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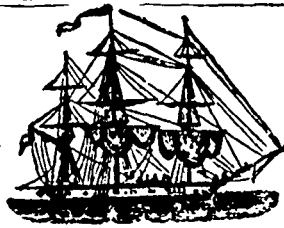
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# CANADIAN ECONOMIST.



## FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 29TH AUGUST, 1846.

[No. 18.]

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## THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 29TH AUGUST, 1846.

### "HAMILTON COMMERCIAL ADVERTIZER" AND AGRICULTURAL PROTECTION.

Our last number contained the Petition of the Toronto Board of Trade to Her Majesty on the subject of Free Trade. The opinions therein contained, being in accordance with those embodied in the Reports of the Free-Trade Association and the Montreal Board of Trade, have of course our warmest approbation. Such a document, emanating from so distant a part of the province—a part which might, on a superficial examination, be supposed to have interests dissimilar to those of the inhabitants of the city and district of Montreal—is calculated to give great weight to our representations, inasmuch as it distinctly proves that they are not made to subserve any sectional or local purpose, but are framed with a view to general utility.

We own that the support of our principles which we receive in Canada West exceeds our most sanguine expectations, and we trust that this almost entire unanimity of feeling may prove an earnest of success. On the subject of Differential Duties, and on the British Navigation Laws, we entirely coincide; and even on that *vezata questio*, the 3s. duty on American wheat, there is far less divergence than might have been anticipated.

The fact is that the agriculturists of Canada West are an intelligent race of men. Seeing the injustice of being taxed for the support of the British manufacturer or shipowner, they cannot wish a similar injustice to be perpetrated on the consumer of agricultural produce in Canada East, for the support of the farmers of Canada West. They cannot at the same time ask for Free Trade and Protection. Admitting, for the sake of argument, that the tendency of the 3s. duty is to raise the price of grain here to a certain degree—a position which we have repeatedly disproved, inasmuch as it is clear that Canada having a surplus production of wheat which she exports to other countries, it is the price which she obtains for such surplus that regulates the market value here—the agriculturist is bound to prove that he is subject to some burdens for the benefit of the community, which press on him more heavily than on other classes, or that the exercise of his calling is productive of such advantages as to entitle him to special protection. He can do neither: nay more, he can assign no reason why he cannot produce as cheap as his neighbours on the other side of the line—no circumstance which precludes his entering into a fair competition with them.

But by some pseudo advocates *par excellence* of the agricultural class the question is put in another form. The retention of the 3s. duty—a duty, be it remembered, which was imposed as a part of a compact between this country and Great Britain, which bound the latter in consideration of its imposition to receive our produce on certain favourable terms—is justified on the ground of

certain duties being levied on our agricultural produce in the United States. But this surely is no argument for their continuance, if, as has been repeatedly demonstrated in this journal, those duties cripple our foreign trade and operate unjustly on our consumers. We coincide to the full extent in our opponents' opinions of the blindness of our neighbours and their mistaken policy; but are we therefore to imitate it? If they, instead of opening wide the portals of commerce, choose to keep them closed, are we necessarily to follow their example? If they choose to act contrary to those sound principles of political economy, now so clearly demonstrated as to have become axioms, must we follow their pernicious example at the cost of national prosperity? We call for the removal of the 3s. duty, irrespective of the interests of other nations, and purely with a view to our own advantage! We shall rejoice to see our neighbours tread in our footsteps, because we believe it will be mutually beneficial that they should do so, but we see no reason why we should wander about in the mazes of error, until they shall become sufficiently enlightened to follow the forward path of truth!

In the *Hamilton Commercial Advertiser* of 21st inst., in the course of some remarks on the Report of the Montreal Board of Trade, the Editor assigns his reasons for a reciprocity in the duties on the respective frontiers of Canada and the United States. He says, after admitting the correctness of the argument that the prices obtained for the surplus produce regulates the price of the whole:

"Suppose then, that such a case as occurred about seven years ago, should again happen, and that the States have to import wheat, and import it from Canada, it is clear that the whole duty collected by them on Canadian wheat adds nothing to its price in their market, but it is just so much placed in their treasury, which ought in justice and under a system of perfect reciprocity, to have been put in the pocket of the Canadian farmer."

Such a string of fallacies was certainly never put together! Surely our *confrère* has never studied, or has forgotten, the very rudiments of Political Economy. Is he ignorant, or does he deny, that the burthen of a tax falls on the consumer? Why is it that Great Britain has for a series of years maintained a certain amount of duty on the importation of Foreign Corn, but to secure to the agriculturist a certain price in the home market? And does the Editor of the *Hamilton Advertiser* pretend to say that she has all this time been taxing the foreigner, and not her own subjects? If the people of England had been of a similar opinion, the Corn-Law League would never have been established, and the Corn Laws would never have been repealed! Does the worthy Editor then really believe that in the case put by him the Canadian farmer, and not the American consumer, was the party taxed? If so, let him turn his eyes to the markets of Great Britain at present, and see whether there be not there a fall in price consequent on the admission of foreign grain at a trilling duty.—Can it be denied that if Great Britain had increased instead of diminishing the duty on Grain and Flour, the price in the market would have advanced to the extent of that duty, in case she had required to import bread-stuffs for her consumption?

We need not pursue the subject further, since it is, we trust, sufficiently clear that the editor of the *Hamilton Commercial Advertiser* has reasoned from wrong premises, and the consequence is that his conclusions are erroneous.

The question as to whether the duties on the importation of Wheat and Flour into Canada for consumption are to be maintained, is one destined we believe, ere long, to occupy a considerable share of the public attention; and when the proper time arrives, we trust we shall not be found wanting in the promulgation of sound doctrine. We await with patience the arguments of such of the agriculturists as are in favour of their continuance. On their appearance we shall endeavour, to the best of our ability, to refute them, and we confidently trust to obtain the verdict of that enlightened jury, the public, in support of our principles.

In the meantime we would exhort our brethren in Canada West to AGITATE in favour of those views, which we, in common with them, entertain. A severe contest is at hand, and it is on their assistance we mainly rest our hopes of victory.

## NAVIGATION OF THE ST. LAWRENCE.

We are glad to find the press of the Upper Province coming out so boldly in favour of the Free Navigation of the St. Lawrence. The article we give below is from the *Hamilton Spectator*, and besides setting forth the views we believe to be generally entertained as to the operation of the Navigation Laws, contains some very sensible remarks on the necessity of immediate action on our parts to obtain their repeal. This is the great point now to which the energies of the country ought to be directed. Whilst the St. Lawrence is closed to the enterprise of foreigners, our trade must remain paralyzed, and every interest in the country suffer. But the Navigation Laws will not be modified without such action is taken by the Colony itself as will convince the British Government of the earnestness with which our claims are made, and necessity of immediately yielding to them. In order to produce this impression, an opportunity should be given to every district in the province to express its opinion by a memorial to the Government on the subject. It is also suggested that there should be a Conviction of the principal men of the province at some central spot to be agreed on, at which the state of the Trade of the country should be taken into consideration, and a strong appeal made to the Home Government for the immediate removal of such restrictions as now weigh upon us. It is impossible that such representations should not carry great weight, whilst the union of so many leading men might be productive of good results not now foreseen. It is evident, indeed, that unless some such exertion is made, the province must suffer severely. Already the effect of our singular position is being felt in the general depression of trade, and a belief in the impossibility of competing, under the present scale of duties, with foreign countries. Whilst the difference of freight between New York and Montreal equals the amount of protection received, it is evident—even if everything else were equal—we should have hard work to maintain our position; and how must the case be when we know, as we do know, that under every other head—in respect to insurance, risk, delay, &c.—we labour under the most serious disadvantages? The fact is, indeed, as plain as the sun at noon-day, that unless these Navigation Laws are repealed the trade of Canada must seek other channels, and the value of the province to the mother country, as well as its ability to help itself, be seriously interfered with.

Such being the case, we cannot too earnestly impress on our Free-Trade friends the necessity of exerting themselves in their different localities to obtain an expression of public opinion against these laws; and we do not know a better way in which they can do this than by forming Branch Associations, such as we have often referred to. These Branch Associations, besides being the means of diffusing information, would enable them at any time to meet and record their opinions on the questions now being agitated, and would in course of time form a most simple but powerful machinery for the furtherance of Free-Trade views. Being non-political, they would enable men of the most dissimilar opinions in other respects, to come together; and viewed even in this light, could scarcely fail in the long run to have a salutary effect upon the public mind in the colony. But there must be no delay. Whatever is done must be done promptly, so that at the commencement of another year we may find ourselves in a position to take advantage of the small protection still left in our favour, which at present it is evident we cannot do.

