot and the Agricultural Protective Duties. | 8.—Intelligence—General and Local |
| 3.—Shall Canada retain the Carrying Trade? | 9.—Shipping Intelligence. |
| 4.—Free Traders require a Representative. | 10.—Markets.—English, New York, and Montreal. |
| 5.—Speech of Lord Lyttleton. | 11.—Prices Current, &c. |
| 6.—United States Tariff. | 12.—Advertisements. |

THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 18TH JULY, 1846.

FREE-TRADE ASSOCIATION.

At a General Meeting of the Free-Trade Association, held yesterday morning, at their Rooms, 3, St. Sacrament Street, John Young, Esquire, Chairman of the Association, presiding, the following Report of the Committee appointed at a meeting of the Council held on the 26th of June last, was presented:—

REPORT.

The intelligence received by the last English steamer, of the adoption in all its integrity by the House of Lords of the Corn Bill introduced by Sir R. PEEL, renders its final passage, which for some months past has been to a certain degree a subject of speculation, a matter of certainty; and it now becomes the duty of the Council of the Free-Trade Association to point out the consequences of that measure to the trade of this province, the means by which the evils, if any, likely to flow from it, may be mitigated or averted, and the benefits which may be deduced from it may be secured.

It can scarcely be denied, that under the protective system of Great Britain, and more especially under the Imperial Act of 1843, the application of the capital of the country to the growth and manufacture of breadstuffs for export to the mother country, has been artificially encouraged, and that the sudden and almost total withdrawal of the protection conferred on Canadian wheat and flour, has occasioned considerable losses to many, who, calculating on its continuance, were induced during the past winter to pay higher prices to the Canadian farmer than a prudent estimation of the prospects of the British markets would otherwise have warranted.

The Council of this Association, in making this statement, is not actuated by any desire to impugn the conduct of the British Ministry, or to question this exercise of the right of legislation which the Imperial Parliament undoubtedly possesses. They acknowledge that the paramount duty of the Government is to provide for the happiness and prosperity of the whole people, and they are sensible that such results can often only be obtained at the expense of much individual sacrifice. To the consequences of the fluctuations in the commercial system of Great Britain they must, as colonists, submit; and on this occasion they feel bound to state their conviction of the soundness of the principles on which her new commercial policy is based, and of their applicability, not only to the trade of Britain, but to that of the whole world.

But whilst the Council of this Association acquiesce on general grounds in the right and the expediency of the British Government withdrawing from this her colony the exclusive privileges she has hitherto enjoyed, they must, as a consequence, claim the removal of all restrictions on our trade with foreign nations, in the shape of discriminating duties with a view to protect British manufactures; in other words, that we may be free "to buy in the cheapest, and sell in the dearest markets."

That the British Government is prepared to concede, nay invites, this freedom of trade, may be fairly inferred from the whole tenor of the observations of the Ministry in the recent debates in the Imperial Parliament, and more especially from the following passage in the Despatch from the Colonial Secretary, Mr. GLADSTONE, to the Governor-General, dated 3rd March last, and reiterated in his subsequent Despatch to the same of 3rd June:—

"The desire of Her Majesty's Government is that the trade of Canada may, in all respects, approach as nearly to perfect freedom as the dispositions of its inhabitants and the exigencies of the public revenue there may permit."

Even without such a declaration, this Association would have relied with confidence, for the concession of this our claim, on the sense not only of justice but of liberality which characterises the conduct of Great Britain towards this colony. That sense of justice must indubitably prevent her from exacting a privilege or protection for her products and manufactures which she no longer yields to ours; and that feeling of liberality must deter her from continuing the shackles on our commerce which she has removed from her own.

Hitherto the amount of protection conceded to the products of Canada in the British markets has been so great as to throw into the shade the advantages which British products have enjoyed in this market,—at least such has been the prevailing opinion; but the following table, shewing at one view the discrimination which our tariff makes between British and Foreign, in some of our principal articles of import, amply proves that the inhabitants of Canada have not been lightly taxed in return for that protection:—

ARTICLES.	Foreign.	British.	Discrimination.
Books.....	12 per cent.	5 per cent.	7 per cent.
Candles, Spenn.....	{ 15 p. cent. & 2d. p. lb.	2d. per lb.	15 per cent.
" Wax.....	{ 7 p. cent. & 2d. p. lb.	2d. "	7 per cent.
" other kinds.....	{ 7 p. cent. & 1d. p. lb.	1d. "	7 per cent.
Coffee.....	{ 5s. p. cwt. & 1d. p. lb.	1d. "	5s. per cwt.
" Roasted.....	{ 5s. p. cwt. & 2d. p. lb.	2d. "	5s. per cwt.
Glass & Glassware.....	20 per cent.	5 per cent.	15 per cent.
Harness.....	12 "	5 "	7 "
Hardware.....	12 "	5 "	7 "
Hats, Leather, Woollen, Cotton.....	12 "	5 "	7 "
Hats, Silk.....	20 "	5 "	15 "
Iron, except Pig.....	12 "	5 "	7 "
Jewelry.....	12 "	5 "	7 "
Leather manufactures.....	12 "	5 per cent.	7 "
Machinery.....	17 "	10 per cent.	7 "
Musical Instruments.....	12 "	5 per cent.	7 "
Manufactures, Cotton Linen, Woollen.....	12 "	5 per cent.	7 "
Oakum.....	7 "	Free.	7 "
Oil, Fish.....	16 "	1 per cent.	15 "
Oil Cloth.....	12 "	5 per cent.	7 "
Paper manufactures.....	12 "	5 per cent.	7 "
Spirits, Rum.....	1s. per gallon.	6d. per gallon.	6d. per gallon.
Brandy & other Spirits.....	2s. 3d. p. gallon.	1s. 3d. p. gallon.	1s. per gallon.
Sugar, Refined.....	{ 20 p. cent. & 2d. p. lb.	{ 10 p. cent. & 2d. p. lb.	10 p. cent.
" Muscovado & Bastard.....	14s. 4d. p. cwt.	9s. 4d. p. cwt.	5s. per cwt.
Sugar-Candy.....	{ 20 p. cent. & 2d. p. lb.	2d. per lb.	20 per cent.

On most articles of import not included in the above Table, there is a protection in favor of British goods, varying from 4 per centum upwards; and on all Foreign articles, from the warehouse in the United Kingdom, 25 per centum of the Imperial Duty is remitted.

But important to the future prosperity of this province as this Council deems the abolition of discriminating duties to be, that question sinks into insignificance when compared with that of the opening of the navigation of the St. Lawrence to foreign nations. That river is obviously the most essential element of our power, and on the use we make of the natural advantages it affords, will mainly depend our future position as a commercial country. The natural outlet for the products of the Western States, a country but newly sprung into existence, and yet numbering already upwards of four millions of inhabitants, shall its full capabilities be made available? Shall we, possessing this great highway to the ocean, succumb without at least a struggle to our competitors in the race for commercial preëminence? It is true that we shall have to

content against difficulties which the energy and enterprize of our neighbours have interposed. It is true that railroads and canals are being constructed to branch out in every direction from the stream of the St. Lawrence, in order to divert that produce to the ports of the United States, which would otherwise be brought to our own ports for shipment. Nor is the rivalry of our competitors confined to the construction of these public works. In order to make them profitable, she modifies her fiscal system, so as to allow our articles of merchandize to pass through her territory free of duty, both from and to the Atlantic Ocean. How are we to meet and counteract this interested but enlightened policy? Simply by adopting a similar course of action. We must in like manner remove every obstacle in the way, and hold out every possible inducement to the inhabitants of the United States to pass their merchandize through our country. Instead of hermetically sealing to their ships the outlet of the St. Lawrence, we must offer to them the FREE NAVIGATION of its waters, subject only to such a moderate imposition in the shape of tolls, as will suffice for the annual expense of keeping the canals in repair, the payment of the interest of the money expended in their construction, and the appropriation for the sinking fund for the redemption of the debt incurred. The amount required to be raised annually for these purposes would amount to about £100,000; a moderate impost, and easily collected with an enlarged commerce along this route, as must be admitted, since the revenue derived from tolls on the Erie Canal is about £600,000 per annum.

