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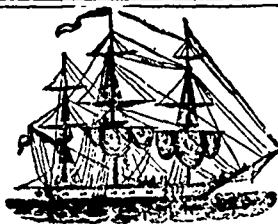
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# CANADIAN ECONOMIST.



## FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 8TH AUGUST, 1846.

[No. 15.]

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## THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 8TH AUGUST, 1846.

### PROGRESS OF PUBLIC OPINION.

Since entering on our career as public journalists, we have on all occasions endeavoured to rouse the public mind from its apparent state of torpidity; nor have our efforts, we rejoice to say, been altogether futile. If we have received little support in quarters where we had reason to expect the most cordial co-operation,—if our exertions in the cause we have undertaken have been treated with derision by those *soi-disant* leaders of public opinion who deem their peculiar province as public instructors to have been invaded by us,—we have not been discouraged by the lukewarm assistance of the one or the fiery opposition of the other. Deeply impressed with the importance and justice of the principle which we advocate,—relying on reason alone for their support,—seeking no selfish or sectional aggrandizement,—owning no party but our country,—we have persevered through good report and evil report, and will continue to do so until the standard of Free Trade shall surmount that of Protection.

We have said that we had reason to rejoice at the success of our endeavours. Every post brings us from some quarter or other the strongest expressions of approbation of our labours in the good cause. Amongst these pleasing acknowledgments of our services, there are none which we value more than those which our French Canadian fellow-subjects have so freely and so handsomely tendered us. We have, since Free Trade has formed so prominent a subject of discussion, ever looked forward to it as only possible to be attained by the united exertions of both races. Nay, more, we have ventured to indulge the hope that this unanimity will not terminate with the attainment of this one object, but will manifest itself on other great national questions, and long continue to bind as by a chain all classes of the community. Such a consummation is indeed devoutly to be wished, and would form an ample equivalent for all the evils and inconveniences which we may suffer from the sudden change in our commercial system.

Entertaining these sentiments, it was with peculiar gratification that we perused the very able articles in *La Merve* of the 27th ult. and *La Revue Canadienne* of the 31st ult. We cordially welcome these papers as fellow-labourers with us for commercial freedom, and we thank them for the circulation amongst their countrymen which, through the medium of their translation, they have given to the First Report of the Committee of the Free Trade Association.

The articles to which we have just alluded contrast powerfully both in style and matter with those of such of the English journals of this city as deigned to notice that Report. We except, of course, from this censure the *Pilot*, which has on numerous occasions, in articles characterized by the highest ability, rendered most essential service to the Free Trade movement. The *Times* informs its readers that the Report contains “nothing new,” and modestly hints

that it merely “illustrates” what he has said, no doubt much better, “a short time ago.” The *Gazette*,

“Willing to wound, but yet afraid to strike;  
Just hunts a fault, and hesitates dislike.”

With a grave Burleigh-like shake of the head, the editor informs his readers that the concession of the Free Navigation of the St. Lawrence would involve many “important political consequences,” and must be demanded not by “a few individuals, however respectable,” but by “the Province as represented by the Legislature.”

We perfectly agree with the editor of the *Gazette* that the Provincial Legislature must be called on to urge on the Home Government to remove all restrictions on our commerce; but this does not supersede the exercise of private judgment, and the right of all classes of Her Majesty’s subjects making their petitions heard at the foot of her throne: nor will the Free Trade Association be deterred by any such innuendoes as those thrown out by the *Gazette* from exercising that right. If they have taken the initiative in this matter, it is because they beheld the Government, the constituted authorities, nay the press itself, supine and apparently indifferent to the critical circumstances in which the country is placed. It thus became the duty of the Free Trade Association to incite the public to a definite course of action, and this they have to a certain extent effected, notwithstanding the impediments which the editor of the *Gazette* and gentlemen who, like himself, appear to imagine that no good work can be done except through their instrumentality, would interpose. Let the editor of the *Gazette* (we know not if in this instance he is to be considered as the organ of the Provincial Executive) and others who think with him, see if they can turn the current of public opinion in an opposite direction. We invite them to do their utmost! The word has gone forth; the fiat of the public voice has been pronounced in favor of the cardinal points on which we insist, and we fancy it will require stronger influence and more weighty arguments than have yet been used, before the people of Canada will be contented to continue weighed down under the load imposed upon them by the British Navigation Laws. If the Legislature will do its duty, so much the better; but if not, the public will not be restrained by considerations of precedence from making the voice heard against the iniquity of being compelled to enter on a commercial conflict with their hands tied behind their backs. On this subject we feel too strongly to weigh our words in the courtly scales of official etiquette—we are not disposed to compliment away the rights and interests of a whole people!

We have never attempted to disguise the fact that great opposition is to be expected, on the part of the British Government, to the modification of her Navigation Laws which we so justly claim; but we rejoice to find the all but perfect unanimity of the public on the subject. In the district of Quebec the oracle is still dumb; but in every other part of Eastern Canada and throughout Canada West, if we may judge from the public prints, there is but one opinion, and that in favor of what we urge. Here each race, (witness the organs of the French Canadians,) each party, (see on the one hand the speech of Mr. MOFFATT, at the recent meeting of the subscribers to the Portland Railway; on the other the LETTER to EARL GREY, by a supporter of the ex-Ministers,) unite in calling for the modification of the British Navigation Laws, as the only means by which we can hope to flourish as a commercial country.

