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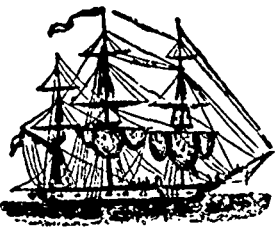
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# CANADIAN ECONOMIST.

FREE TRADE JOURNAL,  
AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 28TH NOVEMBER, 1846.

[No. 31.]

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## THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 28TH NOVEMBER, 1846.

### THE PROVINCIAL TARIFF.

In our last number we showed by facts and figures, a most conclusive mode of illustration, that the *Differential Duties* might be instantly and completely abandoned, not only without impairing our revenue, but, on the contrary, with reason to expect from doing so, a material increase of revenue.

Our calculations, our readers will bear in mind, were based on the importations of 1845, and the scale of duties we employed varied in a very slight degree from the Tariff now in existence; the only essential difference being that we made our trial scheme apply equally to the whole quantity of each article imported,—that is to say, the same on goods from France, the United States, and all other foreign countries, as from Great Britain and her dependencies. We considered it was incumbent on us, as we advocate an immediate, unreserved repeal of the *Differential Duties*, to show that the country could afford to do it without jeopardizing its revenue or credit, or embarrassing its trade.

The next step in the inquiry is to ascertain what duties should be substituted for those we propose to repeal. For this purpose therefore, we will suppose that our present tariffs, Imperial and Provincial, are repealed, and that a substitute is to be provided.

Taking up then the rough scheme which we submitted in our last article by article, we shall proceed to inquire whether the duties then proposed are maintainable or not. And first as to sugars, raw and bastard.

The duties now levied on these are as follows:

- 1st. On British or Colonial, . . . 7s. 6d. per cwt.  
2nd. On Foreign, . . . 12s. 6d. do.

there being obviously a differential duty of 5s. per cwt. on the foreign article.

We may as well remark here, that in all our reasonings on the question before us, we shall take for granted that all parties agree with us that *differential duties* are to be totally abandoned, and that the only question is, What uniform scale of duties shall be adopted by the country?

Two questions then naturally present themselves as to the duty upon raw and bastard sugars:

- 1st.—Is 12s. 6d. per cwt. too high for a revenue duty?  
2nd.—Should the same rate of duty be levied upon both kinds?

We apprehend that the best means of forming an accurate judgment upon the first question, is to pass under review the average importations for a few years under different duties. Our readers are no doubt aware that the duty on sugar was more than doubled in 1842: that is to say, that the Provincial duty on raw and bastard was then made 1d. stg. per lb. without any allowance for waste, instead of a halfpenny per lb. currency, with an allowance of three per cent for waste. We may add, for the sake of accuracy, and parenthetically, that the Provincial duty was reduced a trifle during last session, that is, from 9s. 4d. to 7s. 6d. stg. per cwt., but as we shall not bring the importation of 1846 into our comparison, no authentic statement of it hav-

ing yet appeared before the public, this change is of no consequence in our present inquiry.

Omitting then also the importation of the year 1842, as that in which the enhanced duty took effect, and comparing the importations for three years before and after it, we find they stand as follows:—

1839, . . . 5,340,301 lbs.	1843, . . . 7,927,535
1840, . . . 7,471,317 "	1844, . . . 11,513,684
1841, . . . 9,548,119 "	1845, . . . 8,462,867
22,359,737	27,904,086

Average, . 7,453,246 lbs.                      9,301,362 lbs.

Thus, while the duty was only a halfpenny per lb. the importations averaged 7,453,246 lbs. per annum; and after the duty was augmented to a *penny stg. per lb.* the importations increased to an average of 9,301,362 lbs. per annum (omitting the year in which this increased duty took effect), thereby proving that the latter rate of duty was not too high for revenue purposes, as consumption seems to have increased in spite of it in a greater ratio even than the natural increase of population and wealth would reasonably and fairly account for.

From these premises it would seem to follow that the duty of 14s. 4d. stg. per cwt.—the rate which prevailed from 1842 to the beginning of 1846 on foreign sugars, (the only kind imported with the exception of the "refuse" called "bastards")—was not too high to come within the meaning of a strictly revenue duty, inasmuch as it obviously did not check consumption. We would always, however, on principle, advocate a low rate of duty rather than a high one, whenever the state of the revenue will admit of trying the experiment, and therefore we would rather see the present duty of 12s. 6d. stg. per cwt. reduced a little, than any attempt made to increase it.

A doubt, however, here presents itself to our mind, as to whether this duty of 12s. 6d. per cwt. operates as a purely revenue duty. It has been shown that even a higher rate does not check consumption to any obvious extent. But the consumption of the country is not supplied exclusively by importations,—being partially supplied by maple sugar, an article of domestic manufacture. We are not prepared to state the extent to which this article contributes to the general consumption, having no data in our possession to found an accurate opinion upon. We have heard it stated, however, vaguely and variously at 500,000 to 1,000,000 lbs. per annum. Perhaps, therefore, 700,000 lbs. per annum may not be far from the truth. The public, however, must take such conjectures for what they are worth, as it is impossible at present to establish how far they are right or wrong. One thing, however, is clear, that whatever quantity may be consumed (and none being exported, the whole quantity produced must evidently be so), the market value of the whole must be enhanced to the extent of the duty upon the imported article, an inference which, we presume, will be readily conceded without argument. Hence, if muscovado were sold at 4d. per lb., as it could be without the duty, it follows that the market price of maple would sink to that or less; thereby making it manifest that the consumers of maple sugar contribute to their fellow-subjects a bonus of about 1½d. per lb. on the whole quantity consumed.

That this is an evil every Free-Trader and unprejudiced inquirer will admit; but, on the other hand, can it in the present state of the country be avoided?—can we afford to do without the revenue hitherto raised upon sugars? We freely confess we do not think we can, without increasing some other tax which would perhaps be attended with still greater injury to the community at large. The fact is, it is scarcely possible to impose a tax upon any imported article whatever, which would not incidentally involve similar consequences to a greater or less degree.

It is an effect which cannot be wholly got rid of, while a system of indirect taxation is maintained. At best, therefore, such a system is faulty, and must inevitably favor certain classes at the expense of others, and in unequal degrees—from whence it follows that the aim should be to make as equitable a compromise among all interests as human judgments can arrive at.

We now come to the consideration of the second question, viz. Should the same rate of duty be levied upon both Raw and Bastards?

We think it should, for various reasons which we shall state briefly. First, though Bastards are inferior in strength to Muscovadoes of the same *apparent* quality (2 lbs. of good Muscovado being probably on the average fully equal in strength to 3 lbs. of Bastards) the cost to the Canadian consumer, pound for pound, is about the same, that is, the differential duty in favor of British sugar enables the importing merchant to pay the English refiner 5s. per cwt. more than he could or would do if the same duty were levied here upon both kinds. In other words, the differential duty gives a fictitious value to that, comparatively speaking, spurious trash called Bastards, by which the Canadian consumer is imposed upon for the joint benefit of the English refiner and English consumer of loaf sugar. That such is substantially the effect may not perhaps occur to our readers at first view. But nothing can be plainer. The higher the price the refiner gets for his "refuse," the lower he can afford to sell his "loaves"; and thus a differential duty here of 5s. in favor of "refuse" or "bastards" is virtually giving the consumer of loaf sugar in England a bonus at our expense to that extent upon every cwt. of such sugar which he consumes, which every one will admit is a piece of absurd liberality on our part, and quite uncalled for.

On this point therefore we shall conclude our remarks, by asserting unequivocally that, in our opinion, whatever duty is hereafter levied upon Muscovado sugar, the same should be exacted upon Bastards, the consequence of which would be that they would either fall to their true relative value in the British market, or be entirely excluded from ours by the superior article—that is the genuine Muscovado.

We shall recur to this subject from time to time till we have gone over the chief articles of import subject to duty, or fit in our opinion to bear it.

## THE POST OFFICE DEPARTMENT.

No. 4.

As to number of Post Offices, the Commissioners considered that there was no great reason for complaint, in Canada; although they strongly recommended a bolder policy in establishing new offices. The practice, they say, had been to wait always for applications, and then often to spend a good while in preliminary inquiry as to the propriety of acceding to the applications made. Instead of which course they recommend that the Department, through its staff officers, the surveyors, should be constantly on the watch for opportunities to increase the accommodation given by it to the public, in the most judicious manner, and with the least possible loss of time. In the United States, it is observed, there are (or were at the date of the Report) about twice as many Post Offices in proportion to the population, as in Canada.

The immediate introduction of the English system of dividing offices into the three classes, of *forwarding, ordinary, and sub-offices*, is strongly insisted upon in the Report, as one of the first and most essential reforms to be undertaken; a reform which would much lessen the labor of Post-masters in despatching and receiving mails, would simplify their accounts, and thus at once save them some further trouble and subject them to more efficient supervision by the Accountant's department,—would tend to lessen the delays on the road caused by the examination of the mail-bags at every office by the Post-master,—and would give the department greatly increased facilities for the detection of carelessness or dishonesty on the part of its employes.

Complaints, it is said, were made to the Commission, of the sites of some offices, of the insufficiency of the office-hours kept at others, and of incivility and inattention on the part of the Post-masters, in some cases. For these and the like evils, wherever found to exist, the Commissioners considered that the true and only remedy was to be found in the adoption of their leading principle of Colonial Post Office reform; the subjection of the department, as regarded the details of its administration, to the constant control of the Provincial Executive, the only authority which could be competent to direct its courses, to the satisfaction of the public mind, in matters of such minute detail.