As we have before observed, a great responsibility rests in this matter on the different Boards of Trade. It is their duty to watch over the interests of commerce, and if they should fail to take a decided course at the present moment, they will have most culpably failed in that duty. At Toronto, as we showed last week, the Board of Trade has come forward boldly to denounce the Navigation Laws; and we now call on every other Board of Trade in the province to follow its example. Let them at once memorialize the Government in strong terms to place the trade of the province in that position in which it has a right to expect to be placed, and without which neither colony nor mother country can derive any advantage from the connexion. Nor will memorializing alone do. Toronto in this respect has set an excellent example, by calling in the assistance of the District Agricultural Society, and obtaining from it what must be regarded as an expression of opinion against all restrictive laws. We trust that this example will be followed, and that the constituencies generally will not rest satisfied in merely recording their opinions, but that they will make their representatives express those opinions for them when they shall meet in the next session of Parliament. Up to the present time, the tendency of legislation has been all in the other direction; but a new era has now arrived, and henceforth every man who is not prepared to give in his adherence to the Free-Trade cause, must be declared unfit to have a seat in Parliament.

With these remarks, we give the article to which we referred in commencing, from the *Hamilton Spectator*, only omitting one paragraph, in which the writer makes a pointed charge against

the Free-Traders, which he must have known, had he reflected for a moment, he could not support:—

NAVIGATION OF THE ST. LAWRENCE.—Now that the Corn Law measures of Sir Robert Peel have been perfected, and the effects are becoming every day more apparent, in the decline of produce in the British market, the Free-Traders of Canada appear to have awakened to a consideration of the serious effects this law must have upon the trade and agriculture of the Colony, and, in alarm, they are setting themselves to work to obtain some modification of the restrictions under which we at present labour, by which we may be placed on an equality with foreign countries. As the *Spectator* has ever strenuously opposed the action of the Free-Traders heretofore, it may appear somewhat surprising that we should now agree with them on a particular question. But as the effect which a full expression of colonial opinion on the Corn Bill, made at the proper time, might have had, must now be lost, there can be no question of the propriety, indeed actual necessity, of obtaining the removal of any existing restrictions, if the rapidly increasing carrying trade of the province is to continue to proceed through its natural channel. No lung shot of the repeal of the Navigation Laws, so far as the St. Lawrence is concerned, will secure this result; and we confess that our anticipations of obtaining such a privilege, for many years to come, are not of the most sanguine. The influence of British ship-owners and manufacturers has ever been more felt in Downing-Street, than the representations of the people of this distant part of the empire. Whether this arose from the former having the ear of the Minister, and a better opportunity of stating their wishes, we cannot divine; but it is quite certain that the grievances under which the inhabitants of Canada have for a long time suffered, and which have been stated both through their representatives in Parliament and the public press, have been treated with marked neglect. The management of the Post-Office Department, notwithstanding the repeated complaints made, sufficiently corroborates this statement. If, therefore, so little attention was made to a matter that affects the colonies alone, what reason have we to expect that a representation now, on another subject, will have more effect, when it comes into direct contact with a rich and influential portion of the people of Great Britain?

As a matter of right and justice, the free and unrestricted navigation of the St. Lawrence should not for a moment be withheld; as a question of diplomacy, it may give rise to many a dry and tedious despatch, before the subject is taken up on its merits. The people of Canada now contend for the right of choosing the best and cheapest route to the ocean, in return for being deprived of the protection they enjoyed in the British market. It is by no means certain that the St. Lawrence is the preferable route, but common justice cannot withhold from us the opportunity of testing, and choosing for ourselves. If, after the Navigation Laws are repealed, the merchant finds he has to pay more for sending his freight to market, and the farmer still loses the additional price on his produce that is paid for transportation, then they must turn their attention to the canals of the Americans. But they wish first to have an opportunity of judging of their own route, divested of all superfluous tolls, monopolies, and restrictions. If the experiment prove satisfactory, there may be no necessity for cultivating a better business acquaintance with our neighbours.

A Memorial on the subject of the Navigation Laws has been adopted by the Toronto Board of Trade, and a similar paper by the Board of Montreal. The first-named document, which embodies the sentiments of both, will be found in our columns to-day. The object is simply to point out the advantages the Canadian formerly enjoyed, and the ruinous position in which he will be placed unless the navigation of the St. Lawrence be thrown open. The question is simple enough, and as the granting of the privilege would only give us a fair opportunity of entering into competition with strangers in the markets of Great Britain, we hope that other Boards and Associations, and the people generally, will speak out upon the subject, without loss of time. The expression of a single Board of Trade, or a particular locality, will have very little effect, whilst the earnest representations of an undivided people may be too powerful to resist. When we have been deprived of every advantage formerly enjoyed, there can be little delicacy in demanding to be placed in a position in which we can do something to save ourselves from total ruin.

With respect to the subject of Differential Duties, the same action might be urged; but as the British Government have already declared that the imposition of a revenue for protection is no longer desired, we think they will abolish these duties very speedily, of their own free will. But, after all, it is better to represent the whole grievances under which we labour, in order to ensure the mitigation of a part. Public meetings have been held on less important matters, and a similar proceeding now might be advisable, both to obtain a general expression of opinion, and to show the Home Government we are in earnest in our representation.

## LAKE ST. PETER.

In our number of the 15th inst., we referred to the stoppage of the deepening of a channel through Lake St. Peter, and briefly pointed out the injury to the trade of Montreal which it was calculated to effect. The public press of this city has followed in our wake, and we observe in the *Montreal Gazette* of 26th instant, a communication on the subject, signed THE MANY, which with the other attacks on the Government, has apparently elicited a reply from the organ, in defence of its principals.

The defence is rather oracular, to wit:—that "agitation has stopped the work"; the "Parliamentary Committee," are complained of as too active; the "merchants of Montreal and the inhabitants generally," as too passive; and therefore, the tunate Government—that "much-loaded animal," as its defender rather irreverently styles it, magnanimously resolves—to do nothing!

A very comfortable conclusion certainly for the head of the Board of Works to arrive at, but whether it be equally satisfactory to the public is another question. For ourselves, we still entertain some old-fashioned notions of the duty of a Government, to exercise their judgment without fear, favour or affection, for the welfare of their country, and of their responsibility to the collective wisdom of the nation, for their action. We trust that this responsibility may, in this instance, prove more than a mere name, and that our rulers may be made to understand that they are equally liable for non-feasance as for mal-feasance in office! What! is a great national work to be stopped to the certain damage and probable destruction of the trade of the country, because there is a conflict of opinion between two irresponsible parties how best it can be effected? Surely in such a case it is the duty of the responsible minister to decide,—he has the evidence before him, and the means at his disposal of procuring the best advice; and is he to stand still, and assign as a reason the “indifference” of the “merchants of Montreal,” who have no such means of judging, but who have done their duty in bringing the matter before him?

“Agitation has stopped the work!” This is the first occasion on which such an excuse has been offered by a Minister of the Crown for doing nothing. We have heard of the “pressure from without” being the cause of great organic changes, but never of absolute inactivity!

We trust the Government of the country will, as respects its work at least, abandon this do-nothing policy,—exercise without delay, and with sound judgment, the power extended to them,—and trust to the representatives of the people to ratify their acts.

### A GLANCE AT CANADA WEST.

[Communicated.]

Canada West is decidedly the finest portion of the Province, both as it regards amenity of climate, and fertility of soil;—and as we promised in our last number, to touch upon certain characteristics of this section of the Province, of which we have not as yet treated,—we now proceed to fulfil that promise. We begin by observing that she has a more southerly latitude than Canada East can boast of—a difference of about three degrees. This gives to that southerly range lying along Lake Erie a decided advantage, not only commencing the warmth of summer at an earlier period but extending it to a later, and materially abating the rigors of winter. This is more particularly exemplified in the fact that peaches (a fruit which not only loves a warm climate, but cannot exist without it) are there successfully cultivated in the open grounds; and the climate is more mild throughout the whole extent of Lake Ontario, than what we have in Canada East.