The question now is, and to it we earnestly invite the attention and consideration of our readers, how shall we give full efficacy to this remarkable agreement of opinion? The answer appears to us sufficiently plain: we must AGITATE—we must beset the Provincial and the Imperial Legislatures with petitions. The Free Trade Association has taken one step in advance, the Boards of Trade, it is to be hoped, will join in the movement,—every city, every village, every inhabitant, is interested in our success, and all should join to secure its attainment. Public meetings in every locality should be convened, petitions drawn up and numerously signed, and the claims of the whole people should be clearly and forcibly expressed. Against such a manifestation of public opinion we are convinced that the British Government would not contend, but would furnish another instance of their sincere desire to govern this colony “according to the well-understood wants and wishes of its inhabitants.”

We have done our duty as pioneers in this work—it is for the country now to do theirs, never losing sight of the maxim—

“Aide-toi, le ciel t'aidera.”

## THE 'COURRIER DES ETATS-UNIS.'

It is a very fortunate thing for Free-Traders that they are not responsible for all the nonsense and otherwise bad matter that is written about them and their prospects by would-be friends and interested opponents. Like every other class of public men, they have to complain of no little misrepresentation, and to run the risk of being often misinterpreted, from the want of an opportunity to disclaim the views attributed to them by others. This has been the case with ourselves as regards the *Courrier des Etats-Unis*, a French newspaper published in New York, in which the affairs of Canada are at times referred to. In a recent number of that paper, the subject of Free Trade has come under the Editor's consideration, and furnished him with an opportunity of indulging in some reflections on the present prospects of Canada and her connexion with the mother country—reflections which, we regret to say, are totally unsupported by facts, and which cannot be too strongly repudiated.

Our readers are aware that it has been one of the great objects of the writers in the *Economist* from the first number of their journal, to endeavour to show that there is nothing in the principle of Free Trade inconsistent with the relations existing between the colony and the parent state, and that the full application of this principle to Canada is not only desirable, but absolutely called for under the new system of commercial policy adopted by Great Britain. We hold that, as a bare act of justice, the mother country having withdrawn the protection we have hitherto enjoyed, is bound to remove from us the restrictions which resulted from that state of protection. In this claim we can see nothing at all at variance with the language which has been used, both officially in despatches, and by the ablest statesmen in England, when this subject was under discussion in Parliament. Not so, however, the Editor of the *Courrier des Etats-Unis*. Taking the tone from some of the Protectionist journals of this city, he is thoroughly convinced that Canada is ruined both in her commerce and her loyalty, and that she is only waiting for the hour when, as he expresses it, Liberty will break her chain,—in other words, when she will join the United States.

The general argument by which this view of the question is supported, is that "in every country—in England, and France, and the United States—revolutions have been precipitated towards their denouement by bad financiers, rather than by bad politicians; because material interests are more tangible and more exasperating than moral interests to poor human nature." In Canada, this revolution, we are told, is to be brought about by the demands which the colonists will find themselves compelled to make, and which the mother country will refuse—refuse, because those concessions amount virtually to independence.

These demands are (borrowing from the *Montreal Herald*) stated to be four:—

"First, to remit to Canada the interest of her debt,—that is to say, pay it for her.

Second, to permit her to buy and sell where she can do so to the best advantage.

Third, to take off all the duties upon articles coming from Canada.

Fourth, to open her rivers to all nations."

In regard to the first of these assumed demands, we have already expressed our opinion upon it. Except in the way of a boon, we can neither require nor expect it of the mother country, nor are there twenty men to be found in the province who would be bold enough to stand forward and say that that could legitimately be made a cause of quarrel with Great Britain. That the mother country may come to our assistance and assume the debt, is not altogether improbable; but if she does, it will be in the performance of one of those acts of kindness which she has so frequently exhibited towards the colony, and the recollection of which is a far surer guarantee for the continuance of the connection than is to be found in any system of protection that was ever devised.

As regards the three other demands, they are substantially those which have been advocated by the writers in this journal, and to the accomplishment of which we look forward with all reasonable hope. The writer in the *Courrier des Etats-Unis* knows very little of the spirit of modern English legislation, if he really believes that Great Britain will deny those advantages to the colony which she claims for herself, and invites all the world to partake besides. Had he watched the progress of the Free-Trade principle, he would have seen that it is perfectly inconsistent with the maintenance of any commercial restriction whatsoever, and that it would be as grossly violated in keeping up a protection on British goods in this market as in maintaining a protection on Canadian products in the English market. Both results spring naturally from the same law. Free Trade at home must mean Free Trade in the colonies, and this is a point on which the most intelligent statesmen at home have long since made up their minds. But, then, says the writer in the *Courrier des Etats-Unis*, this will be virtually independence: England