That by this means the St. Lawrence can advance ageously, as regards economy, compete with any other route, can scarcely be doubted. In the first place, (no trilling saving, especially in grain, flour, and other bulky articles,) goods may be conveyed without transshipment from their original port of embarkation to that of their destination; whereas, by the other routes, there must be two transshipments before the goods can be landed in a shipping port. Secondly, The large size of the vessels which can be employed on the St. Lawrence route, in comparison with those on the other, will enable the former to convey goods at a very much cheaper rate of freight than by the latter. Thirdly, The small amount of canal navigation, by the St. Lawrence, in comparison with that by the Erie route, is a decided advantage to the former; as the following statement, extracted from the Journals of the New-York Legislature, will evince:—

“Even at the present reduced rate of toll on the Erie Canal, river transportation has the advantage by more than 300 per cent. The charge upon the transportation of wheat per bushel from Troy to New York is 3 cents, while the same transportation for a like distance upon the canal, cannot be effected for less than 10 cents.”

The comparative claims to public support of the two routes, are clearly exemplified in the following table:—

	Distance Miles	Size of Canal & Locks Feet	Canal Miles	Lake and River Miles	Lockage Feet	Trans- shipment
Buffalo to New York	508	70 by 7, 120 by 24	363	145	698	2
Port Chibouche to Montreal	363	110 by 10, 150 by 26.6 (Windsor), 200 by 45 (Cornwall), 200 by 45 (Beauharnois).	68½	295	533	None.

Under this aspect, need we despair of succeeding in directing through the St. Lawrence a large proportion of the exports and imports of the Western States and of the upper portion of the Province? But it can only be done by making this the cheapest route: to that object every other must yield. Competition in every form must be encouraged—the employment of capital, British or foreign, must be invited—and if the foreigner can transport our produce, or that of our neighbours, to or from the shipping ports the cheapest, he must not be thwarted or impeded under the plea of protection to native industry, or under any of the other pretences which are used to perpetuate monopoly and its concomitant evils.

The Council trusts that a representation of the injury to this Province, arising from the restrictive character of the British navigation laws, is all that is requisite to induce the British Ministry to cause their modification, so far as respects this colony. Their baneful influence has, more especially during the present year, been felt both in our export and our import trade. Such has been and is the scarcity of British vessels, adapted to the conveyance of wheat and flour, in the ports of Quebec and Montreal, that freight has advanced fully fifty per centum beyond the remunerating or average rate. Now, had those laws permitted, foreign vessels could have been procured in the ports of the United States, at moderate rates, (as is manifest from the low freights between New York and Britain,) to convey the produce to its destined market. Is it not obvious that we are thus placed in a much less advantageous position than foreigners, in being taxed to support British shipping, and that that tax offers great encouragement to the western producer to send his goods via the United States, rather than by the route of the St. Lawrence?—Thus this Colony is labouring at the same time under the twofold inconvenience, of removal of Protection, and prohibition of Free Trade!

The like evil is severely felt in the import trade of the province, and is exemplified in the article of Muscovado sugar, of which

our supplies are now principally derived from the Spanish islands. The navigation laws, on which we now animadvert, prevent our importing foreign commodities in any but British ships, or ships of the country where the goods are produced. Now, Spain has little shipping, and none suitable for the trade with America, and there are no British vessels to be met with in the Spanish islands. The importer of a cargo of sugar to this Province is thus compelled to charter a British vessel from some distant port, to proceed in ballast, to convey the cargo, for which he pays a freight of, say, 4s. per cwt., or fully 25 per cent. on the prime cost of the article, whilst there are fleets of American vessels on the spot, which would convey it at one half that rate. Can he, then,—drawing his supplies of sugar in this circuitous and expensive method,—compete in the Western market with the merchant of the United States? Obviously he cannot; nor need it be matter of surprise that the trade, which, under a free system, would flow through the St. Lawrence, is thus diverted to other channels.

The article of sugar is a pregnant illustration of the injurious effects of the navigation laws on our import trade; but the remarks applicable to it apply also, to a certain extent, to every other article of foreign production. Why is there a discrimination of 25 per cent. in the sterling duty on foreign goods, between such goods when imported from the bonded warehouses in Britain, and when direct from a foreign country? Is not such a discrimination in favour of the former, *pro tanto* a bounty to New York in opposition to Quebec or Montreal? And can we be surprised that, under this insane and suicidal policy, the commercial connection of Canada West with New York is extending year by year, and with our cities is proportionably diminishing?

This Committee, it will be observed, in making the present report on the commerce of the country, has refrained from touching on any of those topics which lie immediately within the scope of the provincial authorities. These open a wide and important field of investigation, and must form the subject of a future report. The present, relating to subjects imperial in their character, and on which the action of the British Government may with propriety be sought, is deemed advisable to lay before the members of the Free Trade Association with the least possible delay, under the conviction that they will take such proceedings upon it as the urgent circumstances of the case may justly render expedient.

The whole nevertheless submitted.

Montreal, 17th July, 1846.

Whereupon it was moved by J. T. Brondgeest, Esq., seconded by George Elder, junr., Esquire, and resolved—

“That the Report which has just been read, be received and adopted.”

Moved by W. B. Cumming, Esquire, seconded by C. D. Shaw, Esquire, and resolved—

“That a Memorial founded on the Report just received be drawn up, and transmitted through the Governor General to the Colonial Secretary, the Right Hon. W. E. Gladstone.”

Moved by L. H. Holton, Esquire, seconded by D. M'Avish, Esquire, and resolved—

“That John Glass, William Bristow, and John Young, Esquires, be a Committee to prepare the said Memorial, and present the same to His Excellency, requesting that he will be pleased to transmit it to the Colonial Secretary.”

In accordance with the above Resolutions, the Deputation named by the meeting, waited on His Excellency at the Government House, at 2 o'clock yesterday afternoon, and presented him with a Memorial based on the foregoing Report.

W. H. FLEET,
Secretary.

THE 'PILOT' AND THE AGRICULTURAL PROTECTIVE DUTIES.

We noticed in our last number an article which appeared in the *Pilot* of the 9th, elicited by some remarks that had previously appeared in our journal in relation to the 3s. duty imposed on wheat imported into Canada, and to the duties on agricultural produce generally.

With reference to the former, our contemporary says, “The *Economist* does not view the frontier duty of 3s. per quarter in the same light that we do”; and after some further remarks applying especially to the *Gazette*, and which we confess we do not understand, from not having seen the “ingenious” arguments referred to, he comes back more particularly to ourselves, and denies what we assert, viz., that the English market, by the new Corn Bill, is rendered practically open to the world. Our contemporary must observe, that we have assumed from the outset of our career that Sir Robert Peel's Corn measure would become law; and our arguments have all been founded on that assump-

tion. Taking this, then, for granted, viz. that Peel's measure must pass, nay, is probably already passed, throwing the markets of England *absolutely* open to the world at the end of three years, and *virtually* open from the late of the Queen's assent to the measure, we contend that the premises of our former article are unassailable; and therefore that our conclusion, which the *Pilot* admits "it would require no argument to prove," must be held to be established; viz. that the 3s. duty in question is inoperative as regards prices, and hence superfluous, but nevertheless injurious, as embarrassing and restricting commerce.

For the sake of argument, however, we will suppose that the new Bill in question does not virtually lay the markets of England open to the world, that a scale sliding *theoretically* from 4s. to 10s. per quarter, but *practically* from 4s. to 6s. per quarter, will present an effectual barrier to the wheat and flour of the United States; still we maintain that it is our interest, the interest of Canada, to remove the frontier duty of 3s. per quarter. And why? Because it is clear that the surplus produce of the West which would find its way to England, via Canada, were that duty taken off, will equally find its way to England with that duty on it, by being ground in bond and forwarded to England as Canada produce. Hence the argument falls to the ground that the keeping up of that duty will diminish the supply for the English market, and thereby enhance prices. That point being thus demolished, it follows that nothing can be urged in support of this 3s. duty. Why then argue for it, why attempt to maintain it, deluding the agriculturist with the idea that it is for his benefit? Better reject it at once, and let him know the ground he stands on—let him know that in competing with his American rival he has nothing to depend on but his skill, industry, and capital. The sooner, we affirm, that he knows this, the better for him; because he will turn his attention the sooner to those practical improvements on which he must rely for success, if he wishes to maintain his footing in the English market. He will take care that Government do their duty in furnishing him with roads, canals, and such like, and that they provide him with suitable means for educating his children, that they may be able to maintain a successful competition with the well-educated rising generation of the American Union. We agree with our contemporary for the sake of truth, and not for controversy; and we rely on his candidly admitting our conclusions, unless he can prove our reasoning to be faulty.