The soil of Canada West like that of Canada East, is for the better part, especially where the heaviest crops of wheat are produced, composed principally of clay, enriched in the former case to a greater degree, with a vegetable mould—and the face of the country has less of the dead level than Canada East, and is consequently better adapted not only for cultivation, but for grazing.\* The best breeds of English cattle are being introduced into the country, and Agricultural Societies, by their premiums, are stimulating the farmers to healthy efforts in the improvement of their farms. Fine mill privileges abound in Canada West. The water power will indeed, prove one of the great sources of her wealth. Probably there are no finer wheat growing districts than the Home and Newcastle—in many parts of which the yield is very great, varying from thirty to fifty bushels to the acre. This is quite equal to any thing we find along the northern shore of Lake Erie; and, as we may add, not surpassed by any section of North America. Some of the finest farms in Canada West are to be found about Brantford and Woodstock. Evidences of the “old country” farmer’s labours are there manifest; and it is only matter of regret, that among the number of immigrants to this country, we have not more of those who can handle the plough and the rake. As the granaries of Canada are to be found along the shores and inlets of Erie and Ontario, our warmest wishes will ever be for those Agricultural Districts.

As regards the cities and villages of Canada West, many are found to exhibit proofs of the rapid growth of those of our neighbours south of forty-five. Hamilton is probably a fair specimen. It was laid out in 1813, about one mile from the bay, on account of the swampy nature of the ground along the bay shore; and, it now numbers 7,000 inhabitants, and contains many handsome buildings of stone and of brick. The table land, extending from Niagara river far into the west, runs along the south side of the town, and affords delightful situations for “country seats”; besides presenting within its bosom an excellent quarry of limestone, of ready access, and easily worked, and of which free use is being made. One of the largest importing houses of Canada

\* We must, however, except from these remarks the Eastern Townships, which are not to be exceeded as a farming country by any portion of this Province.

has an establishment here well worth examination, from its extent and convenience of arrangement. And in many other respects Hamilton promises to be eventually the largest city in Canada West. This cannot be doubted when its position is taken into consideration. It lies on a magnificent bay (secure at all seasons of the year) at the very head of Lake Ontario. It has a country around and above it of great luxuriance and extent, pouring into it, almost exclusively, of its abundance, and receiving from it the necessaries supplied by commerce. One heavy pressure upon the trade of this place is the tax imposed upon merchandize passing into the bay—a toll of five shillings on every ton. The origin of this tax was as follows:—A canal was required to be opened through the sand bar forming the entrance to the bay, and piers of heavy timber work were constructed on either side, for a hundred rods or so, to protect it from filling up—and this channel has to be kept clear by dredging, from the constant washing of the lake inwards. The merchandize and produce therefore entering this bay is taxed to keep its entrance in repair. By an Act of our last Provincial Parliament, Hamilton has been elevated to the rank of a city. What contributed much to its prosperity, are the splendid roads which communicate with all parts of the country, terminating at Hamilton as a common centre.

Toronto, however, claims precedence of all other places in Canada West, in point of extent, wealth, number of its public buildings and population. Indeed no place in that section of the Province, has shot ahead with such amazing rapidity as Toronto. In 1830 its population was 2,550, and it now numbers upwards of 20,000. It, too, has a harbour of great extent and of comparative safety; and the country around is extensively settled and exhibits much fertility. As it has the start of other places, it will probably keep a head for many years to come.

Kingston has acquired a degree of prominence from the fact of its having been the great military depot for Canada West, and the place of re-shipment of all produce and merchandize going and coming from above that point. The expenditure of the present season upon military works in and about Kingston, will probably not be less than £50,000 to £75,000. Here is the termination of the Rideau Canal, and as it has a good country above, if not directly in the rear of it, it will doubtless be enabled to sustain itself under the great commercial change which is now taking place in the Province, although it has lost since the removal of Government nearly two thousand of its inhabitants. Its population at the present time is not far from 7,000—that is, within the limits of its corporation.

Having thus briefly touched upon the general features and agricultural interests of the country, and slightly noticed its leading cities, we will at once come to the principal matter in hand—and that is, the Trade of Canada West.

The trade of Canada West is not only an extensive one, but it is growing, and each successive year will witness a large increase. It is essential to the best interests of Canada that this trade be not diverted from its natural channel, the St. Lawrence; inasmuch as the Province has already, for the purpose of preserving it, incurred a debt of one million and a half in the construction of canals to make the river available. Now should the trade be diverted, and be made to pass through a foreign country, the Province would not only lose the profit arising from the use of her canals; but the country would be taxed to pay the interest upon the money thus invested, thus subjecting herself to something like a double tax upon her own improvements. This the country would not surely subject itself to, without there being a prospect of benefiting itself by so doing. To secure then, the trade upon the St. Lawrence, it is essential, as has been shown in the former numbers of our paper, that great modifications be made in our carrying trade, not only as regards the transit of goods and produce upon our inland waters; but, essentially, as regards freightage across the ocean. Canada cannot pay the high freights she is now paying and successfully compete in the English market with her neighbours. Nor is this her only drawback. Under the present state of things, she cannot obtain a sufficiency of shipping, even at the high prices now paying, to send her own produce to market. Between 200,000 and 300,000 barrels of Flour this season are stored over for want of shipping, to say nothing of the thousand cargoes of lumber lying in the coves at Quebec.

It must be apparent then to every one who will give a moment’s reflection to the subject, that Canada cannot be trampled upon by this enormous pressure upon her energies. She must give way, and become a degrading dependence of the mother country, if Great Britain does not at once remove from her the shackles by which she is bound.

The wants of Canada are few; but those wants are now imperative. She wants all the restrictive measures which cripple her trade and paralyze her best energies removed. She wants to see on her waters from Lake Superior to the Gulf a class of vessels that shall do the business of the carrying trade for one-third the sum she has heretofore paid; and then, and not till then, will she be able to rise from her present prostrate position, and assume an attitude alike honourable to her as a Province, and a dependence of the greatest commercial nation the sun ever shone upon.

## BOARD OF TRADE.

The following Memorial on the subject of Lake St. Peter, was presented a few days since:—

To HIS EXCELLENCY THE EARL CATHCART, K.C.B., &c. &c. &c.  
*The Memorial of the Montreal Board of Trade,*

HUMBLY SHEWETH,

That it is of the utmost importance to the Trade of this Province, and more particularly to the interests of the City of Montreal, that the deepening of an adequate channel through Lake St. Peter should be accomplished with the least possible delay.

That your Memorialists perceive with regret and alarm, that, since the rising of the House of Assembly in June last, the works in Lake St. Peter have been entirely suspended, and that the sum of ten thousand pounds, which was voted by the Legislature for prosecuting those works, remains unapplied.

That your Memorialists conceive it to be their duty, under such circumstances, to point out the loss and injury to trade arising out of this unfortunate delay, and more particularly the hazards to which it exposes the interests of the Province at the present critical period. Your Memorialists need hardly remind your Excellency that in the short space of two years and a half from the present time this Colony will be deprived of all protection in the markets of England, and left to depend in a great measure on her own energies and exertions, so that, unless every advantage is taken by the Colonists themselves in improving and extending the navigable resources of the Province, and economizing, in every possible way, in the conveyance and transportation of the produce of the country, that important traffic must desert the St. Lawrence, and the most serious results to the commerce of the Colony, and the interests of this City, must inevitably ensue. Your Memorialists would respectfully remind your Excellency that the deepening of Lake St. Peter is one of the most important of the improvements referred to, as on the completion of that work many of the other improvements now in progress, or in contemplation, will depend for their efficiency or success; in proof of which they would point to those now going forward in the upper navigation of the Province, the full benefit of which cannot be reaped without an adequate depth of water in the channel of Lake St. Peter.

That your Memorialists, in conclusion, cannot refrain from respectfully expressing to your Excellency the serious apprehensions they must continue to entertain respecting the Trade and Commerce of Montreal under the approaching changes, unless all public improvements are pushed forward with a zeal and energy commensurate to the emergency; as upon this must mainly depend whether this Colony is to succeed in retaining the carrying Trade by the St. Lawrence, or whether that Trade is to abandon the St. Lawrence for other and more advantageous channels.

May it therefore please your Excellency to take the prayer of this Memorial into immediate and serious consideration, and adopt such measures in the premises as to your wisdom may seem fit. And your Memorialists will ever pray.

(Signed) GEORGE MOFFATT,  
*President Montreal Board of Trade.*

(Countersigned)

FREDERICK A. WILLSON, *Secretary.*

To the above Memorial, we are informed, His Excellency made, in substance, the following Reply:—

That the Government fully appreciated the importance of the works on Lake St. Peter. That after the House of Assembly made an appropriation for the prosecution of these works, the Government, —on whom was thrown the onus of deciding which channel should be completed,—lost no time in applying to the British Government to send out a competent person to furnish such information as would enable them to come to a final decision.

That by a recent Despatch, the Government were informed that Captain Bayfield had been ordered to repair forthwith to Canada, to undertake that service; and that, so soon as his report was received, the Government would lose no time in prosecuting the works, the importance of which to the Province at large, and to this City in particular, they were fully alive to.