will no longer have any interest in keeping up a connexion by which she gets nothing, and Canada, harrassed and disgusted, will fly off to the United States. Now here we have the whole question decided in a very few words, but decided in a very different way from what, we feel thoroughly convinced, will turn out to be the case. The writer in the *Courrier des Etats-Unis* knows evidently very little of the true feeling which binds Canada to Great Britain. All his ideas are borrowed from an obsolete school, and refer to a period when the avowed use of a colony was to make as much as possible of it, without any reference, or very little reference indeed, to the interests of the people who lived in the country. Judged by these notions, we are quite ready to confess that the introduction of Free Trade would be equivalent to throwing off the colony; but in our case, fortunately for both parties, such notions no longer exist. England has shown that she has no desire to hamper in any way the natural interests of this country, and has expressed a wish that our commerce should be rendered as free as the altered state of circumstances should necessarily render it. In all that pertains, therefore, to the development of our own resources, and to the working out of our own prosperity as a great and rising country, Canada must for the future be independent to a great extent of the mother country, and that not by her own seeking, but by the decree of the parent state. And what does such a state of independence imply? The seeking of a fresh political alliance—a total breaking off and separation from the mother country? We should be sorry to think so. We should be sorry to think that the natural consequence of commercial freedom was to lead us to seek after a merely visionary political freedom, and to sacrifice the substance for the shadow. We hold, on the contrary, that Canada will have a greater interest than ever in clinging to her alliance with Great Britain, when she enjoys in every other respect all the advantages she could enjoy under any system of political government. Nor do we at all believe that intimate commercial connexion with other countries will disturb the ideas that now prevail towards Great Britain, and bring about a desire for change. We never yet heard that trading with Dutchmen made Dutchmen, or that the natural consequence of commercial interchange was to produce political revolutions. If it were so, the Emperor of Russia would hardly, we suspect, have reduced his tariff, nor would other despotic Governments show the disposition they are now exhibiting to extend their relations with more advanced and more democratic countries. In short, we regard commercial connections and political connexions as two very different things; and whilst we believe that it would be to the interest of this country to extend her relations in the one respect with the United States, we should have the most decided objection, the most unequivocal aversion, to form any closer political relations with that country.

Nor are we at all singular in this view of the question. A similar opinion has been pronounced by a clever countryman of the Editor of the *Courrier des Etats-Unis*, who has watched with the utmost interest the progress of the new commercial spirit, and has recorded his feelings in a very clever work entitled "Cobden et la Ligue." From that work we take the following extract, which we recommend to the notice of the New-York writer as well worthy his perusal:—

Extract from "Cobden et La Ligue," par M. Bastiat, Membre du Conseil-General des Landes.

When the United States declared their Independence, the prejudices in favour of colonies existed in all their strength; and all the world knows that England believed that her commerce was ruined. So fully did she believe this, that she ruined herself beforehand in warlike expenses, with a view to retain this vast continent under her dominion. But what really happened? In 1776, at the commencement of the war of Independence, the English exports to North America were £1,300,000; but in 1784, after the Independence was acknowledged, they rose to £3,600,000, and within the last few years have reached as much as £12,400,000, a sum which almost equals that of all the exports of England to her forty-five colonies, for these in 1842 did not exceed £13,000,000. And really one cannot see why the interchange of hardwares for cottons, or of stuffs for provisions, should not be carried to a yet greater extent between the two people. Is it because the citizens of the United States are governed by a President of their own election in place of submitting to the rule of a Lord-Lieutenant paid from the coffers of the Exchequer? What relation can there be between such a circumstance and commerce? Should we ever nominate our Mayors and our Prefects, would that hinder the wines of Bordeaux from going to Eboëuf, or the cloths of Eboëuf from coming to Bordeaux? It will perhaps be said that since the act of Independence, England and the United States mutually repel each others productions, and that this would not have happened if the colonial tie had not been snapped. But those who urge this objection surely intend to present an argument in favour of my proposition; they mean to insinuate that the two countries would have profited by a free mutual exchange of the produce of their respective soils and industry. I ask how a barter of grain for iron, or tobacco for calicoes, can be hurtful, just because the two nations which effect the exchange are or are not politically independent of each other? If the two great Anglo-Saxon families act wisely in regard to their true interests in restraining their mutual exchanges, doubtless it is because those exchanges in themselves are prejudicial, and in that case it would have been equally wise to have restrained these exchanges, though an English Governor should have continued to reside in America. If, on the other hand, they have done wrong, it is because they have been mistaken; they have not understood their true interests; and it is not easy to pre-

ceive how a continuance of the colonial connexion would have made them more clear-sighted. Let it be remarked, further, that the exports of 1776, which amounted to £1,300,000, cannot be supposed to have given to England a profit of more than 20 per cent.—that is £260,000; and can it be imagined that the administration of such a vast territory would not absorb many times that sum! The extent and above all the progress of the commerce of England with her colonies is greatly exaggerated. Notwithstanding that the English Government constrains the inhabitants of Great Britain to deal with the colonies, and the colonists with the Mother Country—notwithstanding the Custom-house barriers (of late years prodigiously multiplied and strengthened) which separate England from all other nations whatsoever,—the foreign trade of Great Britain has developed itself more rapidly than its colonial, as is proved by the following table:—

|           | EXPORTS.         |                       |             |
|-----------|------------------|-----------------------|-------------|
|           | To the Colonies. | To Foreign Countries. | Total.      |
| 1831..... | £10,254,940..... | £25,909,432.....      | £37,164,372 |
| 1842..... | 13,261,436.....  | 34,119,587.....       | 47,381,023  |

In the two epochs, the colonial trade is only little more than a fourth of the entire trade with all parts. The increase in 11 years is about three millions: it is, however, necessary to remark that the East Indies, to which the principles of Free Trade have been applied, are included to the extent of £1,300,000 in this augmentation, and Gibraltar (which can only be said to furnish a foreign trade with Spain) to the amount of £600,000, so that there remains for the real increase of the trade with her colonies, in an interval of 11 years, but £1,000,000. During this period, despite our tariffs, the amount of the exports of England to France have advanced from £602,688 to £3,193,199. Thus commerce protected has progressed at the rate of 3 per cent. and commerce obstructed (*contrarié*) at the rate of 450 per cent.