As respects the differential duties, we are glad to see that our contemporary agrees with us that they should be abandoned, and also that the navigation laws with reference to Canada, if not the empire at large, should meet the same fate. Is it not absurd, is it not monstrous, that the Canadian merchant, miller, and farmer, should be sacrificed for the benefit of the ship-owner? Is it not monstrous that we should be compelled to pay British ships 6s. per barrel for carrying our flour to England, while American vessels could be got to do it for 3s., if we were only allowed the *privilege* of employing them. Our trade is paralysed, our best interests sacrificed, by these intolerable, these monstrous laws.

There are other points which we would fain advert to in this article, but we find that our remarks have already overrun our limits.

SHALL CANADA RETAIN THE CARRYING TRADE?

The question still continues to be put by every one,—Are we likely to retain the Carrying Trade of Produce by the St. Lawrence? and in all likelihood, as is too frequently the case in such circumstances, the community will content themselves with simply putting the question, when all the while, by a little well-timed cooperation and exertion, they might be contributing to give it a practical solution in the affirmative.

"Are we likely to retain the Carrying Trade of Produce by the St. Lawrence?" Some individual of a sanguine temperament will at once answer, "Not a doubt of it. Nature has not conferred on us that magnificent river, with its noble chain of lakes, stretching 2000 miles from the ocean into the interior, and capable of floating on its ample bosom innumerable vessels—thus producing as it were beforehand, for the settlers of the remote region of the West, a natural outlet for the treasures of the soil—for mere ornament." Others again, will reply as decisively in the negative, while they enlarge on the intricacies and expensiveness of that navigation, and the superior advantages of the Southern route to the Atlantic. But the greater number, perhaps, will listen to the question perplexed and anxious, not knowing how to reply, but supinely leaving it for the future to decide.

Now there is no denying that this is a most important question,—the most important perhaps that could be put affecting the interests of Canada,—and further, it is not to be denied that some difficulty attends the solution of that question. A great deal must be left to uncertainty in almost any discussion regarding it. The question of profit or advantage as between the transit through Canada and that through the United States, is so narrowed and equalized, that it is impossible to predicate with anything like precision which of

the two routes will ultimately carry the day. And it is this circumstance which gives the question much of its importance. The race is to the keen, and just in proportion are the eagerness and interest of the speculators, and of those who are to participate in its results.

To ourselves the question ever since it was raised, has proved of the deepest interest. It involves a great struggle. It suggests a field on which rival nations are to fight, not by force of arms, but peacefully, yet strenuously and energetically, for a commercial advantage. It will be a warfare of some continuance, for the question is not to be decided in a day; and it will be the means of mustering into action energies which, in ordinary circumstances, lie latent, and of implanting habits of enterprise and activity which are the offspring of a common necessity.

We are of opinion that Canada will retain the transit trade, just because in such a contest she possesses the greater elements of strength. Nature has been lavish upon her, and art has no less ministered to her success. She has at her control a splendid river, and canals as splendid supply all the deficiencies of the navigation.

But while we are of this opinion, the triumph we believe will not be secured without something to be done,—we should say a great deal to be done.

In a question of this kind there is commonly some salient point—some great *if*—implied, before anything like an answer can be vouchsafed. There is such a condition here.—It opens up another question. Success being dependant on cheapness—can produce be carried to England more cheaply by Canada than by New York?

In the pages of this journal calculations have at different times been adduced, showing the relative cost of transporting corn by these routes. These calculations were prospective, that is to say, they were based not upon the present circumstances of the country as regards cost of transportation, but what these circumstances will be when certain contemplated improvements have been carried into effect.

We think it has been shewn, that it is quite possible for such reductions to take place in the cost both of our internal forwarding and in our outward freight, as would enable us to compete successfully with New York.

But here occurs the salient point of the original question. If Canada is to retain the carrying trade, there must be *free competition*. We cannot carry on a free commerce with hands that are bound. If buying and selling are to be exempt from shackles of every kind, so must be exchanging.

Is there any doubt of our meaning? We shall speak more plainly, although but a short time ago the assertion would have been stigmatized as something like treason.—**WE MUST HAVE A REPEAL OF THE NAVIGATION LAWS!**

In our next issue, we shall take up the consideration of this question.

FREE TRADERS REQUIRE A REPRESENTATIVE.

Every day makes it clearer to our mind, that Free Trade will not prosper in our Legislature till the Free Trade party return to Parliament a representative of their own; a man selected from their ranks for his ability and character, and his earnestness in their cause. At present, there is not a member in Parliament to whose guidance the great cause can be committed. Mr. Cayley is the only man in the ministry who pretends, or can without presumption pretend, to explain to the House of Assembly the nature of the measures which the commerce of this colony requires for its advancement. And he either has not grasp of mind enough to become a Free-Trader, or he wants boldness to avow his sincere convictions. Nor is there another on either side of the house, who has given signs of greater aptitude for the office,—one which demands at this crisis the highest order of intellect, practically and scientifically trained for the great and arduous duty of reforming the commercial system of this country. The city of Montreal should be represented by a man coming up to that high standard; and hence one of the highest duties which the Free Trade Association has to perform is to produce such a man, if they have to search for him from one extremity of the Province to the other. Our present city members are certainly unsuited for the task. One of them possesses no commercial knowledge that can be useful to the state, and has very little weight, even politically, that could advance our cause. The intelligence of the other, commands, it is true, the respect, and deservedly, of all parties, friends as well as foes; but his opinions, candor obliges us to confess, are on many questions of an obsolete character. The gentleman in question—the public will readily perceive that we allude to Mr. Moffatt—has had many opportunities of avowing his opinions on the great crisis which this colony unconsulted has been compelled to enter upon, but has he availed himself of any of those occasions? Has he once opened his lips on the oppressiveness, the injuriousness of the differential duties which Mr. Gladstone actually stimulates the colony formally to invite the mother country to repeal, as a simple act of justice to itself? Did he raise his voice for the repeal, the total repeal, of the 3s. duty on American wheat imported into this

colony, on the broad ground that it was imposed at the request of the mother country, as a part of a great scheme which was intended for our benefit, but which has since been so materially altered as to exonerate us from continuing that part of the contract, leaving the duty to be re-imposed in a legitimate way, that is, on its own merits, if the agricultural party were strong enough to carry it against the better judgment of the other classes of the country? Has he attempted to remodel or entirely get rid of the Agricultural Duties Acts, as a monstrous injustice to the consumers of the Province, while they are too contemptible to speak in point of revenue? No, he has been wanting in all these respects, showing either that he approves of things as they are, or that he is destitute of the ability or courage to attack them; in any case, warranting the conclusion, that he is not the man the Free-Trade party of this city want to represent them in Parliament.

The crisis demands, that some one of more comprehensive mind be found, to represent us within the walls of our local House of Commons; some one who thoroughly understands the question in all its bearings, and is capable of reasoning on it so as to carry conviction to other men's minds; writing or speaking with equal facility, and with reasonable eloquence. Such is the man the Free Trade party require to represent them in Parliament—and he must be found ere we can hold out to the country a well-grounded hope of seeing our cause triumphant. The Anti-Corn-law league returned its Cobden; the Free Trade Association must return its man, its Cobden; whoever that may be; a man without party ties, and who can afford to offend the leaders on either side of the House, provided he thereby is strengthening the cause which we are "pledged to carry by every lawful means which we can make available." One of these means, is agitation; agitation among the *constituencies*; and we give the Government and the country fair warning, that it shall be begun and persevered in till our purpose is perfectly accomplished.