TO THE SUBSCRIBERS AND READERS OF THE  
'ECONOMIST.'

One of the objects for which the *Economist* was established was, to furnish to the public a good commercial journal, valuable for its business information, at the same time that certain great leading and all-important principles were taken up; and it was hoped that, to this end, we should have received the active cooperation of many parties residing away from Montreal, and not directly engaged in the editorial management of the paper. In this, however, we have been disappointed; and we must confess that we feel a little annoyed at the circumstance. Except in a very few instances, we have received no assistance from a distance, and have been left to fight the battle of Free Trade from our own unaided resources.

Why, we ask, is this? We know that amongst those who read the *Economist*, and who are residing in different parts of the Province, there are many who can wield their pen with ability, and who must, from their position, have many opportunities of witnessing the injurious working of protective laws upon our interests. Could not these gentlemen find time now and then to furnish us with the results of their experience, and enable us to judge from their observations how far our own views are borne out by the opinions and enquiries of others? Every thing that bears on the commerce of the country is interesting at the present time, and it was to elicit information on these subjects that the *Economist* was first brought into existence.

Let us, then, once more solicit our friends at a distance to wipe the dust from their pens, and turn to and see what they can do to advance the cause of Free Trade. We do not ask laboured essays, or learned discourses on political economy, but only such information on matters of trade as they may chance to possess, and which may be calculated to throw some light on trade, or be useful to the public at large. Statistical information on the resources of particular localities is always valuable; and such we shall always be happy to receive and find room for in our columns.

There is also another way in which our readers may materially aid us, and that is by acting as agents for the paper in their different districts, and sending us either subscribers or advertisements. Although no commercial speculation, the *Economist* ought to be made to pay its expenses; and will do so, we have no doubt, in a short space of time. Already the number of subscribers is nearly six hundred, and every day is adding to the list. As an advertising medium, it offers advantages not frequently to be found, as it goes into the hands of every mercantile firm of any standing in the Province, and is generally filed by those who receive it instead of being destroyed after use, as is the case with the great majority of journals.

We are induced to make these remarks, because we are aware that it is not generally known by what means the *Economist* is supported, and that its writers do not look for pecuniary advantage, but merely use it as a means of obtaining certain great commercial reforms, in which every individual in the Province is equally interested with themselves.

## FREE LABOUR IN THE WEST INDIES.

Mr. Grantley Berkeley, the member for West Gloucestershire, has addressed two letters to Lord John Russell, very ably setting forth the claims of the planter to every facility that can be afforded him in procuring an ample supply of labour. We know not indeed if we have ever seen the case better put than in the following extracts:—

"I deal in no theory, but with the hard and cruel fact. When the abolition of slavery was proposed, I held six estates in the continental colony of Berbice. There were about 360 slaves upon them, and those estates had produced a net income of from £3,000 to £7,000 a year. I hold those properties now.

Under your guidance I assisted to fight the great battle of emancipation; for, though well aware that I must lose by the abolition of slavery, still its existence could not be conscientiously defended by reason, human or divine."

"The admission of free labour, which ought to have gone hand in hand with emancipation (a more beautiful conjunction can scarcely be imagined), was, however, neglected. It was refused, or ultimately saddled with such injurious restrictions that, so far as the colony of Berbice is concerned, up to the present time the shadowy boon has been completely valueless.

I particularly call your lordship's attention to the locality of my estates (better known as Bentfield's estates), simply that by the true picture of my distress I may leave you to judge of the tenfold misery of others who have nothing to support their state and station in society, or to find them in daily bread, but their colonial possessions.

Since the abolition of slavery my estates have returned no income. They have been a heavy debt, and an annual loss of more than from a thousand to twelve hundred a year. The original prime cost of the property, before a clearance in the bush was made, amounted to a hundred thousand pounds! I do not, under present circumstances, return one hog-head of sugar to this country; afford me the free labour I am honestly willing to pay for, and I can return a thousand hogsheads. Judge, then, the general fact of the cause of the 'deficiency of supply;' by the instance I set before you!

The compensation I received on the abolition of slavery, was about fourteen thousand pounds. Is that a 'liberal compensation' for the loss of all income, and superadded debt?

Another fatal mistake has been made in bygone legislation—let it be avoided for the future! It is, that no distinction has been drawn between the necessities of the island and those of the continental colony. The same rules cannot be applied to both.

In the island, the labourer, or the man that should be the labourer, is circumscribed, his means of living without industry are more compressed; he is shut up and within the influence of civilization, and he is, to an extent constrained to do as others do.

Not so on the continent—not so in Berbice. In Berbice, civilization is surrounded by a vast wilderness; the soil unoccupied, and vegetation so luxuriant that a month's labour in the bush will afford vegetable subsistence enough to the squatter or negro for the year's consumption. The rivers and the woods supply him with deer, with fish, flesh, and fowl, and, free of society, he needs no clothes—he is above the necessity of labour.

The proprietor and planter has become the real slave to neglect and oppression."

"I simply and steadily call on you, my lord, for protection, and for protection only, till you enable us to obtain labour and render it available.

Your relieving us from some local restrictions in our markets, though it sounds well in the ears of casual listeners and people unacquainted with the true worth of the relief, is scarce a boon at all when compared with the injury and ruin your political measure will inflict upon the helpless, who cry alone for simple justice.

Unless we have labour, all you offer is but as a drop of moisture thrown into the ocean; your gifts will be lost and swallowed up without raising the tide of our affairs above the miserable low-water mark to which it has been so long and ruinously levelled.

Had labour been afforded us, as I prayed that it might have been in 1840, by this time Berbice would have been a flourishing colony, ready to receive and embrace your Free-Trade principles, well able to compete with all the nations in the world from sources sanctioned by law human and divine, an honour to herself, and a splendid support to the mother country. The navy might have been manned from her sailor school, and her innate colonial demand for the manufactures of this country been of the most remunerative description.

We, the West India body, have been reduced by faulty legislation to an evil instead of being kept as a benefit; and, my lord, though I say it with respect for the good intention which prompted the gift, the inefficient compensation money awarded to us as the price of our lost labour did us little or no good, while it put into the mouths of our ignorant revilers a by-word for the taunt of having sold ourselves from future struggles.

I do not hesitate to charge against the splendid fact of abolition of slavery that, under legislative error, it has been made to increase the horrors arising from forcible man-capture, instead of diminishing them. I affirm that a wide and general free-labour system would have done more to diminish the trade in slaves than all the cruisers placed upon the various stations put together.

While it is not yet too late, let me impress upon the Government the crying necessity for a system of free-labour, guarded as you like, but full, free, and sufficient for all purposes of culture. I call on you, my lord, for it, in strict accordance with your liberal principles! Let the market be open, let us be free to procure labourers whencesoever they will come. Your door at home is not shut against the artisan from any country, though you need them but for luxury; the foreigner in the colony is necessary to our very existence; then we have a better right that he should be admitted. We demand that the Croomen, and all other free tribes, of whatsoever sort or locality, shall be allowed to accept our offers if they approve of them—you, my lord, taking good and sufficient care that your immigration agents in all the British colonies should watch over and carry out the fair principles of free agency between the employer and employed."

### FREE NAVIGATION OF THE ST. LAWRENCE.

[From the Montreal Transcript.]

The *Toronto Colonist* contains a report of a Conference which has just taken place in that City between the Board of Trade and the Agricultural Society of the District, in relation to a Memorial to Her Majesty, praying that the navigation of the St. Lawrence may be thrown open to all nations. We give the proceedings as they are reported, and refer to them as a farther proof of the great change that is taking place in public opinion in respect to Free Trade. Agriculturists as well as commercial men now see the necessity of bold and decided measures, without which the trade of the country cannot maintain itself. The free navigation of the St. Lawrence is no longer a bug-bear that timid men are to be frightened with, but a great commercial necessity, in the concession of which all classes are equally interested. The union of the two classes of traders and agriculturists at Toronto is a great step in the right direction, and must give immensely increased weight to the claims which will shortly be laid before the British Government. It is remarkable, as showing how soon men's prejudices yield to a sense of their interests; and important from the influence it must have on the future:—

#### THE BOARD OF TRADE AND THE AGRICULTURAL SOCIETY.

A conference of the above bodies was held at the rooms of the Board of Trade yesterday afternoon, in relation to the memorial prepared for presentation to her Majesty praying that the navigation of the St. Lawrence may be thrown open to all nations. There were present some eight members of the Board; and E. W. Thompson and John W. Gamble, Esquires, representing the Agricultural Society.