A variety of suggestions are made in the Report, on the subject of mail conveyance. It is admitted that the state of our communications, the indifferent condition of our country roads, the magnificence of our distances, and the extremes of our climate, which make our summer and winter travelling so opposite in their character, and both so different from the travelling of our spring and fall, interpose very serious obstacles to the regular and punctual transmission of Her Majesty's mail-bags. But it is maintained that improvement in this respect might be made. All mail conveyance, it is recommended, should be put under contract; all contracts once made, enforced to the letter; and no contract made otherwise than after public competition. Wherever the mail is carried by

passenger stages, as of course it often must be, the number of passengers, weight of luggage, and number and length of stoppages to be permitted, should all be strictly regulated.

As regards the frequency of the mails, the Commissioners suggested no material change, so far as Canada is concerned. Along the great main line of communication they would have the mail travel daily; abandoning the half-and-half system of Sabbath observance, which, by stopping the mails at one or two points of the line on the Sunday, throws it out everywhere else on other days of the week. The mail should be stopped *everywhere* for the whole of Sunday; or else, so far at least as the main route is in question, it should be stopped nowhere. To stop it at Montreal and Toronto, and let it travel everywhere else, is a mere absurdity. But to stop it everywhere would be to delay more than half of all the letters passing through the Post-Office in British North America, twenty-four hours or more *in transitu*, many for eight-and-forty hours, and in winter not a few for even seventy-two hours. The only measure of Sabbath observance which the Commissioners regard as feasible, is that which would so arrange the mails as to require no Sunday travelling upon any side route; and this, of course, it would be easy to effect.

The Commissioners had no idea of the abandonment, which has since taken place, of the Halifax and Quebec route for the conveyance of the English mails; and accordingly they insisted strongly on its being served more efficiently than they found it to be. They did, however, recommend, in addition to all the improvement that could be made in this respect, that the privilege of running a light express mail from Boston to Montreal and Kingston, should if possible be obtained from the United States Government; the letters sent by such mail to bear such extra charge as might be necessary to defray its cost.

The relations subsisting between the Provincial Department and the Post-Office authorities of the United States, of course could not escape the utter condemnation of the Commission. They are justly characterized as "anomalous and unsatisfactory," making officers of our establishment the private agents of a foreign power, yielding large emolument to a few of them, giving a world of unnecessary trouble (with almost no reward for it) to the rest, and yet not yielding to the public in these provinces the accommodation which they had a right to expect, inasmuch as the United States did not collect our postage as we did theirs, and so forced our people to prepay (in part, at least) upon every letter passing into their territory, while no such hindrance was imposed upon letters passing from their territory to ours. To remedy this evil, the Commissioners recommended prompt negotiation on the part of the British Government, through its Minister at Washington, with a view to a Post-Office treaty, which should bind the Department in either country to collect the postage of the other, at a fixed percentage. A few Post-masters along the lines would by this means become the only parties required to keep separate accounts for foreign postage, and an entire reciprocity of accommodation would be established on the two sides of the frontier line.

The closing chapter of the recommendations of the Report treats of the emoluments of the officers of the Department.

All fees, perquisites, and privileges are summarily condemned. "As far as possible," the payment of all salaries should be "by fixed salaries liberally proportioned to the amount of labour and qualification required in them."

The emoluments of the Deputy Postmaster General for Canada are characterised as excessive; those of the Accountant and his clerks, as insufficient. And all questions of amount of salary and compensation for loss of other emolument, should be dealt with by the Provincial Executives.

For Post-masters at minor offices, however, it is admitted that the fixed salary system is inapplicable. Their actual remuneration the Commissioners conceived to be too small; and they proposed accordingly to raise it to a percentage of thirty per cent. on the first £10 collected in every quarter, and twenty per cent. on the remainder. Taking this change in connection with the great simplification of their duties which would result from the other recommendations of the Report, and adopting also the principle of granting a reasonable amount of extra payment, at every forward or other office where extra duty might be required, the Report recommends the abolition of the Post-master's franking privilege.

"It is not in our power," the Report concludes, "to submit an estimate in figures of the effect of our various recommendations upon the financial condition of the establishment; but after maturely considering the whole subject, we have arrived at the conclusion that the proposed scale of rates will yield a revenue sufficient to enable the Department, in the exercise of a judicious economy and foresight, to adopt the principles we have suggested in the payment of all its officers, and at the same time to enter upon a liberal system of Mail extension. Taken in connection with the abolition of the Post Masters' franking privilege, we believe that our scale of remuneration will not be found more costly than the present. From the appropriation of the Newspaper postage to the general fund, we anticipate a considerable increase of revenue; and the increase of correspondence which may be expected to arise from the establishment of a system

of reciprocity with the United States will not add to the expense of that service. We do not regard the proposed addition to the cost of the Deputy Post Master General's, the Surveyor's the Accountant's establishments, as by any means an unproductive outlay. It cannot fail to effect great improvements in every branch of the service, and especially in the facilities it will afford for checking the Post Masters' accounts. Neither can we consider increased Mail accommodation, which has a natural tendency to promote the efficiency of the Department, in the light of a mere expense.

"We have already stated that from the proposed reduction of rates we do not anticipate any formidable diminution of revenue, even for the present, in Canada. In the Lower Provinces we have no doubt that it will immediately produce a material improvement. But throughout the whole Provinces, the decided tendency of the revenue to keep pace with the increase of population and the expanding resources of the country, affords gratifying proof that in a few years the aggregate revenue of the Department cannot fail to exceed its present amount.

"The rates we have suggested are lower, it is true, than those collected in the United States; but it should be remembered that the cost of Mail communication is also considerably less in these Provinces, and that Post Masters in the United States, in addition to a scale of remuneration somewhat higher than that we recommend, enjoy, to an unlimited extent, the franking privilege, which we propose to abolish. In the United States not only do all the Departments of the Federal Government, and all Members and Officers of Congress, enjoy the franking privilege, but the Department gives a special allowance to Post Masters for the trouble of delivering franked letters and parcels, although it receives nothing for them. We have not recommended that any correspondence except that of the Department itself should pass free. With so many points of difference between the two systems, we do not fear to propose a lower scale, and we do so with the more satisfaction, because we think it likely to promote the contentment of the people of these Provinces; an object which we have ever kept in view in deliberating on the various matters which have formed the subject of our inquiry."

### THE EXPORT TRADE.

The following method of preparing Pork and Beef for the English market, is from the pen of a Mr. Peters, of Genesee County, State of New York. As it is important to the people of Canada that they should be in possession of all knowledge appertaining to the proper preparation of provisions for the home market, and as the information here given bears the stamp of practical value we give it insertion, for the benefit of our numerous readers, accompanied by the wish, and indeed the confident hope, that the farmers throughout the length and breadth of Canada will hereafter turn their attention more and more to the subject of raising Beef and Pork, not only for home consumption, but for exportation. We cannot believe it necessary that we should seek for our best Beef for home consumption, and Pork for exportation, south of the line 45. There is not a finer grazing country anywhere to be found than Canada possesses; and her soil, in many parts, produces in abundance the right material for making good pork,—Indian corn, peas, and oats. Why is it then that we are obliged to go to our neighbours for a large proportion of our beef and pork? It is because our farmers do not turn their attention sufficiently to the subject. They are not sufficiently alive to the consideration of the value of this important branch of their labours. Canada West seems bestirring herself, however. The late Agricultural exhibition at Toronto plainly demonstrated that there are some few, at least, who understand the importance of having good breeds of cattle. We should like to see these Agricultural exhibitions more frequent, and held at such localities as would embrace the entire province.

There is another subject which we deem of high importance and deserving of general attention in Canada, and that is the establishment of Model Farms with Schools attached for the education of young men in the principles of Agriculture, to make thorough, practical, scientific farmers. Nothing perhaps would tend more effectually to the introduction of a more correct system of farming than such institutions, and, what is more important than all, they would be the means of turning the attention of our young men to the subject; and by raising the character of the farmer, induce others to pursue farming as an honourable and profitable occupation, instead of, as at present, flooding the professions of Law and Medicine.

Here is Mr. Peters' method of cutting up, curing, and smoking Pork and Beef:—

**PORK**—There are various kinds or divisions of Pork—depending upon the size and quality of the hog, and the market for which it is intended. There is Bacon singed and scalded, which is divided into whole side Bacon or Middles. Barreled Pork is divided into Prime, and Bacon Mess, is put up into barrels and tierces.

In some parts of England they will not purchase nor use scalded Bacon, in others they make no difference.

Whole side Bacon is prepared by cutting out the chine or back bone, cutting the head off close at the ears as possible, and the legs at the knee joint. The ribs are broken by passing a fine saw across them two or three times, the shoulder blade taken out, and the whole side trimmed and made to look smooth and sightly. If it is from a heavy hog, the knife is run into the ham so as to enable the salt to penetrate readily to the knuckle

joint, and sometimes about the fore shoulder. From the cutting block it is passed to the rubbing table. Here all the holes are filled with salt, and salt is spread freely over it, and rubbed in by men with a kind of iron glove on their hands. After the salt has been well rubbed in, the sides are ruled up on the floor in layers of from six to ten deep, flesh side up, salt being freely put between each side. During the process of curing, the sides are repacked several times, depending upon the weather, sometimes as often as every other day. In about ten days the meat is sufficiently cured for market. The salt is brushed off clean with a twig broom, the side again carefully trimmed, scraped and trimmed down by beating it with a flat board, and then passed to the baling or packing room. Five sides are put together, with a thin layer of salt between each, and then sewed up in a coarse kind of bagging manufactured for that purpose. In this condition it is shipped to the London market, and with a little care will keep in good order for months. Hams and shoulders are cured in the same manner, except some use saltpetre with the salt when first rubbed in. Many prefer their bacon and hams dried rather than smoked, but when smoked great care is taken to keep the meat of as white a colour as possible. To do this well, the meat should be quite dry when hung up in the smoke. Competition is very keen among the Irish and Continental provision curers, and great skill is used to make the best article. Hence the utmost pains are taken in curing and putting up their bacon, hams, and dried beef, and many of the most intelligent men of the country are among the provision merchants of Ireland and Hamburg. Tierce middles are the middle or broadside of the hog, between the ham and shoulder. It is cured in the same manner as the whole side, but in preparing for the English market, I should recommend to put it up clear of all bone, and should therefore take out not only the chine, but all the ribs. It is put up in tierces holding about 300 lbs., and treated the same as salted Pork.