CORRESPONDENCE.

TO THE EDITOR OF "THE CANADIAN ECONOMIST."

Sir,—The impulse which your ably conducted paper has given to the inhabitants of this country, and the interest which many of the French Canadian origin feel in the discussion of economic-political principles, will be my excuse in requesting you to favor your readers with your opinion on the following questions:—

- 1<sup>o</sup>. Is Lower Canada better favored for agricultural than manufacturing enterprise, or *vice versa*?
- 2<sup>o</sup>. How for Upper Canada?
- 3<sup>o</sup>. What has been the amount of importations yearly since 1832, and what the amount of exports during the same period?—What were the principal articles of exportation produced in Canada, and their value yearly since 1832?
- 4<sup>o</sup>. What can be the cause of the non-erection of manufactures in Canada, or of their weak and limited operations?
- 5<sup>o</sup>. How many manufactories in Canada, and of what articles?

The deep interest that my friends and myself take in the present state of the commerce and prosperity of the country has induced me to address this letter to you, as your capacity and statistical knowledge of Canada enable you to answer satisfactorily.

I remain, with respect,  
Your obedient servant,  
G. BOUCHERVILLE.

We have much pleasure in drawing attention to the foregoing letter and in replying to it to the best of our ability, and the more so as the questions are put to us by a French Canadian,—showing the gratifying fact that our journal is drawing the attention of a class to objects of practical utility and social advancement, who have hitherto been accused, and we must admit with too much reason, of the greatest apathy towards every improvement that could enhance their wealth, their influence, and their usefulness to their fellow-creatures.

That age of apathy, however, has, we trust, gone by, to be succeeded by a generous rivalry, the results of which will be increased wealth, happiness, power, and importance, to the whole Canadian family.

The questions mooted by our correspondent cannot, we are sorry to say, be very satisfactorily answered in our present number. They all require statistical data for their elucidation that cannot be provided by individual assiduity or research. In some instances, nothing short of legislative enactment would be sufficient to furnish the information required; and in others, even the legislature itself would prove incompetent to the task, owing to the defective way in which, for statistical purposes, our Custom-house books have been hitherto made up. A brighter day, however, is, we hope, before Canada—a day when the Custom-house, the Post-office, and every other local department, will be made strictly responsible to local authority and supervision, by which means alone can we hope to make them as eminently available for public utility and convenience as human judgment can render them, or their peculiar nature will admit of.

To the first and second questions, we cannot furnish categorical answers. Both the Lower and Upper Provinces are well adapted for agricultural purposes; the latter, in particular, which, we make bold to say, is not to be surpassed in this respect by any portion of

the continent of America. That section of the province now produces wheat quite equal to what is raised in the best wheat-growing States of the American Union, and superior to the average quality of what is raised throughout the Union. Moreover, the general yield of the soil per acre is fully as great as what is obtained in the United States.

In the Lower Province, however, the case is materially different; the picture is by no means flattering. The *quality* of the grain raised is inferior, and the *quantity* far short of what is obtained from the same extent of soil in the Upper Province. The reason for this inferiority it is not incumbent on us at present to inquire into. The fact, however, can be substantiated, and is deserving of the fullest investigation. We may hint here however, in passing, that what strikes an enquirer, even at first sight, as prominent causes for this admitted inferiority, are: first, the want of education on the part of the agricultural population, which renders them incompetent to adopt the improvements that prevail elsewhere, either in the use of farming implements, or in the system of *rotation of crops* which experience and science have pointed out in older countries, where talent has been devoted to agriculture, to be not only advantageous but absolutely essential to a due development of the fructifying properties of the soil; and second, the evil which prevails in this province of splitting up farms into small, contemptible strips.

Agriculture, like every other productive employment, requires capital, skill, and industry, to make it profitable; and, what perhaps is equally important,—farms of at least 100 acres in extent: nothing less will give the skilled agriculturist a fair chance of success.

As to manufactures, we conceive that both provinces are very well adapted for the development of that species of industry; and although we have not hitherto brought any kind of manufacture, except *Ashes*, to that degree of perfection which enables us to compete with other nations in foreign markets, it would be wrong on that account to infer that we have made no progress whatever in manufacturing industry.

We enumerate a few of the leading arts in which we have already made some progress:

1<sup>st</sup>. Distilling and Brewing.—Montreal alone produces about 4,000,000 gallons of Whiskey annually, and as many more of Table Ale, worth, together, about £750,000; and the quantity produced in the whole Province may be judged of by these facts.