The President, G. P. Ridout, Esq., briefly stated the object of the conference to be that of eliciting from the agricultural body an expression of opinion upon the action taken by the commercial body, as represented by the Board of Trade.

The President of the Agricultural Society regretted he had not had an opportunity of conversing with so many members as he could have wished, but at a meeting of the Provincial Agricultural Society at Hamilton, on Monday, the question was mooted and met general approval, and a committee was appointed to prepare an address.

Mr. Gamble expressed his approval of the principles embodied in the address now before them, but as he did not feel that he was informed as to the views of the agriculturists generally on the question, he would suggest that the Sheriff should be requested to call a public meeting. Mr. G. then addressed himself to the Customs Duties, describing them as a "museum of curiosities," and denounced the colonial taxation as so heavy that it was no longer to be borne.

Mr. W. Thompson mentioned that notice of the meeting was given in the *Cultivator*, which had been widely circulated during the month.

Mr. Workman was gratified at listening to the sentiments given ex-

pression to by Messrs. Thompson and Gamble, and hoped the agriculturists would now give the Board credit for good intentions, in relieving them from certain burdens. Mr. W. then addressed himself to an article which appeared in the *British Colonist*, on Friday last, on the Navigation Law, disclaiming for the Board any action to promote the repeal of the Corn Laws; and he referred the editor of this journal to the minute book of the Board for a refutation of the charge. "We (said Mr. W.) had nothing to do with the repeal of the Corn Laws; we never expressed an opinion upon them."

Mr. Gamble thought it desirable to obtain a public expression of opinion. It might be fancied that the abolition of the laws would be easily obtained; yet we might reckon without our host, knowing as we do that the marine is the pet of the British Government. He urged that in this matter *British feeling must be foregone*; that it was a question of self-preservation. "What (said Mr. Gamble) has protection done for us? Let us lay the axe at the root of the tree, and do something to place ourselves in a better position!"

Mr. Workman argued that the success of the Americans resulted from their intelligence and activity, not from any protective acts of Congress. He had no fears for the commercial navy, if the industry of those engaged were freed. He could not see why one could not cope with the Americans in the carrying, as well as in other trades.

Some discussion then ensued as to the loan guaranteed by the British Government for public works; Mr. Gamble hinting that repudiation might be necessary; and Mr. Workman scouting the idea, while there was a shilling left to pay.

Mr. Mulholland showed that if these laws were not early repealed, before the three years were expired, the trade would have found a channel through the States, from which it would be difficult to divert it.

The question of the public meeting was then taken up again, and eventually a resolution came to, to wait the coming meeting of the Provincial Agricultural Association in this city, before calling on the Sheriff.

The President having expressed his acknowledgements to Messrs. Thompson and Gamble for their attendance, the meeting broke up.

### STULTA AND PUERA.

There was once upon a time, no matter where, two towns, named Stulta and Puera. They constructed, at great expense, a road which connected them together. When this was completed, Stulta said, "Here is Puera inundating me with her products; the matter must be taken into consideration." In consequence, Stulta levied and paid a corps of *enrayeurs* (men employed to lock the wheels of carriages), so named because it was their duty to impede all the conveyances which came from Puera. Soon after, Puera had her corps of *enrayeurs*.

After the elapse of some centuries, intelligence having made considerable progress, the mind of Puera was sufficiently enlightened to discover that these mutual obstacles might be mutually injurious. She sent an envoy to Stulta, who (omitting diplomatic forms) spoke to this effect: "We have constructed a road, and now we block it up; that is absurd. It would have been better to leave things as they were. We should not then have had to pay, first for the road, and then for the blockade. On the part of Puera, I come to propose to you, not all at once to renounce the opposition of our mutual obstacles,—that would be to act upon principle, and we despise principles as much as you do—but to diminish these obstacles gradually, taking care equitably to balance our respective sacrifices." Thus spoke the envoy. Stulta demanded time for reflection; she consulted her manufacturers and her agriculturists. Finally, after the lapse of some years, she declared that the negotiations were broken off.

At this news, the inhabitants of Puera held a council. An old man (it was always believed that he had been secretly bribed by Stulta), rose and said: "The obstacles created by Stulta injure our sales; that is a misfortune. Those which we have created ourselves injure our purchases; that is another misfortune. We can do nothing with the first, but the second depends on ourselves. Let us, at all events, get rid of one, since we cannot of both. Let us suppress our *enrayeurs* without asking Stulta to do the same. One day or other she will learn how to manage her affairs better."

A second councillor, a practical matter-of-fact man, free from principles, and thoroughly imbued with the antiquated wisdom of his ancestors, replied: "Listen not to that dreamer, theorist, innovator, Utopian, economist, and Stulta-maniac. We should be ruined if the impediments of the road were not equalised. There would then be more difficulty in going than in coming, in exporting than in importing. We should be, in respect to Stulta, under the same disadvantageous circumstances that Havre, Nantes, Bordeaux, Lisbon, London, Hamburg, and New Orleans, are in reference to towns placed at the sources of the Seine, the Loire, the Garonne, the Tagus, the Thames, the Elbe, and the Mississippi; for it is more difficult to ascend than to descend the stream—(A Voice: 'Cities at the mouth of rivers are more prosperous than those at the sources?').—That is not possible. (The same voice: 'But it is the fact'). Well, they have prospered contrary to rule."

Such conclusive reasoning made the assembly waver. The orator completed its convictions by speaking of national independence, national honour, national dignity, national industry, influx of produce, ruinous competition; in short, he carried the continuance of the obstacles; and if you are curious in the matter, I can bring you to a certain country where you will find road-makers and road breakers working together on the best terms—by the decrees of the same Legislative Assembly, and at the expense of the same taxpayers, the one at clearing and the other at blockading the roads.

## FREE TRADE CONTAGIOUS.

(From the Spectator.)

The protectionists are probably in the right when they maintain that Foreign Governments will not take off their restrictive or prohibitive duties on English produce because we take off our restrictive or prohibitive duties on theirs. But the protectionists are wrong when they infer that restrictive or prohibitive duties on English goods will therefore remain as stringent after we have liberalized our tariff as they are at present. The Free Trade policy of England may work as an example, although foreign Governments do not reduce the duty on English cottons in order to reward Englishmen for abolishing the duty on their corn. For example—the best argument against the English Corn Law is that it creates scarcity by artificial means; it is the Corn Law that we have to thank in great part for the extent to which the potatoe has become a substitute for bread: under the Corn Law the food of the people has deteriorated in quality. A parallel case is at this moment engaging the attention of the French Chambers. For many years the consumption of butcher-meat in France has been decreasing. In 1830, the annual consumption of meat was 12½ kilogrammes per head; in 1840, it was only 11 kilogrammes: in the course of 10 years the consumption of meat by the French population has diminished 11 per cent. This appears from official documents published by the Minister of Commerce in 1842. The Chamber of Deputies proposes to check this deterioration of the popular aliment by reforming the duties exacted by municipalities on all cattle brought into towns. While other deputies were dealing with the evil much after the fashion of our protectionists, M. de Lamartine struck at its root. He traced the increased price of meat and its decreased consumption to the duties levied at the frontier on imported cattle. M. de Lamartine has thus indissolubly associated in the public mind of France two ideas—scarcity of animal food, and duties on the importation of foreign cattle to protect French graziers. The duties on imported cattle are about to become as odious in France as the duties on imported corn in England. The example set by England in the abolition of the Corn Law will be quoted in support of the abolition of the French restrictive duties on foreign cattle. Swiss and Belgian graziers will be permitted to compete on equal terms with French graziers in French markets, and French graziers will insist upon being allowed in like manner to purchase their cottons of foreign manufacture if they can get them cheaper than at home. Not to favour England will the duty on foreign cattle be abolished in France; but its abolition will on the one hand be accelerated by the repeal of our Corn Law, and on the other it will accelerate the freer introduction of our manufactures into France.

**NAVIGATION LAWS.**—A correspondent of the *Times* gives an instance of the wisdom of monopoly:—"I am a pretty large coal contractor: I ship on the average from 5,000 to 6,000 tons weekly, and hold contracts to various parts of the world. Amongst them, I have the management of one for the French Government to the ports in the Adriatic. I am bound by this contract to deliver my coals in French bottoms; I cannot ship in any other. Mark the wisdom of this. For French vessels I must pay from 23s. to 28s. per ton freight. English vessels I could freely obtain at 17s. freight, with a certainty of having the coals delivered in much better condition, and with much greater regularity. But no: the French Government say, you must deliver 'in French bottoms only,' and underline the words. I do so. The one pays me as well as the other would, but they pay me 10s. per ton more for every ton of coals delivered than they would require to do if they allowed me to ship in vessels of any nation—150 per cent more than the first cost! All the other coal contracts for the French Government have the same conditions. So much for the wisdom of monopoly."