We are aware that members of Parliament have to consult and represent the *prejudices* as well as the *opinions* of their constituents, and that their votes in Parliament must often be given to conciliate prejudice rather than carry out opinion: hence follows the necessity of agitating the Province, in order that the masses, those who return members to Parliament, may be imbued with clear and correct notions on the subject which must ere long engross the best attention of every individual in this Province.

SPEECH OF LORD LITTLETON,

Delivered in the House of Lords, on the 11th of June, 1846.

LORD LITTLETON, representing the colonial department in that house, was anxious to say a few words. On the subject generally he was satisfied with the argument that, in a matter of this kind, the colonies must needs follow in the wake of the mother country, and partake of the system adopted by her; indeed, unless by a bounty on colonial produce, which would find but few supporters, the colonies could not be exempt from the operation of this law, if adopted here. But there need be no apprehension entertained by our colonies interested in this question, namely, Canada and some of the Australian colonies; he said "some," because the leading one, New South Wales, imported wheat for its own consumption, and while it was a country of great and rapidly-increasing prosperity, it was one in which the capital and industry of the people were more and more taking the direction of pastoral occupation; it would be found a better market than this country for the produce of its neighbours (Hear! hear!). Then with reference to Van-Diemen's Land and South Australia, the average price of wheat in 1813 and 14 was 26s. a quarter in the one, and 28s. in the other, the freight thence to this country was never much over 20s. a quarter, bringing the price at which they could sell their corn here to 46s. or 48s., besides which they had a natural protection which would be but exceedingly low if stated at 10s. a quarter, in the incomparable quality of their produce; Australian wheat was the finest grown in the world (Hear! hear!). But by far the most prominent feature in these discussions was the Canadian question. Now, first, all that had been alleged on that head by the opponents of this bill had been alleged by every interest that had been affected by alterations in customs duties of late years, in 1842 there was hardly an interest affected by the reductions in the tariff of that year, the representatives of which did not visit the Board of Trade, in many instances with a case apparently irrefragable upon paper, showing the inevitable ruin which would befall them; but a pamphlet was published last year by Mr. Gladstone explaining how all these apprehensions and anticipations had been falsified, and the trade affected remained as it was, or improved. Were the Canadian interests backward in that year to make such representations? (Hear!) Far from it. Those interested in the Canadian timber trade, asserted that the diminution in the differential duty in favour of Canadian timber would bring total destruction upon that trade, and, as was now said, weaken the connection with that colony. The House had heard on a former night from the President of the Board of Trade (the Earl of Dalhousie) what was the present state of that trade. The price of Canadian timber, which for two or three years after that alteration had been lower, giving the consumer the whole benefit of the reduction, had of late, in consequence of the increase in the demand, entirely recovered its former amount. That a similar result would follow this measure as respected Canada he had every confidence. As to the feeling which prevailed in that colony on the subject, he did not wish to deny that he was now arguing the question at a disadvantage in consequence of the receipt of the address from the Canadian Legislature to which so much allusion had been made. But he laboured under another

disadvantage in consequence of the non-receipt of the last mail, which he felt confident would bring intelligence favourable to the policy of the Government. The whole tone and purport of the address was entirely inconsistent with what had taken place in the Canadian Legislature. That address, it was understood, was passed by the Legislative Assembly unexpectedly; and, if any of their Lordships had referred to the reports of the debate, or no debate, for there was really none, they would have seen that what was carried—and it was carried the very night before the mail went out—was simply a motion made by a gentleman named Robinson for a select committee to consider the address; and in the newspapers nothing was stated beyond the appointment of the select committee. It might be said that this proceeding showed the unanimity of the Legislative Assembly upon the subject. But if their Lordships had read the debates on the previous resolution, they would have participated in the surprise with which her Majesty's Government received the news that the address was adopted. The resolutions did not go to any definite approval of the policy of Her Majesty's Government; but the bare idea of any diminution of the spirit of loyalty in Canada was as wild and absurd as could possibly enter into any man's imagination. So far as an opinion had been expressed in Canada on the subject of the Ministerial measure, it had not taken a line of disapproval, but somewhat of alarm, unless the measure were accompanied by certain others. Mr. Merritt, a member of the Canadian Legislature, in a speech characterised by great ability, while so far he disapproved of the measure, concluded, after proposing a great number of measures which he conceived it was in the power of the Canadian Legislature to adopt of itself, by asking, "With these resources at command, why should we not avail ourselves of the accidental and natural advantages we possess, and promptly follow this great movement; which, happily, has been introduced under the sanction of the most eminent statesmen in the greatest nation of the present day?" He might also refer to the proceedings at the great public meeting held in Montreal. Though he admitted the resolution proposed at that meeting, to express entire approval of the Ministerial measure, was defeated by a very small majority, yet he should call the attention of their lordships to the fact, that the resolution which was carried embodied an expression of opinion in favour of the ultimate establishment of free trade in Canada. The resolution was—"That, whilst this meeting has in view the ultimate establishment of free trade in this colony, it nevertheless, if hereafter found necessary, will use its influence to insure the continuance of such protective duties on our produce going into the markets of Great Britain and Ireland as the Imperial Parliament, in its wisdom and justice, may now or hereafter see fit to enact for the welfare and prosperity of this country. In the meantime, however, this meeting is of opinion that the dangers apprehended from the change of system may only be met by a wise and timely adjustment of depending interests to suit the altered circumstances of her relations with the mother country." Much stress had been laid upon the first despatch of the Governor-General of Canada on this subject. That despatch, it was obvious, was not intended to convey his own views, but to state the representations made to him in his official capacity. The Governor-General, in common with the Legislature of Canada, desiderated other measures to accompany the Corn Bill. So far with regard to the feeling which prevailed in Canada on the subject. He should endeavour to show from the facts of the case that the people of Canada need not be under any apprehensions as to the result of the Ministerial measure. Mr. Cayley, the Inspector-General, that was the Finance Minister of Canada, entered into the question how far Canada might be able to bear a share in the general trade of the world with England as regards corn, excluding any reference to the special competition with the United States. He stated the charges on grain imported from Quebec, and deduced from his calculations that it might be landed in Liverpool at or about 40s. One or two items in Mr. Cayley's calculations were too low; but he (Lord Lytton) had received a calculation from a Canadian merchant, the greatest indeed in this country (Mr. Gillespie), who stated that Canadian corn could be landed in this country at or about 46s. But the chief apprehensions which were entertained as to the effect of the Ministerial measure related to the presumed competition with the United States. He was at a loss to understand on what ground it was that it had been so strongly asserted that it was out of the question for the Canadians to compete with the Americans with respect to the corn trade in the English market. Why could not the people of Upper Canada compete with the Americans of the western states? Their soil was about the same, the wages of labour were about the same, and the quality of the best Canadian wheat was equal to the best grain in England. He believed that the difference of freight between New-York and England, as contracted with the freight between Quebec and England, was considerably in favour of the Americans, but that advantage was counterbalanced by other considerations; and could, it might be safely said, be overcome by the enterprise and energy of the Canadians. It had been stated in 1842, before the improvements in Canada had arrived at the maturity which they had now reached, that with respect to the export of wheat from the corn-growing districts of Canada, and the western states of America, the Canadians ought to be on an equality with the Americans. The report of a special committee of the Legislative Assembly of Canada on the subject of a free trade with Great Britain in the agricultural productions of British North America, and of a protection to those productions from the competition of foreigners in the colonial home markets, alluded to "the relative and nearly-balanced advantages possessed by the rival communications with the Atlantic, the St. Lawrence, and the Hudson Rivers." It is also stated, "After the enlargement of the Erie Canal shall have been completed, which is our most formidable rival, notwithstanding the reduction heretofore mentioned by the St. Lawrence, the cost of transportation through the two channels will be nearly equal." He had seen a calculation in figures, with which he would not now trouble their lordships, in reference to the two routes,—one from Buffalo to New-York by the Erie Canal and Hudson river, and the other from the entrance of Welland canal on Lake Erie to Montreal—in reference to transhipment, &c; and in every one respect, except the length of canal, the advantage was in favour of the Canadians. He would read to