2. There are four Foundries in Montreal, capable of producing steam-engines of the largest dimensions, and we may say machinery generally of the first order. We are not prepared to say how many more there are throughout the province. In addition to these may be enumerated the following crafts, viz.: Cabinet-makers, Tailors, Carpenters, Tinsmiths, Blacksmiths, House-builders, Stone-cutters, Nail-makers, Brick-makers, Carriage-makers, Soap and Candle makers, and a number of other arts and crafts, which employ thousands of our population, and the demand for whose industry is every year on the increase.

But our correspondent, we presume, in putting his question respecting Manufactures, had reference more particularly to manufactures of Wool, Cotton, Silk, and such like. There is a Cotton Factory in full operation at Chambly, and another, we believe, at Sherbrooke; a Woollen Factory recently established in the Upper Province; and a Glass Factory at St. Johns,—in short nothing but apathy among the people of this colony can prevent such establishments growing and multiplying year by year. The country is admirably adapted for them, abounding as it does in water-power and a numerous half-employed population.

As to the woollen manufacture, the Lower Province has been partially devoted to it from its earliest settlement. Every *habitant*, male or female, is clad to this day more or less in the rude fabrics of their own manufacture,—the man in his "etoff du pays," and the woman in her "jupon." Why then is this manufacture, after thirty or fifty years' duration, not in a more advanced state of excellence? The answer to the question is the same as has been given respecting agriculture,—the want of education. Had the rural population been enlightened, they would have seen, long ere this that their labour should be organized and directed; that, instead of each family in a district having its *loom*, which could furnish the family only with apparel of the rudest kind, each district should have had its *factory*, where the population could have been employed, and clothed at less expense and with superior fabrics. Had this been done years ago, the factory or factories in every district of Canada would now be powerful and flourishing; and the men, women, and children, who are now wasting half their life in idleness in the rural districts, would be *skilled operatives*, earning good wages and promoting the welfare of society at large. But it is not yet too late, and we trust our Canadian correspondent will assist us in disseminating these ideas among his countrymen.

To the third question in our correspondent's letter, we are enabled to give a partial answer through the kindness of Messrs. Macdougall & Glass, who have with much liberality allowed us for that purpose to copy the tables attached to their last annual circular, and which will be found subjoined. It embraces a period of eight years, and affords all the information respecting Imports and Exports that can be obtained. We regret that we cannot now go more fully into several of the questions raised by our correspondent, but we trust he will be satisfied with this as an instalment, relying on our furnishing his countrymen with full details according to our success in collecting them:—

IMPORTS INTO CANADA BY SEA, FROM 1838 TO 1845, BOTH INCLUSIVE.

| ARTICLES.                     | 1838.       | 1839.       | 1840.       | 1841.       | 1842.       | 1843.       | 1844.       | 1845.       |
|-------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Vessels with cargoes .....    | 406         | 482         | 525         | 537         | 548         | 574         | 602         | 635         |
| Do. in ballast .....          | 675         | 715         | 897         | 921         | 933         | 945         | 954         | 1,064       |
| Other Wares .....             | 10,867      | 31,520      | 22,551      | 15,545      | 24,030      | 11,230      | 130,664     | 201,116     |
| Wool, raw .....               | 5,282       | 361,144     | 26,840      | 50,176      | 276,472     | 251,975     | 212,607     | 137,879     |
| Wool, spun .....              | 45,271      | 13,801      | 13,801      | 50,131      | 26,270      | 7,113       | 3,197       | 137,879     |
| Wool, mixed .....             | 627,425     | 45,250      | 515,174     | 285,829     | 221,875     | 149,215     | 130,670     | 212,175     |
| Wool, fine .....              | 15,371      | 23,783      | 10,065      | 167         | 6,065       | 6,828       | 542,794     | 372,970     |
| Wool, coarse .....            | 16,537      | 140,397     | 140,397     | 78,691      | 117,966     | 137,540     | 622,826     | 372,970     |
| Wool, superfine .....         | 1,769,215   | 1,675,697   | 1,745,822   | 2,878,717   | 1,311,670   | 7,322,513   | 1,610,659   | 1,418,840   |
| Wool, superfine .....         | 49,170      | 51,251      | 74,711,317  | 9,548,119   | 6,857,940   | 5,322,513   | 8,177,541   | 9,173,504   |
| Wool, superfine .....         | 14,310,13   | 1,413,013   | 1,413,013   | 1,657,455   | 1,473,306   | 1,52,060    | 1,52,060    | 1,52,060    |
| Tobacco, Manufactured .....   | 62,276      | 23,190      | 62,678      | 141,003     | 118,405     | 77,367      | 937,774     | 2,507,774   |
| Tobacco, Leaf .....           | 33,465      | 31,150      | 173,362     | 41,446      | 118,405     | 77,367      | 937,774     | 2,507,774   |
| Flax .....                    | 308,183     | 4,462       | 445,055     | 349,758     | 417,000     | 611,100     | 301,622     | 164,218     |
| Value of Goods imported ..... | \$1,152,183 | \$1,178,311 | \$1,276,369 | \$1,963,311 | \$1,761,732 | \$1,870,294 | \$1,942,469 | \$2,183,311 |
| Value of Free Goods .....     | \$1,152,183 | \$1,178,311 | \$1,276,369 | \$1,963,311 | \$1,761,732 | \$1,870,294 | \$1,942,469 | \$2,183,311 |