Pork is cut in 4 or 6 lb. pieces, according to the size of the hog. Where the carcass weighs 230 lbs. and under, it is cut into 4 lb. pieces; larger hogs are cut into 6 lb. pieces. The hog is first split through the back bone in half; then passed to the trimming block, where the half head and legs are cut off, the lean and tender loin taken out, and the whole side split lengthwise through both the shoulder and ham, and as near the centre as is consistent with the proper shape and size of the different pieces. From the trimming block the strips pass to the scales, where the weight is ascertained, and carried to the man at the cutting block, who divides each strip into the requisite sized pieces. Both the splitting and piercing require skill and judgment, as much depends upon having the pieces well and sizeably cut.—From thence it goes to the rubbing table, where each piece is thoroughly rubbed in salt in the same manner as in curing bacon. After the salt has been well rubbed in, it is put into pickling tubs holding from three to five hundred pounds, well covered with salt, but no water or brine added. Here they remain from 8 to 10 days. It is then taken to the washing trough or vat, where each piece is thoroughly washed in clean brine, trimmed and tormented, as the process of trying is called. The *tormentor* is an instrument of wood or metal, the size of a small dish, and is thrust into the lean parts of each piece, to ascertain that it is properly cured and free from taint. It is then messed and weighed, so that the requisite number of pieces shall weigh exactly the number of pounds for the barrel or tierce. It is then put up in the proper package and freely salted while packing, and saltpetre added at the rate of a common wine glass full to the 100 lbs. The last layer is pounded in by a heavy iron weight, and capped with coarse salt. It is then passed to the cooper, who puts in the head, and puts onto the barrel one, and onto the tierce at least three iron hoops at each end. The package is then filled with clean strong brine, bunged tight, branded, and is then ready for market.

The great utility of this method of cutting consists in the certainty of the meat keeping in good condition for years, in any climate. The blood gets all drained out of the meat before it is barreled, and hence one great cause of injury is avoided. I saw Pork and Beef which had been two years in the barrel, which was as sweet as when first put in, and the brine was perfectly clear. A friend in London unpacked several packages of Irish and Hamburg cured provisions, by the side of American. The contrast was anything but flattering to our taste or skill. I could see very readily why our Beef and Pork bore so bad a name in the market and was so much of a drug. The meat was not inferior, but it was badly messed, worse cut and cured, and the brine nearly as red as blood, and presenting, by the side of the other, not a very palatable appearance. The large hogs or heavy pork, which is uniformly cut into 6 lb. pieces, is packed in tierces, and is called India or navy pork. The 4 lb. pieces are put into barrels.

A barrel of Prime Pork should contain from 25 to 30 pieces, cut from the ribs, loins, chines, and belly pieces, all lying between the ham and shoulder, forming what is called the broadside or middle. 3 hands and 2 hind leg pieces, or 3 hind leg pieces, 2 hands, and 15 or 20 pieces from other parts of the hog, except no part from the head. The meat must be of fine quality, firm and well fattened, cut into 4 lb. pieces, exactly 50 to the barrel, and weigh not less than 200 lbs. nett, and must have a good capping of St. Ubes, or other coarse salt. This is indispensable. *Bacon Mess* is so called, when the full proportion of prime pieces in *Prime Mess* is withheld; there are therefore various classes of Bacon Pork. Tierces contain the same number, that is, 50 pieces of 6 lbs., and the same rules as to messaging, are to be observed as in the barrel. The tierce must not have less than 300 lbs., and well capped with salt. It is usual to put in 52 pieces. In Bacon Mess, the number of Prime Mess pieces should be marked on the head. No part of the hog's head is allowed in any instance.

Beef is uniformly cut into 8 lb. pieces, and cured in all particulars, precisely as pork, except a larger proportion of saltpetre is used in packing. Beef is almost entirely packed in tierces. For export, tierces only should be used.

A tierce of *Prime India Beef*, should contain 52 pieces, 8 lbs. each, and weigh not less than 336 lbs. nett. It should be made from well fed bullocks, and contain 92 pieces of loins, flanks, rumps, plates, buttocks, and briskets; 10 pieces consisting of 4 chines, 2 mouse buttocks, 1 shell of

rumps, 2 pieces cut up close to the neck, with bone taken out; no shins, thigh bones, or necks. To be well salted and capped with St. Ubes, or other coarse salt.

A tierce Prime Mass Beef, should contain 33 pieces, of 8 lbs., and weigh not less than 304 lbs. nett. It should be made from prime fat cows and heifers, 28 of prime, from loins and chins, with one rib each, flanks, rumps, plates, briskets, and buttocks, with 10 coarse pieces, consisting of 2 neck pieces, not the scrag, 2 thighs or buttock bones, with meat to them, 2 shells of rumps, 2 or even 4 clunes, not cut too close to the neck, and 2 shoulder pieces with part of blade bone in them, well salted and capped with St. Ubes, or other coarse salt. The tierces, whether for beef or pork, must be made of well seasoned oak, with eight wooden and three iron hoops on each end.

No pains to be spared in preparing and cutting up, as the neat and tasty appearance of the packages will ensure a more ready sale than if put up in a slovenly manner.

[From the New York Evening Express.]

PRODUCTION OF GRAIN IN THE UNITED STATES.

The failure of the crops in Europe has turned the attention of the public to a discovery of the sources of supply for their deficiency. The London Times, of the 19th ult., in an article urging the opening of the ports, makes the following remarks, which we copy, to show how imperfectly our resources are appreciated in Europe, as well as for the purpose of making a correction of the error in relation to our capacity for the production,—not the export of grain.

In commenting on the difficulty of obtaining the supplies, the Times asks:—

“And where now are the inexhaustible magazines of wheat and flour wherewith our people were to grow fat and wanton? Alas! for the fatuous ignorance of men. They are not. Nature will not work miracle to save the ones. Those who shut their eyes to her laws must perish by her laws;—those who seek to thwart her operations must bend at last beneath their force. Now, when we crave food for our poor, we find it removed from us. The harvests of Europe are insufficient for the exigencies of Europe. France is straitened even more than ourselves. Austria is bidding against us in the marts of the Mediterranean. Odessa is well nigh drained. And America—that land of fabulous redundancy, answers to the requirements of an ordinary commerce, but not to the demands of an extraordinary need. It has a sufficiency for our average, not for our present wants. She has sent us 641,112 barrels of flour more than last year; she is about to send us wheat and Indian corn; yet even with this prospect, the price of bread has risen at Glasgow, it has risen in London, and Indian corn is becoming dearer every day to the Irish peasant! And this, too, in the first quarter of our provision year! What will the state of things be when the American canals are frozen, when the liners have ceased to run, and the passage is alike blocked up from the far west to the eastern ports, and from those ports to England?”

We do not propose to show that we can carry to England all she wants, for we have recently shewn that the commerce of the world is insufficient, and that from other business, enough tonnage cannot be diverted for this purpose. We mean, however, to show that we can, and do now, produce the surplus necessary to make up the loss of England.

In the first place, we copy from the official report of the Commissioner of Patents the following table, showing the product of grain in the United States, in thousands of bushels:—

	WHEAT.	BARLEY.	OATS.	RYE.	CORN.
Maine,.....	502	203	1,564	186	1,912
New Hampshire,.....	647	123	1,942	426	1,828
Massachusetts,.....	211	162	1,856	594	3,098
Rhode Island,.....	5	51	200	47	731
Connecticut,.....	114	26	1,646	1,010	2,619
Vermont,.....	854	51	3,593	321	1,728
New York,.....	16,200	3574	23,700	3,560	13,250
New Jersey,.....	1,050	8	4,912	2,945	7,314
Pennsylvania,.....	12,580	141	19,826	11,929	17,126
Delaware,.....	440	4	828	53	2,713
Maryland,.....	4,884	2	1,691	914	2,723
Virginia,.....	11,885	84	8,888	1,411	27,272
North Carolina,.....	1,967	3	2,673	217	14,887
South Carolina,.....	1,168	3	700	48	8,184
Georgia,.....	1,571	11	883	64	13,320
Alabama,.....	980	7	1,527	76	16,650
Mississippi,.....	378	1	1,189	21	2,167
Louisiana,.....	—	—	—	2	8,380
Tennessee,.....	8,310	5	0,625	382	70,265
Kentucky,.....	4,769	15	13,091	2,548	54,625
Ohio,.....	13,572	218	21,147	798	57,600
Indiana,.....	7,044	35	13,904	221	30,625
Missouri,.....	1,525	11	5,468	81	15,625
Arkansas,.....	2,127	—	486	12	8,250
Michigan,.....	7,061	197	4,815	77	4,945
Florida,.....	—	—	8	—	733
Wisconsin,.....	971	20	1,200	5	672
Iowa,.....	793	25	621	8	2,026
District of Columbia,.....	15	—	12	7	35
	106,548	5,160	153,203	27,175	417,899

To this must be added 10,268,000 bushels of buck-wheat, which will give us a total production of grain as follows:—

Wheat,.....	106,548,000
Barley,.....	5,160,000
Oats,.....	163,208,000
Rye,.....	27,175,000
Corn,.....	417,899,000
Buckwheat,.....	10,268,000
	<hr/>
	730,258,000 Total Crop of 1845.
	26,512,900 Incr. for 1846,—5 per cent.
	<hr/>
	756,770,900 Crop of 1846.