**COPPER SPECULATIONS.**—We have been for some time apprehensive that the brilliant speculations in copper, which have been blazoned from one end of the continent to the other, would turn out pretty much as all other speculations,—golden visions only. The following extract of a letter written by a distinguished citizen of Michigan, residing near Detroit, fully confirms the fears we entertained. The information therein given may be implicitly relied on.—*Cincinnati Gazette*.

MICHIGAN, July 30, 1846.

As you were embarking in the Copper speculation, I thought it might be of interest to know that copper stock at home commands no sale. Persons either embark with a company to find ore for themselves: or else now wait for the value of mines to be determined. The little that has been sold of late is only in the mines that are worked, and then at their supposed real value. I think I could more easily obtain fifty shares of fancy stocks as a present, than sell one at any price. The speculation in buying and selling is entirely at an end here,—of course must soon be elsewhere. If you have stock on hand and must sell—the sooner the better—for it must be years before the best mines will come up to what you must have given for your stock, in what should be deemed, as yet, 'fancy mines.' I would take \$10 for what in the winter was valued at \$100. Judge for yourself.

## Comparative Statement of Arrivals, Tonnage, and Settlers, at the Port of Quebec, in the years 1845 and 1846, up to 25th August, inclusive.

	Vessels.	Tonnage.	Settlers.
25th August, 1845,.....	1070	393,255	23,260
25th August, 1846,.....	962	328,569	28,760
Less this year,.....	208	64,682	More, 5,500

## AGENTS FOR THE "CANADIAN ECONOMIST."

## CANADA WEST.

LONDON,.....	Mr. Thomas Craig, Bookseller.
WOODSTOCK,.....	Mr. James Laycock.
BRANTFORD,.....	James Wilkes, Esq.
HAMILTON,.....	Messrs Ramsay & McKendrick.
PORT DOVER,.....	Mr. Alfred Buckwell.
TORONTO,.....	Mr. James F. Westland.
WHITBY,.....	Mr. Gavin Burns.
DARLINGTON,.....	Mr. Josiah F. Marsh.
PORT HOPE,.....	David Smart, Esq.
BELLEVILLE,.....	John Ross, Esq.
COBURN,.....	Mr. Lewis.
PETERBOROUGH,.....	W. S. Conger, Esq.
KINGSTON,.....	Messrs. Ramsay, Armour & Co.
BROCKVILLE,.....	Wm. Mathie, Esq.
PRESOTT,.....	W. B. Wells, Esq.
CORNWALL,.....	Mr. L. N. Putnam.
MARTINTOWN,.....	Mr. John R. Smith.
WILLIAMSTOWN,.....	M. John Wright.
KEMTIVILLE,.....	Joseph Leeming, Esq.

## CANADA EAST.

ST. JOHNS,.....	Messrs. Mott & Pattee.
TURLE RIVERS,.....	Mr. Stubbs.
QUEBEC,.....	Mr. William Lane.

## THE MARKETS.

## ENGLISH.

No later intelligence since our last.

(Written for the Economist.)

NEW YORK. 25th August, 1846.

**FLOUR.**—There is but little doing, and scarcely any change in prices. Offers are made of \$4 for Oswego for shipment to France, but holders are unwilling to accept this rate.

**WHEAT.**—No sales to note.

**ASHES.**—Sales of 100 barrels Pots at \$3 56¼c., and 75 barrels Pearls at \$4 12½c.

**PROVISIONS.**—The market is somewhat firmer for Beef and Pork, though still inactive. We quote City Prime Beef at \$4 75c.; City Mess at \$7. Best Lard has brought 7c.; Inferior 5½c. Mess Pork at \$9 62½c.; Prime at \$8 to \$8½.

**FREIGHTS.**—Flour to London and Liverpool, 2s. 3d. per barrel.

**EXCHANGE.**—On London, 90 days, 8¼ per cent.

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

(Reported for the Economist.)

CLEVELAND (OHIO). 22d August, 1846.

**WHEAT.**—The business of the week has been characterized by much activity, all that arrived was readily taken at our quotations. The market opened on Monday, at 63½c. to 64c. for all prime samples, ex canal boat. On Wednesday, a decline of 1c. was submitted to, and yesterday and to-day the price has been steady at 62c. to 62½c. Receipts, 90,311 bushels.

**FLOUR.**—The only sale which has transpired is 200 barrels "Cleveland City Mills," at \$3 25c. per barrel. Receipts, 9,115 barrels.

**PORK.**—No sales. \$9 continues to be the asking price for Mess. Receipts, 932 barrels.

**CORN.**—All that arrives finds buyers, at 30c. to 31c. per bushel. Receipts, 8,211 bushels.

**EXCHANGE.**—Sight drafts on New York sell for 1 to 1¼ per cent. premium.

**FREIGHT.**—To Buffalo, Wheat, 3½c.; Flour, 10c. To Oswego, Wheat, 8c.; Flour, 32c. To New York, Wheat, 22c.; Flour, 78c. to 80c. An advance on these rates must soon ensue.

C. McDONALD &amp; Co.

MONTREAL. Friday Evening, 28th Aug.

**ASHES.**—Market dull. We quote Pots at 21s. 6d. to 21s. 9d., Pearls 20s. 9d. to 21s.

**FLOUR.**—Very few sales have been made during the week. We quote Fine at 21s. 6d., other qualities in proportion. The market is very dull.

**WHEAT.**—We have no sales to report.

**PROVISIONS.**—Sales of Mess continue to be made by retail at \$13¼ to \$13½ for Montreal inspected Mess, and \$13¼ for Ohio inspected. Prime Mess \$10½, and Prime \$9½. Nothing doing in Beef.

**FREIGHTS.**—Engagements have been made for Flour to Liverpool at 4s. 9d. per bbl.

**EXCHANGE.**—On London 9½ to 9¾ at 90 days, and Bank at 60 days 10½. On New York 1¼ to 2 per cent premium.

PRICES CURRENT,

Montreal, August 29th, 1846.