EXPORTS FROM CANADA FOR THE YEARS 1838 TO 1845, BOTH INCLUSIVE.

| ARTICLES.             | 1838.  | 1839.  | 1840.   | 1841.   | 1842.   | 1843.   | 1844.   | 1845.   |
|-----------------------|--------|--------|---------|---------|---------|---------|---------|---------|
| Wool, raw .....       | 19,896 | 17,445 | 13,113  | 14,623  | 18,043  | 25,094  | 25,743  | 19,311  |
| Wool, spun .....      | 8,015  | 8,015  | 11,245  | 7,289   | 9,598   | 11,465  | 40,240  | 812,175 |
| Wool, mixed .....     | 80,536 | 72,518 | 403,799 | 211,437 | 542,511 | 371,912 | 3,684   | 27,140  |
| Wool, superfine ..... | 139    | 2,410  | 3,885   | 4,904   | 6,048   | 6,048   | 2,140   | 44,255  |
| Wool, coarse .....    | 146    | 130    | 140     | 4,504   | 807     | 6,048   | 41,247  | 44,255  |
| Wool, superfine ..... | 59,304 | 48,427 | 315,612 | 336,210 | 294,720 | 299,927 | 41,247  | 44,255  |
| Wool, superfine ..... | 522    | 50     | 6,968   | 4,567   | 6,734   | 6,734   | 131,855 | 1,670   |
| Wool, superfine ..... | 1,115  | 2,255  | 60,578  | 121,574 | 72,985  | 80,314  | 131,855 | 29,912  |
| Wool, superfine ..... | 8,848  | 6,479  | 11,220  | 14,795  | 40,240  | 40,240  | 2,140   | 29,912  |
| Wool, superfine ..... | mono.  | 3,326  | 142,650 | 662,802 | 201,107 | 144,233 | 2,140   | 29,912  |
| Wool, superfine ..... | ...    | ...    | ...     | ...     | 6,866   | 3,681   | 21,674  | 37,530  |

PORTLAND RAILWAY.

The fate of this great work will be virtually decided on Monday next, the 10th instant, when a public meeting will be held on the *Champ-de-Mars* to talk over the matter, and test how far the Montrealers are really alive to their own interest. We are glad ourselves that the question is to be met thus, for it is only in the imminent danger that threatens that this road may be abandoned, and with it the trade of Montreal suffer to an extent little dreamt of, that we see a prospect of safety. As we said last week, we have very little faith in the public spirit of a large portion of the really minded men of this city. As many of the holders of this wealth did nothing from their own efforts to create it, so they seem quite unable to comprehend that it may pass away from them without any apparent cause on their part. Yet nothing is more evident than that the enormously increased value which has been given to land and household property in this city has resulted altogether from the commercial prosperity of the city, and that with the decline of that prosperity that property must also decline in value. And yet what are these men doing, or what have they ever done, to benefit the city itself? The question is easily answered: look to the Portland Railway; witness the magnificent contributions they have made to that undertaking; mark the intense zeal they display in promoting a work on the success of which the well-doing of this community in great part depends! Are they not liberal minded public spirited men, these wealthy proprietors of Montreal, and will they not be entitled to the sympathy of the world if it should happen that these lands, those magnificent houses, and all this apparent wealth and prosperity should become a merely unproductive burthen on their hands!

It is, indeed, little to the credit of the city that the public mind should require to be roused to the importance of this Rail-road. It says little for the spirit and enterprise of the place that the stock was not taken up weeks ago, in which case we verily believe that ere this present time the shares would have been at a premium. It is true that whilst there was any fear of difficulties with the United States, that circumstance might serve as a reason for timid persons not em-

barking their money (although without the American portion of the line, we feel quite certain the scheme would pay well), but now that that danger has passed away, this excuse cannot be pleaded. In England we have seen stock of three or four times the amount subscribed for by five or six individuals, and the difficulty for a time was not to sell but to buy. Of course we do not expect, and do not wish to see the same spirit of speculation here, but we did expect to find a reasonable regard paid to our true interests, and not to learn that the public required to be solicited to do that which a regard for the commercial importance of their city ought to show them must be done.

As a matter of speculation there can scarcely be a doubt that the road will pay well. The only other Rail-road in the country, (we mean the Champlain one,) although it is only in operation six months in the year, is, it is well known, one of the best investments in the country, and commands for its shares a high premium. Yet we have been informed that it was with the greatest difficulty that the stock for that line was first got together. People laughed at the originators, and ridiculed the idea of a profit being derived from such a scheme. Now no one we ever yet meet with attempted to deny that the Portland Rail-road will pay, and the people of the Townships, who have the best means of judging, are so certain of it that they have risked deeply on its success, and taken, as we stated last week, nearly as many shares in their locality as have been taken in the whole of the rest of the Province put together. The only reason why the same interest has not been manifested in Montreal, arises, we should wish to believe, from the question not having received the attentive consideration it deserves from the great mass of the public. For this reason it has been left, as was supposed, in the hands of the larger capitalists, who have toyed with it, or neglected it altogether, till the time has arrived when action can no longer be delayed, and the public have only a few days to consider whether there shall be a Rail-road to Portland or not.