We think 5 per cent. increase very small, as the crop of 1846, in addition to the increased sowing, has yielded better than in 1845.

The best authorities (McCulloch) place the consumption of grain (wheat) in England at 8 bushels per head for the whole population; but we will give to the whole population of the United States 16 bushels, and see how much surplus we should have, were we to use all our exertions to feed England and the other grain-buying nations:—

Population in 1845,.....	18,602,500
Add 10 per cent. for one year,.....	1,860,250
	<hr/>
Population in 1846,.....	20,462,750
Consumption per head,—16 bushels,.....	16
	<hr/>
Total Home Consumption,.....	327,403,000
Total Crop,.....	756,770,900

429,367,900 bushels.

or 53,670,987 quarters of grain, which is more than equal to the entire consumption of England for one year. Thus much in correction of the assertion of the Times, that the United States cannot supply them with the unusual quantity they now want. We think that we have showed that we can and do grow the amount, as conclusively as we have shown before that the commerce of the world is not now sufficient to carry it all over sea. We can grow grain faster than any foreign demand can increase, and can also outstrip any increase that can be made in ships to carry it, when grown.

Now we do not pretend to say that our shipping, or the shipping of the world, is adequate for the transport of all our surplus agricultural products to Europe. We can only set forth our capacity for supply. The rate of freights at the present time shows us how inadequate our vessels are for such a purpose as that, and that, therefore, for this, as well as for other reasons, we must mainly look to our home market, and consume as much as possible of our agricultural products here. The present demand for Europe is created, too, by extraordinary causes that very seldom exist, and such as may not happen again for a quarter of a century. But we make our tables to show that the power of supplying England with enough of grain to keep down prices to a great extent is not so hopeless as some would imply.

The wants of the United Kingdom from abroad for consumption in 1842 amounted to 2,182,271 quarters of wheat, and it is safe to say more will not be wanted the present year. Now our crop much exceeds that of 1845, and our means of supply were never better than at present. Let us see, then, as near as we can, how much we have to spare. Just to start, we think no one will doubt that we can spare the increased receipts at tide water here. The amount is as follows:—

EXCESS OF RECEIPTS AT NEW YORK.

451,312 barrels Flour,.....	equal to 283,945 quarters Wheat.
1,149,971 bushels Wheat,.....	equal to 143,745 quarters Wheat.
1,375,298 bushels Corn,.....	equal to 171,911 quarters Corn.
260,067 bushels Barley,.....	equal to 32,583 quarters Barley.

Excess of Receipts,..... 632,184 quarters Grain.

We also assume that the increase at New Orleans will be as large as the increase here, and we add that to our means of export.

We have estimated the wheat receipts to be double, and have added to last year's flour 25 per cent, which is the New York increase, and which will be much less than the actual increase at New Orleans. The whole gives us the following:—

2,050 barrels Corn Meal, of 4 bushels,.....	equal to 1,025 quarters.
141,427 barrels Corn, in ears,.....	equal to 17,678 quarters.
333,880 sacks of Corn, of 2 bushels,.....	equal to 83,170 quarters.
130,614 barrels and sacks Oats, 3 bush. aver.....	equal to 48,730 quarters.
209,496 barrels Flour,.....	equal to 131,185 quarters.
496,214 barrels and sacks of Wheat, 3 bush.....	equal to 186,080 quarters.

New Orleans, total estimate increase,..... 468,168 quarters.  
New York increase thus far,..... 632,184 quarters.

Total increase in quarters..... 1,100,352 for 1846.

Or more than one half, from these two ports, of the quantity bought by England in her largest year from the world. The increase of supplies from New Orleans, we have no doubt, will be found under the mark. The price of breadstuffs at the next harvest, unless there is a general failure of the crops in Europe, will be as low in the United States as it was upon the average of the past year.

The effect of this demand and cry of famine may re-act, for our farmers, upon the encouragement of the present prices,—will make our extended fields yield an amount, even with an ordinary harvest, that will give Europe a stock not soon exhausted, while the success of the potatoe crop would put prices of grain so low as to barely pay for growing. Commerce is too active now to allow another famine.

STATEMENT OF IMPORTS AT THE PORT OF ST. JOINS.  
FOR THE QUARTER ENDING 10TH OCTOBER, 1846.

Articles.	Quantity or value.	Articles.	Quantity or value.
Calves, .....	2	Leather, not described, .....	£286 3 11
Horses, .....	10	Women's Boots and	
Oxen, .....	2	Shoes, of leather, .....	5½ doz.
Pigs (suckling), .....	3	Girls' do. do., of do., .....	16½ doz.
Sheep, .....	12	Men's Boots, of leather, .....	32 pairs.
Ashes, .....	23 brls	Leather, manufrs., not	
Berries, &c. used in dyeing, .....	£115 1 8	described, .....	£853 7 0
Biscuit and Crackers, .....	29,216 lbs	Linen manufactures, .....	£30 14 9
Books, .....	£1267 7 10	Cider, .....	4078 gall.
Burr Stones, unwrought, .....	150	Vinegar, .....	241 do.
Candles, Sperin, .....	2200 lbs	Machinery, .....	£565 13 6
Candles, Tallow, .....	965 lbs	Mahogany, .....	£747 10 3
Carrriages, .....	12	Medicines, .....	£852 6 6
Clocks and Watches, .....	£297 12 8	Molasses, .....	.965 c. 0 qrs. 7 lbs.
Coals, .....	26 tons	Oakum, .....	1 c. 3 qrs. 4 lbs.
Cocoa, .....	1 cwt. 2 qrs. 22 lbs.	Olive Oil, in bottles, .....	130 galls.
Chocolate, .....	262 lbs.	Lard Oil, .....	42 galls.
Coffee, Green, 934 cwt. 2 qrs. 16 lbs.		Vegetable Oil, .....	£275 5 2
Coffee, Roasted, 32 cwt. 1 qr. 11 lbs.		Palm Oil, .....	29,283 galls.
Coin, .....	£50,799	Fish Oil, .....	3717 do.
Cordage, .....	6 cwt. 1 qr. 17 lbs.	Paper manufactures, .....	£751 0 6
Corks, .....	640 gross.	Pickles and Sauces, .....	£11 6 11
Cotton Manufactures, .....	£871 12 10	Playing Cards, .....	336 packs.
Cotton Wool, .....	129,315 lbs.	Potatoes, .....	181 bush.
Drugs, .....	£1080 6 9	Butter, .....	2 qrs. 14 lbs.
Extracts, Essences and		Cheese, .....	11 c. 1 qr. 5 lbs.
Perfumery, .....	£182 6 4	Lard, .....	8 c. 2 qrs. 0 lbs.
Fanning Mills, .....	2	Bacon and Hams, 3½ : 1 qr. 16 lbs.	
Oysters, Lobsters and		Pork, Salted, .....	3 19 c. 1 qr. 9 lbs.
Turtles, .....	£393 18 5	Other Meats, Salted, 12c. 3 qrs. 2 lbs.	
Fish, Salt or Dried, 12c. 3 qrs. 24 lbs.		Rice, .....	861 c. 1 qr. 5 do.
Fish, Pickled, .....	11½ brls.	Seeds, Garden, .....	£58 3 0
Flour, (wheat), .....	1½ brls.	Seeds, other kinds, .....	£15 19 1
Almonds, .....	114 lbs.	Silk manufactures, .....	£1178 8 4
Apples, (green) .....	10,693 bush	Soap, .....	33 c. 2 qrs. 12 lbs.
Apples, (dried) .....	1½ bushel	Cassia, .....	1539 lbs.
Nuts, .....	21 7 lbs	Pepper, .....	22 lbs.
Pears, .....	5714 bush.	Spirits and Cordials,	
Raisins, in boxes, .....	5225 lbs	(except Rum), .....	682 galls.
Fruit, unenumerated, .....	£781 8 5	Sugar, Refined, .....	4 c. 1 qr. 25 lbs.
Furs and skins, undressed, .....	£15 5 0	Sugar, unrefined, 1372c. 0 qr. 17 lbs.	
Fruit, preserved, .....	220 lbs.	Syrups, .....	63 galls.
Glass manufactures, .....	£609 7 24	Tallow, .....	90331 lbs.
Bran and Shorts, .....	1806 cwt.	Tea, .....	217,147 lbs.
Guns and Rosins, .....	£27 16 4	Tobacco, unmanufact'd, 292,992 lbs.	
Hardware, .....	£5281 2 5	Do. manufactured, .....	214,848 lbs.
Hemp, .....	466 c. 0 qr. 12 lbs.	Segars, .....	1345 do.
Hides, raw, .....	7976	Snuff, .....	384 do.
Hops, .....	2754 lbs.	Trees and Plants, .....	£54 6 10
India Rubber Boots and		Vegetables, (except potatoes), .....	£0 5 6
Shoes, .....	7739 pairs.	Wines, .....	304 galls.
Goat Skins, dressed, .....	28½ doz.	Planks and Boards, .....	3,000 feet.
Sheep Skins, do .....	400 doz.	Woolen manufactures, .....	£1994 10 3
Calf Skins, .....	1061 lbs	Wood, (cordwood), .....	240 cords.
Upper Leather, .....	1465½ lbs.	All other articles not	
Sole Leather, .....	18615 lbs.	enumerated, .....	£6501 4 10

ARTICLES IMPORTED FOR WAREHOUSING AT THE PORTS OF MONTREAL AND QUEBEC.