their lordships the following extract from a despatch of his right hon friend (Mr. Gladstone) to Lord Cathcart, dated the 3d of March, 1846, in reference to the advantages possessed by Canada:—"Among them," stated the despatch, "I reckon her light taxation; the assistance she has received from her British credit and funds, in the construction and improvement of her internal communications; her more regular and steady course of trade with this country; her low tariff, so favourable to importation, and, on that account, powerfully tending to encourage her reciprocal commerce onwards, some advantages in the point of proximity, as compared with the most westerly states of the Union, which are also her most formidable rivals in cheapness of production; and lastly, the means of carriage without transshipments by the St. Lawrence, which cannot be had by way of the Erie Canal. She will likewise have this in her favour, that her corn trade will have become a settled one of some standing, with all its arrangements made and in full operation, while any regular commerce in that article from the United States must be a new creation, and must go through the processes attending its self-adjustment to circumstances as yet untried; and if it be true that New-York offers some advantages as compared with Montreal, particularly in regard to the rate of insurance, on the other hand I consider that the shipping of British North America has many advantages over that of the United States in the competition for freights, as it is constructed at far less expense, and is, I must assume, navigated with equal vigour and equal economy." He was not aware in what particular any part of that statement could be controverted. And what argument in opposition was brought forward in this Canadian address which was now so much talked of? Only one, and that was, that the route by the St. Lawrence was frozen up six months in the year. But the same was nearly the case with the Erie Canal, which was the great route for American produce. He therefore thought that there was no doubt that with reasonable efforts on the part of the Canadians, they could compete successfully with the Americans, especially as great improvements had recently taken place in Canadian agriculture by the application of increased capital and in other respects. Having said thus much, he was not willing, if he were able, to follow noble lords at any length into a general disquisition of what was called the colonial system. He did not believe in the advantage or benefit of that system. He would not adopt any of the violent language of the Anti-Corn-Law League and call it mutual robbery, but it was mutual privation and mutual impediment. These restrictions were either injurious or superfluous; injurious, if the protected produce could be more conveniently obtained from other places; superfluous, if it could not. Then they were asked—"What are the use of colonies, unless this system is maintained?" Now, he denied that this system was of any use, either to the mother country or to the colonies. It was not in such a pecuniary way that the use of colonies to the mother country was to be estimated. He had always considered the advantage of colonies to consist in providing an outlet for the teeming population of this country, and in forming the foundation of great communities, where our laws, our habits, and our religion might prevail. Thus he had always considered to be the use of colonies; and the way to preserve their attachment was by imparting to them the same freedom as we enjoyed, and not by an adherence to a scanty remnant of a perishing system. This vaunted colonial system could hardly be said to exist but in name: it was against the interest of the mother country, and only nominally in favour of the colonies. They had heard of the antiquity of this system; yet, however ancient it might be, it was not coeval with our early settlements. Our early charters with Virginia gave the inhabitants the power of Free Trade with all the world: and with respect to parts of this system—the system of timber duties, for instance—there was hardly one of their lordships within whose lifetime that system had not begun. It commenced in 1808. Was there no actual example to prove the truth of what he was now stating? His hon. friend (Mr. Gladstone) had in his last despatch referred to the Australian colonies. With respect to those great communities, which, owing to the incredible rapidity of their advance, were calculated to add to the glory of the English name, this system was hardly anything but nominal; and in regard to their most important and most abundant produce, that of wool, within the last few years the trade had been entirely thrown open, and the opening of the trade had been followed by an enormous increase in it, and had tended to the general prosperity of those colonies (hear hear).

UNITED STATES TARIFF.—The passage of McKay's Tariff Bill through the House of Representatives, is regarded with great satisfaction by the advocates of free trade in the United States, as a step in that direction, although it must be looked at as still highly protective. There are, however, some articles of which the import appears likely to be stimulated by the proposed relaxations. The *N. Y. Herald* says:—

The improvements and reductions proposed in the tariff bill, which has recently passed the House of Representatives by such an overwhelming majority, are generally favorable to all the manufacturing interests of Great Britain, but particularly favorable to the manufacturers low priced cotton and of iron. Should this bill, as it passed the lower house, become a law, there would be without doubt, almost an immediate improvement in our foreign trade; the importation of many articles, now completely prohibited, would be increased, and it is not impossible but that the revenue would even in the first six months of the enforcement of the act, be larger than that under the present bill. It is extremely difficult to put an additional duty upon any article imported, no matter how general its consumption may be; but the moment the duty is reduced, and immense importation of the article or articles relieved from the heavy tax takes place, and the foreign manufacturers make great efforts to get into the market first, and in this way they become glutted. It, therefore, appears probable to us, that the revenue under the new tariff, in the event of its passing, will be larger the first year than the second.

It is doubted whether the bill will pass the Senate.

The following are the most important provisions of McKay's bill. We shall not publish it in detail until it has passed the ordeal of the Senate:

The bill takes effect on the 1st December next, on all goods then in bond as well as all that may be afterwards imported. Salt Fish exported after that time will be entitled to drawback for the amount of duty on Foreign Salt used in curing them, and no other drawback or bounty whatever. All goods imported may remain *one year* in public store without payment of dues. (This will probably supersede the Warehousing bill.) Goods undervalued by the importer more than ten per cent shall pay twenty per cent additional, and if undervalued with obvious intent to defraud may be taken by the Collector at five per cent above the invoice price and sold on account of the Government. All custom-house officers to be sworn. Officers of the Navy shall not import dutiable articles in U. S. ships. Manufacturing machinery shall not be admitted free under the clause which allows a man to bring in his 'implements or tools of trade'—stopping a hole picked in the late Tariff by official collusion with private roguery. The duties to be paid after the first of December are as follows:—

SCHEDULE A.—One Hundred per Cent.—Brandy and other Distilled Liquors, Cordials, &c. &c.

SCHEDULE B.—Forty per Cent.—Fruits Preserved, Figs, Raisins, Dates, &c., Spices, Almonds, &c., Wines of all kinds, Imitation do, Game, Cut Glass Cigars, Snuff, and all forms of Manufactured Tobacco, Cedar, Ebony, Mahogany, Rosewood, &c., manufactured.

SCHEDULE C.—Twenty per Cent.—Ale, Beer, Porter, Brackets, &c. &c., Caps, Gloves, Mats, Carpets, Carpeting, Clothing ready made, Coal, Coke, Culin, Cutlery, of all kinds, Diamonds, Gems, Earthen, China, and Stone Wares, Essences, Perfumes, Fire Arms, all sorts Furniture, Cabinet, Glass and Glass ware, Hats, Bonnets, &c. (except of wood.) Hemp, Iron of all kinds, Jewellery of all kinds, Manufactures of do, Metallic Pens, &c., Oil Cloth all sorts, Oil, Olive, &c., Paper and manufactures, Playing Cards, Potatoes Sowing Silk, Twist, Sugar, Molasses, Tobacco unmanufactured, Umbrellas, &c. &c. Wool of all kinds, Manufactures of do, Manufactures of Cotton, Linen, Silk, or Worsted if embroidered or tanned, Manufactured of Wood, Manufactures of Copper, Gold Silver, Tin, Lead.

SCHEDULE D.—Twenty-Five per Cent.—Haires, Bockings, Burgundy Pitch, Buttons and Moulds, Cotton manufactures generally, Cotton Coats, &c. Cables, Cordage, Calmel, &c. Bombs, Feathers and Beds, Flannels, Floorcloths, Floss Silks, Haircloth Seating, Jute, Sisal Grass, Mitting of Flags, &c. Silk manufactured, Satins of all sorts, Worsted manufactures, Worsted Woollen Yarn.