This question, we repeat, will be decided at the meeting on Monday, and to that meeting we trust that every man possessing an inch of property in the city, or who hopes to become possessor of any (as who does not?) will proceed, and urge by his voice the immediate prosecution of a work in which his own welfare, and the welfare of his family, are most deeply engaged. And if the means taken be such as we have strong hopes they will be, and the meeting put not merely their voices but their purses in the scale, the end is as good as gained, and in the course of two years a new line of traffic will be opened to the Province, from which the utmost benefit may be expected, and which will be one of the means by which, as we trust and believe, Montreal will be enabled under a Free Trade system to maintain a competition with the American routes, and bring within her reach much that now passes in another direction. But there must be no longer any toying. The work must be taken up in earnest, and pushed through, so that by the time we are left without the small protection we now enjoy in the English market, we may have secured a channel for our future trade. To the meeting, then, on Monday, let every man proceed who wishes to see Montreal proceed—to the meeting, and let your unanimous voices decide that you are determined to have this Rail-road, and that you are not prepared, like some of the wealthy holders of real estate, to let the trade of the country pass away without an effort to retain it.

In conclusion, we cannot do better than extract from the last number of the *Witness* the following admirable recapitulation of the advantages that may fairly be expected from the Rail-road—

1. It would render Montreal almost an Atlantic city, with the choice of exporting and importing either by the River or by a constantly accessible sea-port, as might in each particular case be deemed cheapest or most convenient.
  2. It would complete a second great chain of internal communication from Chicago to the Atlantic, which would, in our opinion, successfully rival the first by way of the Erie Canal and Hudson River. Indeed, it would be more expeditious, have less lockage, and, being farther north, would transport wheat and flour with considerable less risk of damage, of heating or souring—a reason which, when duly appreciated, would, we think, turn a great part of the produce, which now goes by way of New Orleans, to this northern route.
  3. It would cause our market to be much better and more regularly supplied, not only with country produce, but with fresh fish and other marine productions.
  4. It would put the benefits of sea-bathing and sea air within reach of our whole population—an incalculable boon to the invalid, and scarcely less so to persons in health.
  5. It would open up the country through which it passed to great comfort and prosperity.
  6. It would probably prevent much annual waste of life and property, by taking away the inducement for vessels to sail too late in the season by way of the Gulf.
- Finally, we would say to proprietors of real estate in Montreal, and especially those who have stores or dwelling-houses to let, that as a mere question of pounds, shillings, and pence, they had better subscribe twenty-five per cent. of the value of their property at once to this railroad than allow it to drop; for if the plan fail, there is every indication that there will be that amount of depreciation in the value of their property, without any thing in the shape of dividends on railroad stock to represent it; whereas, if it succeed, the value of property will be likely to rise, and probably also the value of railway shares.
- Whether, therefore, as a matter of philanthropy or pecuniary interests, we think all should assist in advancing this great work by every means in their power.



BOMBAY FAMINE IN 1812.

The produce of the island itself being so extremely small compared to the demand, it follows that Bombay must import all its grain, and, as a matter of course, the corn-dealers form a most important set of men. These persons draw their supplies of rice in ordinary times chiefly from the Malabar coast, which lies between them and Ceylon, and not very far to the southward, while they import most of their wheat, maize, and some other grain, from the high grounds of the Mahratta states, lying directly to the eastward. The interest of these great corn merchants induces them to keep at all times a considerable stock of grain on hand, enough to feed the population for a period of more than a year. I have also some obscure recollection of the Government requiring them to retain a certain quantity. Be the cause what it may, there was actually stored in the granaries of Bombay, in the autumn of 1812, rice enough to have kept the population alive for fifteen months, even had there not arrived in the port another corn ship in the interval. This position of affairs gave rise to one of the most tangibly interesting questions of political economy which I ever remember to have heard discussed.

In all cases of approaching famine, there is another very sensitive test beside that of actual hunger, by which the true state of these political-economical questions may be judged of,—I mean, the purses of those who have to supply the wants of families, of women and children; and it is then that the corn-merchants learn, with wonderful precision, what is likely to be the state of the demand. On this occasion it was observable in Bombay, that, as each successive hour passed off without rain, up went the value of corn; but, although in this way the price soon became very high, it was still so much lower than was eagerly given in the north, at Guzerat, and elsewhere, in those countries where the prospect of famine was now almost certain, that the corn-dealers of Bombay hastened to load every vessel they could lay hold of to export their rice to markets where it was in such superior demand. Of course, this exportation contributed to augment the price at Bombay, while fresh crowds of starving natives were pouring in every hour, and adding to the number of mouths, so as to give a most critical and interesting character to the situation of affairs.

“What is to be done?” said some of the members of the Government, justly alarmed; “shall we shut the harbour altogether against the export of grain, and since we have only one year’s supply on hand, secure our existence for that period, under all circumstances? It is next to certain that, long before the year expires, additional supplies will pour in from Bengal and other places in which no failure of crops ever takes place. The cost will, no doubt, greatly rise in the bazaar here, and much misery will be the consequence, especially to those unhappy strangers who are rolling in upon us like the waves of the sea. Besides, self-preservation is the first law of nature, and as we have food, shall we not keep it while we have it, than risk having none by allowing it to be exported, on the mere chance of more coming in? If we permit those countries where the famine rages to buy up our grain, it can prove but a single meal to them, while it will be certain death to us.”