Extracts, Essences, &c., .....	£145 9 2	Tobacco, manufactured, .....	1437 lbs.
Glass manufactures, .....	£76 0 4	Segars, .....	2206 lbs.
Hardware, .....	£499 6 5	Sugar, unrefined, .....	1138c. 0 qr. 25 lbs.
India Rubber Shoes, .....	5611 pairs	Watches, .....	£351 7 1
Molasses, .....	1227 c. 1 qr. 25 lbs.	Tea, .....	51,356 lbs.
Paper manufactures, .....	£110 0 0	Fancy Goods, unenum-	
Tobacco, unmanufactured, 5566 lbs.		merated, .....	£23 7 6

NAVIGATION LAWS.

We intend in our next number to take some notice of an article which appeared in yesterday's *Montreal Gazette*, on the subject of the Repeal of the Navigation Laws. In the meantime, we draw the attention of our "official" contemporary to the following copy of a series of resolutions adopted at a public meeting held in the parish of St. Andrews, Jamaica, by which he will perceive that Canada is not the only colony, nor the Free Traders of Toronto and Montreal the only body, to claim the repeal or modification of these Laws:—

At the meeting held in the parish of St. Andrew, the following resolutions, which had been previously submitted to a committee for revision, were unanimously adopted:—

1st. That the commercial policy of the Home Government, based on the principles of Free Trade, threatens the agricultural and other interests of the island with ruin; forcing the cultivators of the soil into an unequal and unfair competition with the slave-grown produce of foreign nations.

2nd. That although unwilling to create any panic or distrust in the minds of the community, this meeting views the present position of the West India colonies as extremely critical, and must express its firm conviction that the union of all classes is essential, so that a firm and vigorous effort may be made successfully to encounter and overcome the difficulties in which the measures of the British Government will speedily involve us.

3rd. That the adoption of such measures of strict economy and retrenchment as the present position of affairs imperatively demands, is the primary duty of the island Legislature and parochial authorities.

4th. That at this important crisis it is the opinion of this meeting that the legislature should strongly urge on Her Majesty's Government the justice and necessity of according to the colonies the same freedom in trade which they have claimed and enforced as beneficial to the British public, and that the disadvantages of the present unjust competition with foreign countries may be compensated by the removal (in strict accordance with Free Trade principles) of all commercial restrictions affecting West India produce.

5th. That the Free Trade policy of the British Government demands on the part of the island Legislature an adoption of like principles with respect to the island tariff.

6th. That the existing Imperial Navigation Laws afford an unfair monopoly to British shipping, and will, unless greatly modified, deprive this island of the many advantages derivable from Free Trade.

7th. That with a view to facilitate and cheapen as much as possible the cost of production, all restrictions on the introduction of laborers into the island ought to be removed.

8th. That the exorbitant direct taxation in this parish, arising both under act of the Legislature and from the parochial authorities, demands most anxious attention, with a view to such diminution as will make the amounts more in accordance with the present means of the inhabitants."

A correspondent sends us the following:—

"In the last number of the *Economist*, there is an article, calculated very much to mislead the public, on the subject of the proportion of tonnage employed, respectively, by the British and Americans in their international trade. The *Economist* wishes its readers to believe that only about a tenth of the shipping trading between Europe and the United States, are British. Now, Sir, by referring to Hazard's U. S. Register, for 1840, (the last statement I have seen) you will observe as follows:—Arrive, vessels, 7211 American; do. do. 4571 Foreign; of which 4024 were British. Dare the *Economist* give the number of British and American vessels "arrived" and "cleared," for the last five years, between the United States and Great Britain? or does the *Economist* know, that in the year referred to, 1840, out of 23,114 ships entering the ports of Great Britain, (exclusive of coasters and ships in ballast) only 579 were American, viz., the fortieth part?

"Yours, A FREE TRADER."

We copy the foregoing from the *Gazette* of Wednesday.

"A Free Trader" has evidently a very oblique pair of optics, and, we suspect, is not sincerely inclined to promote free-trade views,—more especially with reference to the Navigation Laws;—else why should he attempt to distort the facts and inferences we laid before the public?

We quoted an official document, showing the shipping trade of the United States for the year eighteen hundred and forty-five; "A Free Trader" quotes, in reply, a non-official "register," for the year eighteen hundred and forty! and because the particulars do not correspond, stupidly accuses us of trying to mislead the public mind. Our readers will have no difficulty in judging between the spirit of our article and that of "Free Trader's" effusion.

We shall merely add, that if "A Free Trader's" statistics are as well entitled to condence as our official data unquestionably are, the result shows that American shipping have made wonderful progress since 1840,—thereby proving what our figures were merely intended to illustrate,—viz., that British were not, as our opponents asserted, driving American vessels out of the carrying branch of their own commerce, but that the very opposite effect could be proved by statistics taken from official documents.

*La Revue Canadienne* has published a paper on "The importance of the study of Political Economy," delivered before the Canadian Institute in this city on the 19th instant, by E. Parent, Esq. It contains an admirable exposé of the objects and importance of the science, with some most valuable advice respecting its study. "If I had," said Mr. Parent, "a studious young friend, gifted with the necessary talents, full of ardour and of those noble aspirations which lead to great actions, who had the will and the means to devote himself to the good of his country by aiding in her political progress, whilst at the

same time he was adding to his own glory and advantage; and if he were to ask my advice as to what he should study in preference to everything else, I think I should parody the words put into the mouth of the famous Marshal Saxe, in reply to some one who asked him what was required to make war with success, and I should say, Study, 1st, Political Economy; 2nd, Political Economy; 3rd, Political Economy." And it was in this spirit that Mr. Parent exhorted his young countrymen of French origin to leave the perusal of the works of Paul de Knoch and Eugene Sue, the novel and the newspaper feuilleton, for the more healthful, profitable, and truly national study of the pages of Adam Smith and J. B. Say. "Here," says he to them, "is your proper field, the field in which you can exercise yourself with usefulness and distinction. Your fathers have gained for you great political privileges; they have sacrificed their energy and time to achieve a great conquest, and it is for you now to make it profitable. They have been tribunes, and be you now statesmen and enlightened economists."

These are the views of a really sound, liberal mind, and they could scarcely be better expressed. The study of political economy is, as Mr. Parent represented, the most important study of the age, and in pressing its importance on his countrymen, he gave at once proof of his patriotism and intelligence. His recommendation that chairs for teaching the science should be established in the different colleges, proves that he is not afraid to go in advance in the work of improvement, and will not, we trust, be lost sight of. Mr. Parent also dwelt strongly on the impolicy of all restrictions, either Colonial or Imperial, on our commerce, and particularly referred to the acts for the protection of agriculture imposed by the Provincial Parliament, as the worst specimens of a vicious system of legislation, which it was necessary now to abandon.

On the whole, we cannot imagine a more valuable or better timed paper, and we trust that there will be found amongst our mercantile brethren some one who will follow in Mr. Parent's wake, and in like manner expose to some of the literary institutions of the city the fundamental truths and growing importance of the too-much-neglected science of political economy.

A great public dinner has been given to the Hon. Robert Baldwin by the Reformers of East Hallow, at Dundas. In the course of the speech delivered by the hon. gentleman on that occasion, he thus referred to the subject of Free Trade:—"With respect to the great change to which he had referred, it had come upon us by no action of our own. Having been thus imposed upon us by the irresistible current of events and the progress of Imperial Legislation, it must be carried out to its legitimate consequences. (Cheers.) We must not shut our eyes to these consequences, but look our condition boldly in the face, and meet the exigencies of the position in which we are placed. Above all, we must not allow any sickly attempt to favor what might be supposed to be the shipping or any other particular interest to be successful at the expense of the great body of the people of the country. (Cheers.) With respect to some of those interests, Great Britain had in the most solemn manner expressed her readiness to acquiesce in this course of action on our part—conferring upon us the power of legislating upon the subject to an extent never before conceded to any of her Colonies. And with respect to the shipping question, he for his part doubted not that she would be found ready to deal with it in a spirit of equal fairness. (Cheers.) He did not overlook the political considerations to which Lord John Russell had referred, with respect to this important branch of the subject, and he (Mr. B.) would be the last man in the Province in the least degree to undervalue them. (Cheers.) But he doubted much whether, when an enlarged and accurate view came to be taken of the question in all its bearings, it would be found that the considerations alluded to really entered, to any extent that could be appreciated into the question. But what he should feel bound to contend for was, that the farmers of the country were not, on the one hand, to be deprived of the advantage of differential duties in their favor in the markets of Great Britain; and on the other, be saddled with such duties, or what in its practical operation on their interests was equivalent to such duties, for the mere advancement of the separate interests of any other class of the community either in the Parent State or the Colony itself. [Great cheering.] Before leaving this subject, however, we must strongly deprecate any idle attempt to delude the people of this country into a belief that any action of theirs could procure a retrograde movement on the part of the Imperial Government, or stop the forward progress of the mighty movement that had commenced. The word had gone forth, in different parts of Europe it had already met with an echo, which, though as yet feeble, sufficiently indicated the certainty of its onward course.—Let no one then persuade us to waste our time or exhaust our energies, in any attempt of the kind to which he referred; but let us learn to depend upon ourselves. Let us shake off the imbecility of childhood and stand erect like men, and he felt assured that Canada would be found fully equal to the emergency."