ARTICLES.	PRICES.	Duties on Impts.		ARTICLES.	PRICES.	Duties		ARTICLES.	PRICES.	Duties on Impts.	
		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.
Asafoetida.....	21 6 a 21 0			Nails, Cut, .....	£10 16 a £17 10			English, .....	0 2½ a 0 2½		
Peat, .....	20 9 a 21 0			TIN, .....	21 3 a 0 0			Canada, .....	0 1 a 0 2		
ALUM, .....	16 0 a 17 0	4 p. cent.	5 p. cent.	I C, .....	47 6 a 48 0			SUGAR, .....	49 6 a 44 6	5 p. cent.	7 p. cent.
COFFEE, .....	0 7½ a 0 8½	5 p. cent.	1 p. lb.	I X, .....	55 0 a 0 0			Mus. fair to bright, .....	41 3 a 42 0	do.	do.
Laguayra, good, .....	0 7½ a 0 8½			H. C, .....	43 0 a 0 0			Dark to fair, .....	35 0 a 60 0	do.	do.
Java, .....	none.			H. X, .....	50 0 a 0 0			Bastards, White, .....	42 0 a 44 0	do.	do.
COALS, .....		4 p. cent.	1 p. cent.	INDIGO, .....		4 p. cent.	1 p. cent.	Dark, .....	41 3 a 42 6	do.	do.
Scotch, .....				Ordinary Madras, .....	3 6 a 4 0			Refined, .....	0 2½ a 0 8½	20 p. cent.	2 p. lb.
Liverpool, .....	27 0 a 27 0			Fine do, .....	4 4 a 4 9						
Newcastle, .....	27 0 a 27 0			LINSEED CAKE, .....	130 0 a 130 0			SPICES, .....			
COPPERAS, .....	0 0 a 7 6	4 p. cent.	5 p. cent.	LEATHER, .....				Cassia, .....	0 10½ a 1 0	4 p. cent.	2 d. p.
EPSOM SALTS, .....	10 0 a 12 0	4 p. cent.	5 p. cent.	Calf Skins, per lb., .....	3 3 a 4 0	4 p. cent.	5 p. cent.	Nutmegs, .....	4 0 a 0 0	do.	4 d. p. lb.
FISH, .....	nominal.	2 p. cent.	1 p. cent.	Hair, per lb., .....	0 0 a 1 1½	do.	2 do.	Peppers, .....	0 4 a 0 0	do.	4 d. p. lb.
Dry Cod, .....				Upper per side, .....	8 6 a 11 3	do.	1½ do.	Pimento, .....	0 6 a 0 0	do.	5 p. lb.
Pickled do., .....				Sole, Light, per lb. .....	0 0 a 0 11½	do.	do.	Ginger, Barbadoes, .....	0 0 a 0 0	do.	5 p. cent.
Salmon, .....				Middlings, .....	0 0 a 0 10	do.	3 do.	Jamaica, .....		do.	do.
Mackerel, .....				Heavy, .....	0 0 a 0 10			SEEDS, .....			
No. 1, .....				Kips per doz., .....	40 0 a 60 0	3 p. cent.	1 p. cent.	Clover, per lb., .....	0 7 a 0 10		
No. 2, .....				MOLASSES, .....	1 7 a 1 8	3 p. cent.	1 p. cent.	Linseed, per minot, .....	5 0 a 0 0		
No. 3, .....				Linseed, Refined, per gal. .....	3 0 a 3 1	4 p. cent.	2 d. p. gal.	Timothy, do, .....	7 6 a 10 0		
Herrings, .....				Raw, .....	2 10 a 0 0	do.	do.	TEAS, .....			
No. 1, .....				Olivo, .....	4 0 a 4 1	do.	4 d. do.	Gunpowder, .....	2 9 a 3 9	1 d. p. lb.	1 d. p. lb.
No. 2, .....				Lard, .....	3 6 a 3 10	do.	4 d. do.	Imperial, .....	2 0 a 3 6		
No. 3, .....				Sperm, .....	6 0 a 0 0	15 p. cent.	1 p. cent.	Hyson, .....	2 9 a 3 0		
Fruit, .....				Cod, .....	2 3 a 2 0	do.	do.	Young Hyson, .....	1 9 a 3 0		
Raisins, Musc. Bunch, .....	10 9 a 11 6	4 p. cent.	1 d. p. lb.	Seal, Pale, .....	none.	do.	do.	Hyson Skin, .....	1 6 a 1 9		
Bloom, .....	9 0 a 10 0	do.	do.	Straw, .....	2 6 a 2 8	4 do.	do.	Twankay, .....	1 9 a 2 6		
Valencia, per lb., .....	0 3 a 0 4	do.	1 d. p. lb.	Palm, .....	0 0 a 0 5	do.	do.	Congo, .....	1 0 a 2 0		
Cash, .....	0 0 a 0 3	do.	do.	Castor, .....	0 5 a 0 9	10 p. cent.	do.	Souchong, .....	1 9 a 2 9		
Almonds, Soft Shell, .....	0 7½ a 0 8½	do.	1 d. p. lb.	PROVISIONS, .....		3 p. cent.	2 p. cent.	Bohea, .....	none.		
Jordan, .....	0 8 a 1 0	do.	do.	Beef, Meats, .....				TALLOW, .....			1 p. cent.
Carrots, Zait, .....	0 0 a 0 5½	4 p. cent.	5 p. cent.	Prime Mess, .....	40 0 a 41 3			S. American, .....			
Barcelona Nuts, .....	0 0 a 0 5	4 p. cent.	1 d. p. lb.	Prime, .....	35 0 a 30 3			Russian, Y. C. .....			
FLOUR, per brl. 196 lbs. .....				Cargo, .....	none.			Canada, .....	0 0 a 0 5½		
Canada, No. 1, .....	21 6 a 0 0			Pork, Mess, .....	66 3 a 0 0			United States, .....	0 0 a 0 5½		
Superfine, .....	22 9 a 23 0			Prime Mess, .....	50 0 a 53 9			TOBACCO, .....			
Fine Sour, .....	18 6 a 0 0			Prime, .....	17 6 a 0 0			U. C. Canada Leaf, .....	none.		
American Superfine, .....	0 0 a 22 9			Cargo, .....	42 6 a 0 0	4 p. cent.	1 p. cent.	Plug, .....	none.		
Indian Meal, 196 lbs., .....	none.			Lard, .....	0 0 a 0 5	do.	do.	United States Leaf, .....	0 4 a 0 4½	4 p. cent.	1 d. p. lb.
Oatmeal, per 22½ lbs., .....	23 0 a 0 0			Butter, .....	0 7 a 0 8	do.	do.	Plug, .....	0 5 a 9 0	7 do.	do.
GRAIN, .....				Cheese, Canada, .....				TAR, .....			
Wheat, U. C. best 60 lb. .....	4 2 a 4 5	3 s. p. qr.		U. S. .....				Coal, per barrel, .....	0 0 a 7 6	4 p. cent.	5 p. cent.
Middling, .....	3 9 a 4 0	do.		PORTER, .....		4 p. cent.	5 p. cent.	TURPENTINE, .....	3 9 a 4 0	4 p. cent.	5 p. cent.
I. C. Red, per minot, .....	none.	do.		London, .....	7 6 a 8 6	5 p. cent.		VINEGAR, .....	0 0 a 1 9	4 p. cent.	5 p. cent.
Barley, .....	2 10 a 3 0	do.		Leith Ale, .....	none.	5 p. cent.		Bordeaux, dble, clar., .....	0 0 a 1 9	4 p. cent.	5 p. cent.
Oats, .....	1 6 a 1 9	do.		ROBIN, .....				WAX, .....		4 p. cent.	5 p. cent.
Peas, boiling, .....	0 0 a 3 6	do.		United States, .....	0 6 a 7 0	5 p. cent.		Bees, Canadian, .....			
Indian Corn, .....	none.	2 s. 196 lb.		Liverpool, .....	0 8 a 0 9	1 s. p. ton		WINES, .....			
GLASS, .....		15 p. ct.	5 p. cent.	Caniz and Lisbon, .....	47 6 a 0 0	do.		Madeira, .....	6 0 a 15 0	7 p. cent.	10 p. cent.
Window, .....	20 0 a 25 0			Saltpetre, refined, .....	5 6 a 6 0	1 s. p. gal.	1 s. 2 d. gal.	Spanish, .....			and 8 d. per gall.
Do. 8½ x 7½, .....	"			COGNAC, .....				Rest, .....	2 3 a 2 4		
Do. 9 x 7, .....	"			Old and Martell's, .....	7 6 a 7 9	do.		Common, .....	2 0 a 0 0		
Do. 10 x 8, .....	"			Hennessy's, .....	7 6 a 7 9	do.		Sherry, .....	3 0 a 14 0		
Do. 12 x 10, .....	6 a 27 6			Gun, Hollands, .....	4 9 a 4 11			Port, .....	4 0 a 9 0		
Do. 14 x 10, .....	"			Schiedman, .....	15 0 a 16 0			Benecharlo, .....	none.		
Crown, in crates, .....	45 0 a 50 0			Rum, Jamaica, 1 a 2½ .....	3 9 a 4 0	6 d. do.	6 d. do.				
Bottles, .....	20 0 a 0 0			Demerara, .....	1 a 4						
IRON, .....		7 p. cent.	5 p. cent.	Leeward, .....	1 a 4						
English Bar, .....	£0 a £14			East India, .....	1 a 2						
" Hoop, .....	£15 15 a £10			N. York, .....	1 a 2½						
Scotch Pig No. 1, .....	£7 5 a £8 7 6	4 p. cent.	1 p. cent.								
Swedish Bar, .....	0 0 a 20 0	7 p. cent.	5 p. cent.								
Steel, Eng. list per lb., .....	0 3½ a 0 4	7 do.	5 do.								
Cast, .....	0 7 a 0 11										
Crawley, .....	0 7 a 0 11										
Canada Plates, per box, .....	21 0 a 22 0										

FREIGHTS.

To London, Flour, 5s. 3d. a 0s 6d; Ashes, 35s. 6d. a 37s. 6d.; Wheat, 9s. 0d. a 10s.  
 " Liverpool, do. 6s. 0d. a 0s. 0d.; do. 32s. 6d. a 35s. 0d.; do. 9s. 0d. a 10s. 0d.  
 " Clyde, do. 6s. 0d. a 0s. 0d.; do. 00s. 0d. a 00s. 0d.; do. 9s. 0d. a 0s.

EXCHANGE.

Bank, .....

Bank, .....	60 days on London, .....	0 a 10 per cent. premium.
Private, .....	90 days on do. ....	8 a 2½ do. do.
Bank, .....	3 days on New York, .....	1½ a 0 do. do.
Private, .....	do. do. ....	1½ 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 tea, 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 29TH AUGUST.