SCHEDULE E.—Twenty per Cent.—Acids, all kinds, Bacon, Barley, Blankets, all kinds, Blank Books, Boards and Timber, Candles, all kinds, Cotton Caps, Gloves, Copper Rods, Spikes, do, in sheets, Drugs, generally, Fish, generally, Flour of Wheat, &c. Gunpowder, Hair, Moss, &c. Hemp manufacture, Indian Corn or Meal, Lead, Pipes and Shot, Leather generally, Linens of all kinds, Mahogany, Rosewood, Ebony, Cedar, Mita, Drawers, &c. Needles, all kinds, Oils, Animal or Fish, Oil of Hemp, &c. Oranges Lemons, Paots, dry or ground, Paper Hangings, Periodicals, reprinted, Pork, Pitch, Rye, Wheat, Oats, Salt, Salts, generally, Skins, all kinds, Steel, except below, Stereotype Plates, Tar, Types, &c., Velvet of Cotton, Window Glass, Woollen Listings, Wool Hats and Hodies.

SCHEDULE F.—Fifteen per Cent.—Arsenic, Bark generally, Diamonds Glaziers', Silk, raw, singles, tram, thrown or organzino, Flax and Tow, Leaf, Gold or Silver, Tin plates or sheets, Steel, in bars, cast Steel or German, Zinc, Spelter, &c.

SCHEDULE G.—Ten per Cent.—Books, Magazines, Bleaching Powders, Cameos, Mozais, Chronometers, Diamonds, Gems, Pearls, &c. not set, Engravings, or Plates, Pamphlets, &c. Furs, except dressed on the skin, Gums, generally, Hemp of Linseed, Indigo, Kelp, Lime, Maps and Charts, Music and Paper, Newspapers, &c. Oils, Palm, Corea, Saltpetre, refined, Stones, Bar, do. building, Tallow, Marrow, &c. Watches and Parts.

SCHEDULE H.—Five per Cent.—Bernes, Nuts, &c. for Dying, unmanufactured, Bristles, Chalk, Hells, old Brass do, Copper do, Pig, Copper, Chalk, Clay, Flints, Dye-woods, in sticks, Grindstones, Horns, Bone, Teeth, Ivory, manufacture, Ivory, Nuts, &c. Lastings for Shoes, Madder, Mohair Cloth, Silk, Twist, &c. for Shoemakers, Potash or Nitrate of Soda, Pewter, old Rags, all kinds, Raw Hides and Skins, Salt-petre, crude, Shell, unmanufactured, Sumac, Shellac, Tin in Pigs or Blocks, Zinc, Spelter, do.

SCHEDULE I.—Free of Duty.—Animals for breed, Bullion, Gold, Silver, Coffee, and Tea, Coins, do and Copper, Cotton, raw, Felt for Sheathing, Household effects of Immigrants, Guano, Platina, Models of inventions, Oakum, Junk, Plaster of Paris, Seeds generally, Sheathing Copper, Sheathing Metal, Trees, Bulbs, Roots, Shrubs, Plants, &c. U. S. products exported and returning, Wearing Apparel in actual use. Specimens of Natural History, Mineralogy or Botany.

PORTLAND RAILROAD.—The first spadeful of earth for the Atlantic and St. Lawrence Railway was removed on the fourth of July at Portland, in the presence of thousands of spectators, and with great ceremony. The account given of it in the Portland papers is interesting, not merely as the first step towards a great work, but as exhibiting the salutary effect upon the human mind that a more intimate connection with our fellow men is likely to produce. On this occasion, all national prejudice seems to have been thrown aside, and for one day at least the national colours of the two countries floated peacefully side by side. We trust it is an omen for the future.

The great feature of the day was the removal of the first spadeful of earth, and the honour of this was good-naturedly contested between the Canadian delegates and their American friends. It seems to have been a most lively scene, and, in the true spirit of chivalry, the distinction of wheeling out the first barrow-load of earth and tipping it into the moat outside the wall, was conceded to one of the Canadian representatives.

One of the principal actors in the business of the day was Judge Preble, whose active exertions to carry through the whole work have been felt in this city. The Canadian delegates were Messrs. Desbarats and Torrance, and Messrs. Armour, father and son.

Thus, then, the first step has been taken towards this important work; and we trust that it will not be long before the example of the people of Maine will be followed in Montreal, and that we shall at least keep pace with their efforts.

The accounts of the harvest throughout the province are generally most favourable; though in some neighbourhoods of the Upper Province it is stated that the rust and fly have done injury to the crops. In the Western States of the Union the prospects were never better, and the yield, it is expected, will be most heavy.

A few days ago, we had the gratifying intelligence of the ground having been broken for the Portland and Montreal Railway line. We now find a paragraph in the *Concord Patriot*, that the line from Boston by way of Concord to this city is, also, to be pushed on with vigour towards completion. On Tuesday the 6th instant, a meeting was held at Concord, for the purpose of taking effectual measures to accomplish this object, and Peter Clark, Esq., has been named constructing agent, and will enter at once upon the duties of his office.—*Herald*.

TRANSPORT OF PRODUCE.—From what we can learn from the best sources, there appears to be a deficiency of vessels for the transport of produce from the Lakes to the ports of the St. Lawrence. Large cargoes of grain and flour have been lying for weeks at Kingston, waiting for re-shipment. The amount of grain from this District alone after the coming harvest will, it is believed, be half a million of bushels; and to transport from this and the surrounding Districts, there are but a small number of vessels, quite inadequate to the wants of the trade. The forwarders, we hope, will bestir themselves to supply this great and increasing demand. It is very gratifying to notice this fact, because it indicates a general increase in the amount of Canadian produce, and consequently a great increase in the wealth of the Province. We believe that of the produce now shipping, little or none has been imported from the United States.—*Western Globe*.

QUEBEC AND HALIFAX RAILWAY.—We understand that Capt. Ripon, R. E., is head of the surveying party appointed to explore this line, and that he will be accompanied by Lieut. Henderson, of the same corps. We believe that operations upon the line will be commenced at once.—*Quebec Mercury*.

THE MISSION OF THE LEAGUE.—They teach that men are one great family, invited by Providence to the same great feast of his bounty; that the immense variety of their wants is satisfied by the immense variety of the productions of nature, in the division that is made of all social functions—such a country producing iron; such another, cotton; such another, diamonds; such another, the master-pieces of engraving or painting; so that it is necessary to float all these varied forms of wealth on the same level that they may diffuse themselves freely over the whole globe. They show Holland prospering without Corn Laws, and overflowing with provisions, though its soil slips from beneath the plough, and collecting against famine a store of provisions which in the time of Raleigh amounted to 700,000 quarters of corn. They show the granaries of the United States groaning under their loads of food, and wanting but the signal to pour the rich abundance into England; they cite those laws which, as O'Connell said, "moisten the wheels of the rich with the tears of the poor," which condemn him to inactivity, that vestibule of famine—and to famine, that vestibule of disgrace or death. They oppose all those things; and, above all, they set in contrast to them their own deeds, their devotedness of every day and every hour to the sacred cause of truth, of justice, and of charity.—*M. Fontycreau*.

FARM LETTING IN SCOTLAND.—Two or three farms in the vicinity of Edinburgh have lately been let, or such money rents offered for them, as would lead to the conviction that farmers consider the protection of the Corn Laws no better than a stalking horse. A small farm within two miles of this city to the south, has been let at £5 12s. 6d. per acre (money), and to the west even higher rates have been offered.—*Scotsman*. [In Perthshire, also, several large farms have been recently let at an advance of from 10 to 20 per cent on the old rents.]—*League*.

CORN LAWS VS. RENTS.—Notwithstanding the prognostications of the protectionists, that the proposed measures of the Government would immediately tend to a vast reduction in the rent of land, there was a farm, within a few miles of Hawick, let last week at an advance of 25 per cent. The former rent was £1000.—*Border Watch*.

If we are to have Free Trade, let it be free and unconditional. Open the ports, by all means; but open them to everything. Let the quays be free for trade as the Queen's highway; let us grow what we like, consume what we please, and tax us in one round sum according to each man's means and substance; and then, at all events, there can be no clashing of interests. This is the true principle of Free Trade, carried to its utmost extent; and we recommend it now to the serious consideration of Ministers.—*Blackwood's Magazine*.