☞ "Société en Commandite,"—an article in continuation of a series of papers, some of which have already appeared,—has been received, but its insertion is unavoidably deferred to our next.

## LOCAL, PROVINCIAL, AND GENERAL INTELLIGENCE.

The Shareholders of the Montreal Mining Company held a General Meeting of their Stockholders, on the 16th instant, at which the affairs of the Company were discussed, and at which their agent—a Mr. Shepherd—presented a verbal statement, in lieu of his Report, which was not then quite completed. From this it appears that the Company has secured a district having 36 miles of coast on Lake Superior, or 100 miles, reckoning the undulations and islands; including, besides the mineral treasure, several fine harbors, immense forests, mill sites, arable land, fisheries, &c. The price was 4s. per acre. Mr. Shepherd gave a most flattering report of the district.—The Quebec and Lake Superior Company have, it seems, already shipped some ore to England.—Another silver mine is said to have been discovered at Cornwall, C.W.—Rumours prevail of a change in that part of the administration, which may be said to represent Upper Canada. The *on dit* is that the Attorney General (West,) is to go on the Bench, and the late Solicitor General to be made Attorney General, and, still more extraordinary, that the Judge, who retires, is to return to political life as President of the Council.—The Militia have been re-organized on a new basis: for the future, the several corps are to be divided according to the language they speak.—The *Gazette* of yesterday, announces that a very extensive breach, or rather a series of breaches, occurred on the Welland Canal, on Thursday the 19th instant, in consequence of the heavy rains which fell about that time. It took place at Ramsay's Mills, below St. Catherine's, and could not be repaired in less than eight days, if indeed so soon. More than forty downward bound vessels of a large class are, it is said, detained above in consequence, and should the present severe weather continue, will be detained until the spring, to the very serious loss of the owners of the cargoes.—A dreadful murder has just been committed at Markham, a village twenty-two miles from Toronto, and lately the head-quarters of a desperate gang of robbers and burglars. The victim is a young man named Wm. McPhillips, in the employ of Francis Logan, Esquire, of Toronto, and who had under his charge a store. He was found murdered in the shop on Saturday last, having had his skull fractured in several places with blows from a heavy instrument. The store had also been plundered. Five or six strange men had been seen lounging near the spot the same evening who are suspected of the crime, but no clue has yet been obtained to lead to their apprehension.—The Hon. Col. Bruce, brother of Lord Elgin, to whom he has been appointed Military Secretary and principal Aide-de-Camp, arrived in Montreal, on Tuesday.—Advices have been received at Quebec of the melancholy shipwreck of the brig *Scoteman*, Jamieson master, from Montreal, with a general cargo for Liverpool. She went ashore on the rocks of Bic Island on the night of Friday se'nnight, during a gale from the East, but was forced off immediately after, and sunk in deep water. The crew, nine in number, took to the boat, but, sad to relate, were all lost, except one man, who landed on Bernaby Island, and was taken off the next morning by the inhabitants on the mainland. There have been numerous other casualties at sea, including the loss of a schooner from Kamouraska, at Cap St. Ignace, by which it is reported that three persons on board perished.—The weather has within the last few days become extremely cold, and a few more days will in all probability close up the navigation for the winter.

The news from the States is not important. Two attempts made upon Alvarado by Commodore Conner have failed, and all classes seem to be growing sick of the war.

"THE FAMILY CHRISTIAN ALMANAC."—We have to return our thanks to the publisher of the "Family Christian Almanac" for his courtesy in sending us a copy of his annual. However much we may question the propriety of sending forth these publications so long before their time of usefulness, we cannot deny that much credit is due to the publisher of this particular Almanac, for the labour he has bestowed upon his work. Our only regret is, that we cannot award to him so large a meed of praise as our wishes would incline us to do. We think we have some cause of complaint against the compiler, for not noticing our Association. Although more than six months in existence, we are as if we were not in the pages of the Family Christian Almanac. Odd Fellows, and Gas Lights, and Reclimbers, are brought into prominent notice, whilst the Free Trade Association obtains not a record of its existence. It is true that this is to us a matter of very little consequence; but it may be a matter of some importance to the public, and certainly throws suspicion over a work which professes to afford correct and full information to the public. This omission is, however, comparatively speaking, of slight consequence compared to the second point to which we have to refer. As a commercial organ, it is our duty to keep a strict watch over whatever comes from the press, having a bearing on the commerce of the country. Now the "Tables of Duties on Imports into Canada," although admirably adapted for the year 1845, have no possible relation to the wants of the country in 1847, inasmuch as the Customs duties have undergone a most material alteration the present season, in accordance with the Free Trade principle introduced and carried through the Imperial Parliament by Sir Robert Peel; so that it may be said that the Table of Duties as published in the Family Christian Almanac is about as well adapted for Spitzbergen as for Canada.

## THE MARKETS.

MONTREAL. Friday Evening, 27th Nov.

There are now no square-rigged vessels in port, and all transactions in produce are made with a view to holding over winter for spring shipment, or for winter sales in Quebec.

ASHES.—Sales of both Pearls and Pots at 22s. 3d. to 22s. 6d. per cwt.

FLOUR.—Several sales have been made since our last report, for Quebec account, at 27s. 6d. Receipts are heavy, and going into store for the winter.

WHEAT.—We know only of one sale of a very good parcel at 5s. 3d., on speculation. Receipts are considerable.

PROVISIONS are very dull. The demand for Mess is over until sleighing. Some small lots of Prime and Prime Mess, new, have been placed at \$10, and \$8½ and \$6½ for Cargo.

EXCHANGE.—Banks draw at 90 days for 9 per cent; Private, 7½ to 8 premium.

PRICES CURRENT,

Montreal, Nov. 28th, 1846.