	ASHES.	FLOUR.	WHEAT.	PORK.	BEEF.	BUTTER.	LARD.	BARLEY.	PEAS.	OATS.
	Barrels.	Barrels.	Bushels.	Barrels.	Barrels.	Kgs.	Kgs.	Barrels.	Barrels.	Bushels.
Canada Produce, .....	19258	46311	356514	7591	433	2619	1016	489	135	.....
United States Produce, .....	336	2796	.....	7734	1	10	820	.....	.....	.....
Total, .....	19614	49707	356514	15319	431	2722	1836	489	135	.....
Same time 1845, - Canada Produce, .....	22056	325678	78561	2023	393	2135	343	999	23012	7277
United States Produce, .....	489	14369	.....	1236	102	43	40	.....	.....	.....
Total, .....	22545	340047	78561	3919	495	2178	383	999	23012	7277

EXPORTS OF PRODUCE UP TO 29TH AUGUST.

	ASHES.	FLOUR.	WHEAT.	PORK.	BEEF.	LARD.	BUTTER.	OATMEAL.	PEAS.	BARLEY.	OATS.
	Barrels.	Barrels.	Bushels.	Barrels.	Barrels.	Kgs.	Kgs.	Barrels.	Bushels.	Bushels.	
From Montreal, .....	11633	166161	307398	1264	807	23	1832	73	55364	.....	36992
" Quebec, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Same time 1845, from Mont- real, .....	20883	151300	85780	811	583	20	1855	147	107118	.....	27563



ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

NOTICE TO CONTRACTORS.

**PROPOSALS** will be received, at the Office of the St. Lawrence and Atlantic Rail-Road Company, No. 18, Little St James Street, in the City of Montreal, until the **TWENTY FOURTH** of **SEPTEMBER** next, for the **GRADING, MASONRY, and BRIDGING**, of a DIVISION of the ROAD, extending from the **ST. LAWRENCE RIVER TO THE VILLAGE OF ST. HYACINTHE**—a distance of about Thirty Miles.

**PLANS, PROFILES, and SPECIFICATIONS** will be exhibited, and the requisite information given, at the Engineer's Rooms, in the Company's Offices, at Montreal, on or after the 15th of said month.

Persons offering to Contract for the said Work, or any part of it, will be required to accompany their proposals with satisfactory references.

By order of the Board,

**THOMAS STEERS,**  
Secretary.

Office of the St. Lawrence and Atlantic }  
Railroad Company, }  
Montreal, Aug. 25, 1846. }

ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

NOTICE.

**THE STOCKHOLDERS** of the St. Lawrence and Atlantic Rail-Road Company, having, at their Special General Meeting, hold 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 (received subsequent to the 30th ultimo) have become absolute, the New Stockholders are requested to **PAY the FIRST INSTALLMENT** of £4 10s. 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. }

ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

NOTICE.

**THE DIRECTORS** of the St. Lawrence and Atlantic Rail-Road Company hereby convene a **SPECIAL GENERAL MEETING** of the **STOCKHOLDERS** in the said Company, to be holden at the Company's Office, No. 18, Little St. James Street, in the City of Montreal, on the **TWENTY-FIFTH** day of **SEPTEMBER** next, at the hour of **TWO o'clock P.M.** precisely, to take into consideration the demand made upon the Provisional Committee in London by a portion of the Scrip-holders, for the re-payment of their Deposits, and to decide thereon.

**THOMAS STEERS,**  
Secretary.

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

NOW OPENING, AND FOR SALE,

By the Subscribers:

**ONE Thousand Pieces ALPACA LESTRES,**  
2500 Pieces 3-4 and 6-4 Plain and Twilled CASHMERE,  
1500 Pieces Black and Colored ORLEANS,  
500 Pieces GALA PLAIDS,  
1000 Pieces WINTER BONNET RIBBON.  
August 23. **ALISON & CO.**

FOR SALE.

**TEAS:** Twankay, Young Hyson, Gunpowder and Souchong, in boxes,  
Molasses, Henry, Martel's Cognac Brandy, Sicily Madeira Wine, Boiled and Raw Linseed Oil, Olive Oil, English Glue, Plug Tobacco, Pimento, and Pepper.  
ALSO,  
Patent Sperm Candles, from the Manufacturer.  
**STEPHENS, YOUNG & CO.**  
20th August, 1846.

FOR SALE BY THE SUBSCRIBERS:—

Bright Muscovado Sugar, London Refined Sugar, Cassia, in chests and mats, Currants, Hennessy and Martel's Brandy in qt. casks & hds. De Kuyper's Gin, Boiled and Raw Linseed Oil, in qt. casks and hds.  
**HARRISON & MACTAVISH.**  
2nd May, 1846.

BIRMINGHAM AGENCY.

THE SUBSCRIBER.

**AGENT for SAML. 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.

POST OFFICE NOTICE.

**THE DEPUTY POST-MASTER GENERAL** being authorized to extend the Northern Mail Route in Upper Canada from the present terminus (Penetanguishene), to the **SAULT STE. MARIE**, the Public is informed that the **FIRST DEPARTURE** will be from Penetanguishene, on the **FIRST SEPTEMBER** next.—Letters for this Mail should be posted in Montreal on or before the 25th.

The communication is intended to be Monthly, leaving Penetanguishene on the 1st of each month, with this exception, that, commencing next Summer, during the months of June, July, August, and September, it will be Semi-Monthly, and the despatch will be from Penetanguishene on the 1st and 15th of those months.

**POST OFFICES** will be established at the following places, viz.:

- OWEN'S SOUND,
  - MANITOWANING (on the Grand Manitoulin,)
  - J.A. CLOCHE,
  - ST. JOSEPH, and
  - SAULT STE. MARIE.
- General Post Office,  
Montreal, 22nd August, 1846.

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. James 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 Bascumb and 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.**

**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,** 103, 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.

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 HILSON.**

GLOBE INSURANCE CO. OF LONDON.

LIFE, FIRE, 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 Physicians.—**DR. CRAWFORD,** Montreal.

**RYAN, CHAPMAN & CO.**

Agents for Canada.

1st May, 1846. MONTREAL.

NEW WHOLESALE WAREHOUSE.

174, Notre Dame Street.

**A. & J. ARTHUR,** having now completed their arrangements for carrying on a **WHOLESALE DRY GOODS BUSINESS,** in the Premises lately occupied by Messrs. Jay, 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 their 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.

"CANADA" WINDOW GLASS.

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

**EDWIN ATWATER,**  
2nd May, 1846. 193, St. PAUL STREET.

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

**D. P. JANES,**  
W. W. JANES.  
Montreal, 9th April, 1846.

**THE** Subscribers have constantly on hand.—

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

A few Boxes Patent Hive HONEY, and a Choice Assortment of **DRY GROCERIES,** for the supply of Families.  
**D. P. JANES & CO.**  
Corner of St. Paul & McGill Streets.

**FOR SALE.—ROYAL NAVY and MERCHANT CANVAS,** Brown and Bleached, of all the different Nos.  
**ALISON & CO.**  
9th Aug., 1846.

**FOR SALE.—20 Hhds. and Quarter Casks** Boiled and Raw **LINSEED OIL.**  
**ALISON & CO.**  
9th Aug., 1846.

**FOR SALE.—2000 barrels PRIME MESS PORK,** of excellent corn and quality.  
**ALISON & CO.**  
9th Aug. 1846.

SUPERIOR PICKLES.

**THE** Subscribers have received by the **PALMYRA,** from London, a very Choice assortment of **PICKLES, SAUCES, &c.** from the celebrated house of **CROSSE & BLACKWELL,** Soho-square, Purveyors in ordinary to Her Majesty, to which they most respectfully invite the attention of the Nobility and Gentry of Montreal. The Sauces of Messrs. Crosse & 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 recherché and elegant description.

**BENJ. WORKMAN & CO.**

172, St. PAUL STREET.

Corner of Custom-House Square.

6th June.

SITUATION WANTED.

**A YOUNG MAN,** having a perfect knowledge of the French and English Languages, is desirous of obtaining a Situation as **WRITER** in some Public or other Department in this City. He is competent to undertake the duties of French Translator, and can produce the most satisfactory testimonials.—Apply at the Office of "*La Revue Canadienne,*" or to **C. A. BRULT,** Esq., Notary Public, No. 3, St. Joseph Street.  
Montreal, 25th July, 1846.

REMOVAL.

**DONOGHUE & 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.

GEORGE O'KEEFE,

ADVOCATE,

No. 3, ST. SACRAMENT STREET, MONTREAL.

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

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

RATES OF ADVERTISING.

Six lines and under, 2s. 6d. first insertion, and 73d. 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.