THE TRICUMPHS OF DAVID HUME AS A POLITICAL ECONOMIST.—"In no long time, a hundred years will have elapsed from the day when Hume told the world, what the legislature of this country is now declaring, that national exclusiveness in trade was as foolish as it was wicked; that no nation could prosper by stopping the outward flow of commerce between itself and the rest of the world; that commercial restrictions deprive the nations of the earth of that free communication and exchange, which the author of

the world has intended by giving them soils, climates, and geniuses, so different from each other"; and that, like the healthy circulation of the blood in living bodies, Free Trade is the vital principle by which the nations of the earth are to become united in one harmonious whole. Those who, with a reverential eye, have marked the wonders of the animal structure, and discovered beauty, utility, and harmonious purpose, where presumptuous ignorance has found uselessness or deformity; or have seen the lower animals, each working in its own blind ignorance, gregariously constructing a fabric more perfect, on philosophic principles, than human science can create, have thence drawn vivid pictures of the wisdom and goodness with which the world is ordered.

"May we not extend this harmony to the social economy of the globe, and say, that the spirit of activity and enterprise, harmonising with the dispersal of the different bounties of Providence in the distant regions of the globe are part of the same harmonious system; that the love of commerce and the desire of aggrandisement, which in the eye of a narrow philosophy assume the air of selfish and repulsive passions, represent themselves, when they are left to their legitimate course, as motives implanted in us for the great purposes of securing mutual dependence and kind offices, and their fruits, peace and good-will, throughout the great family of mankind. To be the first to teach that the earth is not doomed to the eternal curse of rivalry and strife, and to open up so wide a prospect of beneficence, may be an atonement for many errors, and in the eye of good taste may justify the brief assumption of conscious superiority, in which the subject of this memoir indulged, when he desired that the inscription on his monument should contain only his name, with the year of his birth and of his death, leaving it to posterity to add the rest."—*J. H. Burton's Life and Correspondence of Hume*.

THE MARKETS.

ENGLISH.

No later advices since our last.

(Written for the Economist.)

NEW YORK.

14th July, 1846.

FLOUR.—The past week has been without animation, and from the absence of active demand, prices have given way, and are decidedly more in favour of the buyer than a week ago. The sales have been chiefly for domestic consumption, and the current quotations are, Genesee \$4 to \$4 06½ for very good, Michigan \$3 88c. to \$3 94c., and Southern \$4 to \$4½.

WHEAT.—There have been considerable purchases for Southern account both of White and Red, owing to statements that have been made respecting damage to the Crops, which however require confirmation as to the extent of the injury reported to have been sustained. Prices have not varied materially, but holders are asking an advance. We quote Red at 83c. to 87c., and White at 98c. per bushel.

ASHES.—With a good demand prices have not varied since my last. Pots \$3 50c., and Pearls \$4 to \$4 06½c.

PROVISIONS.—Pork declined at the commencement of the week, to \$9½ for Mess, and \$7 38c. for Prune, but prices have since rallied, and are now firm at \$9½ and 7½. Beef continues dull at former quotations.

FREIGHTS—have fluctuated during the week, from 2s. 3d. to 2s. 6d. per barrel for Flour to Liverpool, and closed at the latter rate.

EXCHANGE ON LONDON—7 to 7½ per cent.

W. LEA ROBERTS, Broker, 104, Wall Street.

MONTREAL. Friday Evening, 17th July.

ASHES.—Shipping parcels of Pots command 21s. 6d. 100 brls. Pearls sold at 21s.; small bills bring 20s. 6d. to 20s. 9d. per cwt.

FLOUR.—The arrivals during the week have been heavy, and the stock is increasing. It is now estimated at 150,000 brls. Holders show little disposition to sell, and not much good Flour has been offered. We note sales for shipment of 3000 brls. Fino at 21s., and 1000 brls. Extra at 21s. 6d. per brl. In Superfino there were some sales at 22s. to 22s. 3d.

WHEAT.—There is little demand, and not much offering. Several parcels U. C. White have been sold at 4s. 6d. to 4s. 7d., White Ordinary and Inferior being 4s. 2d. to 4s. 4½d. per 60 lbs., shewing a slight decline from the price of this day week.

PROVISIONS.—No sales to report. Mess Pork is procurable at \$13½.

FREIGHTS.—The rate for Flour is now firm at 5s. 9d. for London and Liverpool, and for Wheat 9s. 6d. to 10s. per quarter. For Pot-Ashes the rate to Liverpool is 32s. 6d., and for Pearls 35s.

EXCHANGE.—Merchants' bills at 90 days, 7½ to 8 per cent.

FIRE AT ST. JOHN'S, NEWFOUNDLAND.

THE COMMITTEE appointed at the PUBLIC MEETING held on Saturday the 4th inst. to solicit aid for the sufferers by the late Fire at St. John's, Newfoundland, respectfully give notice that Contributions in Money, Provisions, Clothing, and Bedding, will be received at the Office of Mr. FRANCIS CAMPION, No. 11, St. Francois Xavier Street, where one or more Members of the Committee will be in attendance every day between the hours of Ten o'clock, A.M. and Four o'clock, P.M.

July 11, 1846.

LONDON STATIONARY.

A Complete Assortment of every description of the best quality, and at very moderate prices,—including

Writing Paper, Note Paper, Envelopes of all sizes, Drawing Materials, &c. &c.

Just received and for sale by
June 20. R. & C. CHALMERS.

BOOKBINDING.

LEDGERS, Journals, Day Books, Cash Books, &c., Ruled to any pattern and Bound in the very best style.

Printed Books Bound with neatness and dispatch.

June 20. R. & C. CHALMERS.

1846.

NORTHERN TRANSPORTATION LINE. INSURED.

JAMES H. HOOKER AND OTHERS, Proprietors.

FORWARDING to and from NEW YORK, MONTREAL, and all PORTS ON LAKE CHAMPLAIN.

For Freight, apply to—Charles B. Jones and Pope Catlin, No. 33, Coenties Slip, New-York, J. H. Hooker and L. A. Carleton, 155, River Street, Troy; H. A. Holcomb, 101, Pier, Albany; J. C. Pierce & Son and William Coote, St. Johns, C. E.; Oliver Macomb and W. S. Eldy, Whitehall; J. H. Hooker, 15, Long Wharf, Boston.

GEORGE BENT, MONTREAL.

N.B.—Boats of the above Line leave Coenties Slip, N.Y. daily, at 5 P.M.

BIRMINGHAM AGENCY.

THE SUBSCRIBER.

A is to be found in the Rooms of the FREE TRADE ASSOCIATION, No. 3, St. Sacramento Street.

WILLIAM HEDGE.

Montreal, 30th May, 1846.

NEW HARDWARE, CUTLERY, &c.

THE Undersigned is NOW RECEIVING, per "ANNE," "AMITY," "MARK PALMER," and other vessels, his Spring supply of **WARRANTED CUTLERY, &c.**, which is very extensive, and will be sold low for Cash, or approved Notes. An early call is solicited.

JAMES FOX,
16th May, 1846. No. 10, ST. SACRAMENT STREET

THE Subscribers have received, ex "Errormang," &c., a Large Assortment of **STAPLE and FANCY DRY GOODS**, suitable for the Season, including—

Fancy Prints, Printed Muslin Dresses, Mooloke and Muslin Embroidered Robes, Printed Delains, Britain and Cashmere Dresses, Coburts and Oricals, plain and printed, Morningoes, Shaded ditto, Ribbons, Laces, Shawls, Doekins, Tweeds, Cloths, Gey Brestomies, White Shirting, Twilled Stripes, Derry, Printed Drugget, Moleksius, &c.

A Large Variety of Plain and Fancy CAPS.
All of which will be offered very low for Cash or approved Credit.

WM. MACLELLAN & Co.,
May 23. St. Joseph Street

NEW WHOLESALE WAREHOUSE.

A & J. ARTHUR, having now completed their arrangements for carrying on a **WHOLESALE DRY GOODS BUSINESS**, in the Premises lately occupied by Messrs. Jas. Arthur & Co., beg to announce that they are now receiving a large and complete assortment of Seasonable Goods, all personally selected from the various markets of the United Kingdom.

A. & J. A., from their long experience in the Retail Trade of this country, connected with their knowledge of the Home Markets, flatter themselves that their Stock, on inspection, will give every satisfaction.

9th May, 1846.