ARTICLES.	PRICES.	Duties on Imps.		ARTICLES.	PRICES.	Duties		ARTICLES.	PRICES.	Duties on Imps.	
		Imperial in Sterlg.	Prov'l in Sterlg.			Imperial in Sterlg.	Prov'l in Sterlg.			Imperial in Sterlg.	Prov'l in Sterlg.
ASHES.....per cwt.	s. d. s. d.	Free.	1 p. ct.	Sheet.....	s. d. s. d.	7 p. cent.	5 p. cent.	SOAP.....per lb.	s. d. s. d.	7 p. cent.	5 p. cent.
Pots.....	23 0 a 00 0			Nails, Cut.....	£17 10 a £18 0			English.....	0 2 a 0 2		
Peatls.....	23 0 a 23 0			TIN.....	20 0 a 21 3			Canada.....	0 1 a 0 2		
ALUM.....	16 0 a 17 6	4 p. cent.	5 p. cent.	I. C.....	47 6 a 48 0			SUGAR.....per cwt.	50 0 a 51 0	5 p. cent.	7 1/2 p. cent.
COFFEE.....per lb.	a 0	5 p. cent.	1 d. p. lb.	L. X.....	55 0 a 0 0			Mus. fair to bright.....	47 6 a 49 0	do.	do.
Jagayra, good.....	a 0			D. C.....	42 6 a 0 0			Dark to fair.....	60 0 a 65 0	do.	do.
Java.....	ono.			D. X.....	50 0 a 0 0			Bastards, White.....	47 0 a 50 0	do.	do.
COALS.....per chaldron.		4 p. cent.	1 p. cent.	INDIGO.....	3 6 a 4 0	4 p. cent.	1 p. cent.	Yellow.....	43 9 a 45 6	do.	do.
Scotch.....	30 0 a 35 0			Ordinary Madras.....	4 4 a 4 9			Dark.....	47 9 a 50 0	do.	do.
Liverpool.....	37 6 a 40 0			Fine do.....	120 0 a 130 0			Refined.....per lb.	0 8 a 0 9	20 p. cent.	20 p. lb.
Newcastle.....	0 0 a 5 6	4 p. cent.	5 p. cent.	LINSEED CAKE.....				SPICES.....			
COPPERAS.....	10 0 a 12 0	4 p. cent.	5 p. cent.	LEATHER.....	3 3 a 4 0	4 p. cent.	5 p. cent.	Cassia.....	0 10 a 1 0	4 p. cent.	2 d. p.
EPSOM SALTS.....	nominal.	4 p. cent.	5 p. cent.	Calf Skins, per lb.....	0 0 a 1 1	2 do.		Nutmegs.....	4 6 a 5 0	do.	4 d. p. lb.
FISH.....		2 1/2 p. cent.	1 p. cent.	Harness, per lb.....	8 6 a 11 3	1 1/2 do.		Pepper.....	0 4 a 0 6	do.	4 d. p. lb.
Dry Cod.....per cwt.	12 0 a 17 6			Upper, per side.....	0 0 a 0 11	do.		Pimento.....	0 6 a 0 0	do.	4 d. p. lb.
Pickled do.....per but.	16 0 a 10 0			Sole, Light, per lb.....	0 10 a 0 11	do.		Ginger, Barbadoes.....	do.	do.	5 p. cent.
Salmon.....	\$10			Mediums.....	0 0 a 0 10	3 do.		Jamaica.....	do.	do.	do.
Mackerel.....No. 1.				Heavy.....	40 0 a 60 0	3 1/2 p. cent.	1 s. p. cent.	SEEDS.....			
Do.....No. 2.	23 9 a 0 0			Kips, per doz.....	1 7 a 1 8	3 s. p. cent.	1 s. p. cent.	Clover, per lb.....	0 7 a 0 10		
Do.....No. 3.	21 6 a 0 0			MOLASSES.....per gall.	3 2 a 0 0	4 p. cent.	2 d. p. gal.	Linseed, per minot.....	4 9 a 4 6		
Herrings.....No. 1.	17 6 a 0 0			Raw.....	2 10 a 3 0	do.	do.	Timothy, do.....	7 6 a 10 0		
Do.....No. 2.	17 6 a 0 0			Limeed, Baled, per gl.	4 0 a 4 3	do.	do.	TEAS.....per lb.			
FRUIT.....per box.				do.	3 6 a 3 10	do.	do.	Gunpowder.....	2 9 a 3 9	1 d. p. 1.	1 d. p. lb.
Bassins, Musc. Bunch.....	10 0 a 11 0	4 p. cent.	1 d. p. lb.	Olive.....	4 0 a 4 3	do.	do.	Imperial.....	2 9 a 3 6		
Hloom.....	9 0 a 10 0	do.	do.	Lard.....	6 0 a 6 0	10 p. cent.	1 p. cent.	Hyson.....	2 9 a 3 0		
Valencia, per lb.....	0 3 a 0 4	do.	4 d. p. lb.	Sperm.....	1 10 a 2 0	do.	do.	Young Hyson.....	1 9 a 3 0		
Cash.....	0 0 a 0 3	do.	do.	Cod.....	2 9 a 2 11	do.	do.	Hyson Skin.....	1 6 a 1 9		
Almonds, Soft Shell.....	0 7 a 0 8	do.	1 d. p. lb.	Seal, Pale.....	2 6 a 2 8	do.	do.	Twankny.....	1 3 a 2 0		
Jordan.....	0 8 a 1 0			Straw.....	0 0 a 0 5	4 do.	do.	Congou.....	1 0 a 2 0		
Currans, Zante.....	0 6 a 0 6	4 p. cent.	5 p. cent.	Palm.....per lb.	0 5 a 0 9	3 s. p. cent.	2 s. p. cent.	Souchong.....	1 9 a 2 9		
Barcelona Nuts.....	0 0 a 0 5	4 p. cent.	5 p. cent.	Castor.....	none.			Bolca.....	none.		
FLOUR, per brl. 196 lbs.	27 6 a 00 0	2 s.	1 d. p. lb.	PROVISIONS.....				TALLOW.....per lb.			1 p. cent.
Canada, fine.....	30 0 a 00 0			Beef, Mess.....	47 6 a 00 0			S. American.....			
Superfine.....	30 0 a 00 0			Prime Mess.....	42 6 a 00 0			Russian, Y. C.....			
Fine Sort.....	27 6 a 33 0			Prime.....	60 0 a 00 0			Canada.....	0 4 a 0 5		
American Superfine.....	30 0 a 0 0			Cargo.....	umc.			United States.....	0 5 a 0 6		
Indian Meal, 194 lbs.	0 one.			Pork, Mess.....	75 0 a 0 0			TOBACCO.....per lb.			
Oatmeal, per 24 lbs.	30 0 a 0 0			Prime Mess.....	60 0 a 00 0			U. C. Canada Leaf.....	none.		
GRAIN.....				Prime.....	60 0 a 00 0			Imperial.....	0 4 a 0 4	4 p. cent.	1 d. p. lb.
Wheat, U. C. best 60 lb.	5 3 a 0 0			Cargo.....	42 6 a 00 0	4 p. cent.	1 p. cent.	United States Leaf.....	0 5 a 0 8	7 do.	do.
Middling.....	5 0 a 0 0			Lard.....per lb.	0 0 a 0 5			Plug.....	0 4 a 0 4		
L. C. Red, per minot.....	5 0 a 0 0			Butter.....	0 7 a 0 8			Plug.....	0 5 a 0 6	4 p. cent.	1 d. p. lb.
Barley.....per minot.....	2 10 a 3 0			Choese, Canada.....				TOBACCO.....per lb.			
Oats.....	0 0 a 1 9			U. S.....				U. C. Canada Leaf.....	none.		
Peas, boiling.....	4 3 a 0 0			PORTER.....per doz.	10 0 a 0 0	4 p. cent.	5 p. cent.	United States Leaf.....	0 4 a 0 4	4 p. cent.	1 d. p. lb.
Indian Corn.....58 lbs.	none.			London.....	10 0 a 0 0			Plug.....	0 4 a 0 4		
GLA S.....per 100 feet.		15 p. ct.	5 p. cent.	Leith Ale.....	none.			Plug.....	0 5 a 0 8	7 do.	do.
Window.....7 1/2 x 7 1/2	20 0 a 25 0			RICE.....				Carolina, per 100 lbs.....	24 0 a 25 0		
Do.....8 1/2 x 7 1/2	19 0 a 22 0			East India, per 112 lbs.....	25 0 a 27 7			United States.....	6 6 a 7 0	5 p. cent.	
Do.....9 x 7 1/2	18 0 a 21 0			ROBIN.....				United States.....	6 6 a 7 0		
Do.....10 x 8	17 0 a 20 0			SALT.....				Liverpool, per minot.....	0 10 a 1 0	1 s. p. ton.	
Do.....12 x 10	16 0 a 19 0			Castre and Lisbon.....	1 0 a 1 3			do.....	1 0 a 1 3	do.	
Do.....14 x 10	15 0 a 18 0			Saltpetre, refined.....	47 6 a 0 0			WAX.....			
Crown, in crates.....	45 0 a 50 0			SPIRITS.....				Bees, Canadian.....			
Bottles.....per gross.	30 0 a 0 0			Cognac, inferior.....	5 6 a 6 0	1 s. p. gal.	1 r. 3 d. gal.	Wines.....			
IRON.....per ton.		7 p. cent.	5 p. cent.	Old and Martell's.....	7 6 a 8 0			Madeira.....per gal.	6 0 a 15 0	7 p. cent.	10 p. cent.
English Bar.....	£0 a £14			Hennessy's.....	7 6 a 8 0	do.		Spanish.....per gal.	2 3 a 2 4		and 8 d.
Hoop.....	£17 10 a £18			Gin, Hollands.....	5 6 a 6 0			Common.....	2 0 a 0 0		per gall.
Scotch Pig.....No. 1.	£6 5 0 a £6 7 6	4 p. cent.	1 p. cent.	Schiedam.....per doz.	15 0 a 16 0			Sherry.....per gal.	3 0 a 14 0		
Swedish Bar.....	0 0 a 20 0	7 p. cent.	5 p. cent.	Rum, Jamaica, 1 a 2 1/2	5 0 a 5 6	6 d. do.	6 d. do.	Port.....	4 0 a 9 0		
Steel, Eng. list per lb.....	0 3 a 0 9	7 do.	5 do.	Demerara.....1 a 2				Benecario.....	none.		
Cast.....	0 7 a 0 11			Leeward.....1 a 4							
Crawley.....	0 7 a 0 11			East India.....1 a 2							
Canada Plates, per box.....	21 0 a 22 0			N. York.....1 a 2 1/2							

FRIGHTS.

To London, Flour, 0s. 0d. a 0s. 0d.; Ashes, 45s. 0d. a 0s. 0d.; Wheat, 12s. 0d. a 0s. 0d.  
 " Liverpool, do. 0s. 0d. a 0s. 0d.; do. 45s. 0d. a 0s. 0d.; do. 12s. 0d. a 0s. 0d.  
 " Clyde, do. 0s. 0d. a 0s. 0d.; do. 45s. 0d. a 0s. 0d.; do. 12s. 0d. a 0s. 0d.

EXCHANGE.

Bank.....60 days on London..... 0 2 0 per cent. premium.  
 Private.....90 days on do..... 7 1/2 a 8 do. do.  
 Bank.....3 days on New York..... 1 1/2 a 0 do. do.  
 Private.....do. do..... 1 1/2 a 0 do. do.

DUTIES.

On Imports, the produce or manufacture of the United Kingdom or British Possessions, the duties stated under the head "Provincial," are levied. On Foreign Goods both "Imperial" and "Provincial" are payable.  
 A part of the ad valorem duty is levied under the Imperial Act 4th and 5th Victoria, cap. 49, upon the value at port of entry, which is ascertained by adding 10 per cent. to the invoice value, and the remainder of the duty, which is provincial is levied simply on the invoice price.  
 Foreign articles, excepting sugar and teas, shipped from United Kingdom, having been warehoused there, or on which any draw-back has been received, pay only three-fourths of such part of said duty as is levied under the Imperial Act.

RECEIPTS OF PRODUCE UP TO 28TH NOVEMBER.

	ASHES.	FLOUR.	WHEAT.	PORK.	BEEF.	BUTTER.	LARD.	BARLEY.	PEAS.	OATS.
	Barrels.	Barrels.	Bushels.	Barrels.	Barre.	Kgs.	Kgs.	Barrels.	Bushels.	Bushels.
Canada Produce.....	26794	62372	621459	9763	673	6031	1227	489	9261	600
United States Produce.....	483	35965	12349	8490	1	18	1464	.....	.....	.....
Total.....	27277	659737	533508	18243	674	6049	2590	489	9261	600
Same time 1845,—Canada Produce.....	31780	467377	189582	2914	547	6231	504	1290	28927	7455
United States Produce.....	696	44490	12394	1664	102	43	80	.....	.....	.....
Total.....	32476	511867	201976	4579	649	6274	584	1290	28927	7455

EXPORTS OF PRODUCE UP TO 28TH NOVEMBER.

	ASHES.	FLOUR.	WHEAT.	PORK.	BEEF.	LARD.	BUTTER.	OATMEAL.	PEAS.	BARLEY.	OATS.
	Barrels.	Barrel.	Bushels.	Barrels.	Barrels.	Kgs.	Kgs.	Barrels.	Bushels.	Bushels.	Bushel.
From Montreal.....	24139	213941	376188	2700	843	29	5924	216	22723	12	32552
" Quebec.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Same time 1845, from Mont- real.....	31359	193715	212766	942	919	25	6412	122	116548	.....	27583



**NOTICE.**

**A**FTER the Closing of the MACHINE CANAL, the Subscribers will Land and Deliver the Carriage of their Craft at Lachine, subject to the same Rates of Freight to that place as are now charged to Montreal.

MACPHERSON, CRANE & Co.  
HOOKER, BOLTON & Co.  
H. JONES & Co.  
R. U. INNES.  
Agent Quebec Forwarding Co.

Montreal, November 19, 1846.

**NOTICE.**

**O**N and after the 15th instant, the Subscribers will charge the undermentioned RATES OFF FREIGHT, from Kingston and places below, to Montreal.

Flour.....	3 0	per barrel
Pork.....	4 6	per barrel
Ashes.....	7 6	per barrel
Wheat.....	0 10 1/2	per 60 lbs.

And other articles in proportion.

Insurance, as usual, will be charged on all property downwards, in addition to the Freight.

H. JONES & Co.  
R. U. INNES.  
Agent for the Quebec Forwarding Co.  
MACPHERSON, CRANE & Co.  
HOOKER, BOLTON & Co.

Montreal, Nov. 14, 1846.

**NOTICE.**

**To the Claimants for Rebellion Losses in Lower Canada, whose names are included in the Schedule published in the Canada Gazette, dated 10th October, 1846.**

RECEIVER GENERAL'S OFFICE,  
Montreal, 9th October, 1846

**T**HE RECEIVER GENERAL is authorized to issue DEBENTURES; redeemable in Twenty Years, for the liquidation of those Losses, in sums not less than Twenty five Pounds Currency, bearing Interest at Six per Cent per Annum, as provided by the Act 9 Victoria, Chap. 68, payable Yearly, on the 1st January. It is recommended to those individuals whose claims are under the sum above specified, that they should unite so as to make up the Minimum Amount of Debentures allowed to be issued.

The English and French papers in Montreal will insert the above for two weeks.

**NOTICE.**

**W**E the Undersigned hereby give notice, that application will be made by us at the next meeting of the Legislature to obtain a CHARTER for the purpose of CONSTRUCTING A BRIDGE ACROSS THE ST. LAWRENCE: say from the South side of said River to a point on St. Paul's Island (also St. Paul), and from said Island to the North bank with right of way across to said Island, and from the North bank of the River to a convenient terminus on the Canal.

- |                  |                   |
|------------------|-------------------|
| D. STEPHENS,     | ANDREW SHAW,      |
| HUGH ALLAN,      | JAMES GILMORE,    |
| JASON C. PIERCE, | WM. EDVONSTONE,   |
| D. DAVIDSON,     | Moses HAYS,       |
| WILLIAM DOW,     | JOSEPH MASSON,    |
| JOHN LEPMING,    | ROBERT MACKAY     |
| WM. LEWIS,       | O. BERCHELLET,    |
| J. B. SMITH,     | H. JUDAH,         |
| J. PROTHMER,     | A. LAPOQUE,       |
| JRO. YOUNG,      | B. HART,          |
| JOHN E. MILLS,   | JOSEPH ROBERTT,   |
| L. H. HOLTON,    | A. M. DEISSER,    |
| D. L. MACDUGALL, | W. FERNATINGER,   |
| BENJ. LYMAN,     | W. C. MERRILL,    |
| R. CORSE,        | JOHN J. DAY,      |
| DAVID TORRANCE,  | GEO. ELDER, Junr. |

Montreal, September 14, 1846.

**ST. LAWRENCE AND ATLANTIC RAIL-ROAD.**

**NOTICE.**

**T**HE STOCKHOLDERS of the St. Lawrence and Atlantic Rail-Road Company, having, at their Special General Meeting, held on the 2nd instant, unanimously resolved upon the immediate commencement of the Rail-Road, whereby the Subscriptions for Shares of Stock conditional upon that resolve (reserved subsequent to the 10th instant), have become absolute, the New Stockholders are requested to PAY the FIRST INSTALLMENT of £1 1/2 Currency per Share, to the Treasurer, at the Company's Office, 18, Little St. James Street.

By order of the Board,

THOMAS STEERS,  
Secretary.

Office of the St. Lawrence and Atlantic Rail-Road Company,  
Montreal, 25th August, 1846.

**BIRMINGHAM AGENCY.**

THE SUBSCRIBER,

**A** GENT for SAM'L A. GODDARD & CO. is to be found in the Rooms of the FREE TRADE ASSOCIATION, No. 3, St. Sacrament Street.

WILLIAM HEDGE.

Montreal, 30th May, 1846.

**Sheffield and Birmingham SHELF HARDWARE SELLING OFF AT GREATLY REDUCED PRICES.**

**T**HE Subscribers beg to announce, that, preparatory to the termination of their Co-Partnership by limitation, they will, on the 1st proximo, commence SELLING OFF the whole of their Extensive Stock of SHELF HARDWARE in Montreal, at prices which will afford a most favorable opportunity for Importers and the Trade in Eastern and Western Canada to replenish their Stocks.

**BUDDEN & VENNOR.**

**ENGLISH CROWN AND SHEET WINDOW GLASS.**

**N**OW IN STORE and Daily Expected TO ARRIVE—  
3000 BONES WINDOW GLASS, Extra Thick—all sizes,  
60 CRATES DO. 16 to 21 oz. per foot.

**BUDDEN & VENNOR.**

Montreal, 25th September, 1846.

**NOW OPENING, AND FOR SALE**  
By the Subscribers:

**O**NE Thousand Pieces ALPACA LUSTRES,  
2500 Pieces 3-4 and 6-4 Plain and Twilled CASHMERE,  
1500 Pieces Black and Colored ORLEANS,  
500 Pieces GALA PLAIDS,  
100 Pieces WINTER BONNET RIBBON.

August 23.

**ALISON & CO.**

**COMMISSION AGENCY.**

**T**HE 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.**

**T**HE 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.**

**T**HE BUSINESS heretofore carried on by Messrs HARRISON STEPHENS, JOHN YOUNG, and ROMEO H. STEPHENS will be CONTINUED by the Subscribers, under the Firm of STEPHENS, YOUNG & CO.

JOHN YOUNG,  
BENJAMIN HOLMES.

Montreal, 31st August, 1846

**FOR SALE.**

**T**EA: Twankay, Young Hyson, Gunpowde and Souchong, in boxes,  
Molasses, Heavy,  
Martell's Cognac Brandy,  
Sicily Marsala Wine,  
Boiled and Raw Linseed Oils,  
Olive Oil, English Glue,  
Plug Tobacco, Pimento, and Pepper.

Patent Sperm Candles, from the Manufacturer.

**STEPHENS, YOUNG & CO.**

20th August, 1846.

**"CANADA" WINDOW GLASS.**

**T**HE Subscriber is now prepared to supply Orders for all sizes and qualities of Window GLASS, manufactured at the "Canada Glass Works," St. John, C. E., to the extent of 10,000 BOXES.

**EDWIN ATWATER,**

2nd May, 1846.

193, ST. PAUL STREET

**T**HE 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.

**T**HE 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.

**F**OR SALE.—2000 barrels PRIME MESS PORK, of excellent corn and quality.

9th Aug., 1846.

**ALISON & CO.**

1846.

**NORTHERN TRANSPORTATION LINE OF INSURED.**

JAMES H. HOOKER AND OTHERS, Proprietors.

**F**ORWARDING to and from NEW YORK, MONTREAL, and all PORTS on LAKE CHAMPLAIN.

For Freight, apply to—Charles B. Jones and rope Catlin, No. 33, Coenties Slip, New-York; J. H. Hooker and J. A. Carleton, 155, River Street, Troy; H. A. Holcomb, 101, Pier, Albany; J. C. Pierce & Son and William Cooté, St. John, C. E.; Oliver Holcomb at d W. S. Eddy, 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.

**1846. Northern Line. 1846.**

**TRAVIS & CO. PROPRIETORS.**

**M**ERCHANDIZE, &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, 192, River Street, Troy; W. A. Travis, Whitehall; William Cooté, St. John, C. E.; J. C. Pierce & Son, St. John, C. E.; Matthewson & 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.

**PEOPLE'S LINE OF STEAM BOATS.**

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

Quebec, 6th May, 1846. **JOHN WILSON.**

**GLOBE INSURANCE CO. OF LONDON.**

LIFE, FIRE, AND ANNUITIES.

**C**APITAL, 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 INTEREST.

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.**

**REMOVAL.**

**D**ONOGHUE & MANTZ have REMOVED their Printing Establishment from Great St. James Street to THAYER'S BUILDINGS, No. 142, Notre Dame Street, two doors East of the French Cathedral.

Montreal, 9th May, 1846.

**JOHN LEEMING,**

**AUCTIONEER,**

**BROKER, COMMISSION AND GENERAL AGENT**  
St. Francois Xavier Street, Montreal.

**C. J. DUNLOP,**

**BROKER IN PRODUCE, BILLS OF EXCHANGE, &c**  
No. 3, St. Sacrament Street.

**"THE CANADIAN ECONOMIST,"**

A Weekly Newspaper,

DEVOTED TO THE INTERESTS OF COMMERCE

**P**RICE of Subscription, 10s. per Annum,—payable in advance.

RATES OF ADVERTISING.

Six lines and under, 2s. 6d. first insertion, and 7/4d. each subsequent insertion. Ten lines and under 3s. 9d. first insertion, and 1s. each subsequent insertion. Above ten lines 4d. per line first insertion, and 1d. per line each subsequent insertion. The usual discount is made where parties advertise by the year, or for a considerable time.

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.**