OFFICES AND STORES TO LET.
Apply to
MACDOUGALL & GLASS, BROKERS,
St. Francois XAVIER STREET.

9th May, 1846.

JOHN LEEMING,
AUCTIONEER,
BROKER, COMMISSION AND GENERAL AGENT,
St. Francois Xavier Street, Montreal.

GEORGE O'KEEFE,
ADVOCATE,
No. 3, ST. SACRAMENT STREET, MONTREAL.

FOR SALE.

TEA'S: Twankay, Young Hyson, Gunpowder and Souchong, in boxes, Molasses, Heavy, Martel's Cognac Brandy, Sicily Marsala Wine, Boiled and Raw Linseed Oils, Olive Oil, English Glue, Plug Tobacco, Pimento, and Pepper.

ALSO,
Patent Sperm Candles, from the Manufacturer.

STEPHENS, YOUNG & CO.
2nd May, 1846.

FOR SALE BY THE SUBSCRIBERS:—

Bright Muscovado Sugar, London Refined Sugar, Cassia, in chests and mats, Currants, Henessey and Martel's Brandy in qr. casks & hds. De Kuyper's Gin, Boiled and Raw Linseed Oil, in qr. casks and hds.

HARRISON & MACTAVISH.
2nd May, 1846.

FOR SALE.—ROYAL NAVY and MERCHANT CANVAS, Brown and Bleached, of all the different Nos.

ALISON & CO.
9th May, 1846.

FOR SALE.—20 Hds. and Quarter Casks BOILED and RAW LINSEED OIL.

ALISON & CO.
9th May, 1846.

FOR SALE.—2000 barrels PRIME MILLS PORK, of excellent corn and quality.

ALISON & CO.
9th May, 1846.

ON SALE AND TO ARRIVE.

SEVEN THOUSAND Gallons LINSEED OIL,
10 tons Pure Dry WHITE LEAD,
15 do. WHITING,
5 do. PUTTY,
50 gallons COAL VARNISH,
5 tons SPANISH BROWN,
5 do. VENETIAN RED,
3 do. YELLOW OCHRE,
3 do. Best FRENCH do.

ALSO, IN THE "SOUTHER JOHNNY," "DOUGLAS," "PALMYRA," AND "LADY SEATON,"
A large supply of GENUINE DRUGS, CHEMICALS, and SALTS, which will be sold on favourable terms.

WILLIAM LYMAN & CO.
2nd May, 1846. 192, St. Paul Street.

SUPERIOR PICKLES.

THE Subscribers have received by the PALMYRA, from London, a very Choice assortment of PICKLES, SAUCES, &c. from the celebrated house of CROSE & BLACKWELL, Solo-square. Purveyors in ordinary to Her Majesty, to which they must respectfully invite the attention of the Nobility and Gentry of Montreal. The Sauces of Messrs. Crose & Blackwell having for many years commanded the most liberal patronage of the aristocracy of England, it is confidently hoped that they will give ample satisfaction here as articles of the most recherche and elegant description.

BENJ. WORKMAN & CO.
172, ST. PAUL STREET.
6th June. Corner of Custom House Square.

"CANADA" WINDOW GLASS.

THE Subscriber is now prepared to supply Orders for all sizes and quantities of WINDOW GLASS, manufactured at the "Canada Glass Works," St. Johns, C. E., to the extent of 10,000 BOXES.

EDWIN ATWATER,
2nd May, 1846. 193, ST. PAUL STREET.

THE Business heretofore carried on by D. P. JAMES will, from this date, be continued by the Subscribers, under the Firm of D. P. JAMES & CO.

D. P. JAMES,
W. W. JAMES.
Montreal, 9th April, 1846.

THE Subscribers have constantly on hand:—

FLOUR,	CODFISH,
INDIAN MEAL,	BUTTER,
PORK,	CHEESE,
SALMON,	LARD.

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 & McGill Streets.

FOR SALE, EX "ALBION."
ONE Case MOODKIE ROBES and other FANCY DRESSES, from London, shipped per Clyde, for expedition.

ARMOUR, WHIEFORD & CO.
2nd May, 1846.

REMOVAL.

DONOGHUE & MANTZ have REMOVED their Printing Establishment from Great St. James Street, to TRAVENET BUILDINGS, No. 142, Notre Dame Street, two doors East of the French Cathedral.
Montreal, 9th May, 1846.

OFFICE OF CROWN LANDS.

MONTREAL, 19th December, 1845.

NOTICE.—To be Sold by Public Auction, on TUESDAY, the FOURTH day of AUGUST, one thousand eight hundred and forty-six, at the hour of ELEVEN in the forenoon:

That REAL ESTATE known as the ST MAURICE FORGES, situated on the River St. Maurice, District of Three Rivers, Lower Canada, comprising the whole of the Iron Works, Mills, Furnaces, Dwelling Houses, Store Houses, Out Houses, &c., and containing about fifty five Acres, more or less. The purchaser to have the privilege of buying any additional quantity of the adjoining land, (not exceeding three hundred and fifty acres,) which he may have at the rate of seven shillings and six pence per acre.

The purchaser will also have the right of taking Iron Ore during a period of five years, on the ungranted Crown Lands of the Feefs St. Etienne and St. Maurice, known as the lands of the Forges, which right shall cease on any portion of the same from the moment the said portion is sold, granted, or otherwise disposed of by the Government, who, however, shall be liable to no indemnity towards the purchaser for such a cessation of privilege. Also, the right (not exclusive) of purchasing Ore from Grantees of the Crown, or others, on whose property Mines may have been reserved for the Crown.

Fifteen days to be allowed the present Lessee to remove his chattels and private property.

Possession to be given on the Second day of October, one thousand eight hundred and forty six.

One-fourth of the purchase money shall be required down at the time of sale, the remainder to be paid in three equal annual instalments, with interest. Letters Patent to issue when payment is completed.

Plans of the Property may be seen at this office.
N.B.—No part of the Purchase Money for the Forges will be received in SCRIP.

D. B. PAPINEAU,
C. C. L.

PEOPLE'S LINE OF STEAM BOATS.

THE Public are informed that WILLIAM BRISTOW, Esquire, is appointed Agent, for MONTREAL, of this Line.

Quebec, 6th May, 1846. JOHN WILSON.

1846. Northern Line. 1846.**TRAVIS & CO. PROPRIETORS.**

MERCHANDIZE, &c. &c. FORWARDED FROM NEW-YORK TO MONTREAL and all intermediate places, with care and dispatch, at the lowest rates.

For Freight apply to L. J. N. Stark, 33, Coenties Slip, New York; O. F. Blount, 193, River Street, Troy; W. A. Travis, Whitehall, William Coote, St. Johns, C. E.; J. C. Pierce & Son, St. Johns, C. E.; Mathewson & Sinclair, 160, St. Paul Street, Montreal, C. E.

Mark Goods—Care of Travis & Co.
N.B.—A Boat of the above Line leaves New York daily at 5 P.M.
2nd May, 1846.

GLOBE INSURANCE CO. OF LONDON**FIRE, LIFE, AND ANNUITIES.**

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.

Consulting Physician.—Dr. CRAWFORD, Montreal.
RYAN, CHAPMAN & CO.
Agents for Canada.

1st May, 1846. MONTREAL.

"THE CANADIAN ECONOMIST,"
A Weekly Newspaper,
DEVOTED TO THE INTERESTS OF COMMERCE.

PRISE of Subscription, 10s. per Annum,—payable in advance.

RATES OF ADVERTISING.
Six lines and under, 2s. 6d. first insertion, and 75d. each subsequent insertion. Ten lines and under 3s. 9d. first insertion, and 1s. each subsequent insertion. Above ten lines 4d. per line 1st insertion, and 1d. per line each subsequent insertion. The usual discount is made where parties advertise by the year, or for a considerable time. The price of a square of 24 lines is £4 per annum.

Office.—No. 3, ST. SACRAMENT STREET, where all Communications are requested to be directed.
Montreal, 16th May, 1846.

PRINTED FOR THE COMMITTEE OF THE
Montreal Free Trade Association.

DONOGHUE & MANTZ, PRINTERS.