Other members of the council held, that to shut Bombay against the export of grain, but to open it for imports, would be the very means of producing the calamity so much dreaded. “The instant you shut the port,” said they, “all experience shows that the grain speedily rises to the famine price, and as this necessarily places it beyond the reach of the famishing crowds who are flying to this spot, which they believe, and not without reason, to be one of wealth and plenty, they will die in thousands amongst us.

“To feed the whole population for many months will be impossible; let us serve out the stock of provisions as carefully as we please; for it will be out of the question to discriminate between our own proper inhabitants and the strangers whom the famine elsewhere has driven upon our resources. It will prove quite in vain to give notice that famine prevails here likewise: the natives of all the adjacent countries are too strongly impressed with the idea of our inexhaustible resources to believe any such assertions, and, in spite of all we can say or do, they will find their way here like flocks of wild fowl.”

“The only method,” continued these experienced and vigorous minded men, “to avert much of the evil, and, in the most genuine sense of the words, to extend our influence and popularity, by really doing good to the inhabitants of India, whether they be our immediate inhabitants or not, is to adopt at once the manly step of declaring that the port of Bombay shall not be shut under any circumstances. Let us give out that, come what may, the corn merchants shall be at liberty, as heretofore, freely to export their grain whenever they conceive it most for their interest to do so. At the same time, let us take every means to let our wants be known in those parts of the country where there has been no failure of the crops. Indeed this is hardly necessary; for the fact of an approaching famine in these regions has been already communicated to the remotest corner of the Peninsula; and at this instant,” said these gentlemen, “hundreds of vessels are probably taking in cargoes of grain for this coast. Now, as Bombay happens to be situated near the southern extremity of the districts which are threatened with famine, every one of these vessels must pass us, on their way to the Gulfs of Cambay and Cutch; and, if they be not deterred by our indiscreet legislation, every grain ship will have an obvious interest in looking into this

port. Our harbour is easy of access, is so commodious, its anchorage dues are so light, and, above all, it lies so directly in the track of these vessels on their way to the famine countries, while it is a couple of hundred miles short of them, that the merchants must naturally wish to terminate their voyage here, if they can do so with a fair profit on their adventure, rather than proceed so much farther to the north in search of a market.

“On the other hand, if we unwisely shut our port against exports, we shall deprive all these corn ships of a free choice in this matter. And thus, while we selfishly forbid the export of grain, we may virtually be shutting ourselves out from its introduction at all. If we are merely to allow ships to bring in their corn, without permitting them to carry it away again when the market does not please them, we shall probably exclude them altogether.

“But if we boldly fling open our gates to all goers as well as comers, and to proclaim over India that with us there shall be no restrictions whatsoever respecting the free export of grain, every vessel which comes near this great emporium of Western India will take a peep to learn what our prices are, and to make a calculation whether, upon the whole, it may not be the most profitable course to sell their cargo at Bombay for a much smaller sum of money than to lose time, and incur other risks, in too greedily hunting for famine prices along the shores of Guzerat.”

Fortunately, the governor and council were finally agreed on this point, and it was decided to keep the port open. But, although no further controversy took place at head quarters, there was stirred up a vast deal of angry discussion out of the council chamber.

The cunning corn dealers who had set on these petitioners knew right well that the abundance of imported grain would turn entirely upon the degree of freedom with which the port was left open for that quantity to overflow which was not required. What they wanted, in short, was the monopoly of the market.

The secretary explained to a deputation of natives who had waited on him that the person who had expressed so much anxiety about the possibility of a famine at the presidency might rest assured that an unrestricted trade in corn was the wisest policy the government could pursue, not only for the security of Bombay itself, but for the relief of the countries in the neighbourhood which were suffering from the famine. He likewise urged that, as it was the custom with the grain dealers of the island always to keep one year’s stock in store for the average home consumption of the island, they could themselves regulate the supply, the prices and all the other details of the trade, much better than the Government or any of the mercantile communities of Bombay.

The consequence which followed were in the highest degree important and satisfactory; for, although the grain merchants set about exporting rice in great quantities to the northward, the prices instantly fell at Bombay when the dowlas were ended. It frequently happened, also, that when several vessels came into the harbour together, one or more of them actually tripped their anchor a few hours afterwards on learning the prices, and sailed off to the north in quest of a better market, while the others preferred landing their cargoes and starting back for more, with the full intention, as they said, of looking in again as they passed.

I confess that it required no small faith in the soundness of these doctrines to witness the departure of well-freighted corn-ships when we ourselves were on the very edge of starvation. Many men trembled who had never quaked before; and the period between the positive decision of the Government and the full operation of this trial of the free-trade principle was one of intense anxiety even to those who felt surest of their ground.—Capt. Basil Hall’s *Fragments of Voyages and Travels*.—Vol. III.

WHAT HAS CANADA GAINED BY CORN PROTECTION?  
(From the Toronto Globe.)

Our Tory contemporaries have not entirely ceased their fire on Free Trade, although it has been gradually dying away until it has become as harmless as the American fire on the fort of Matmoras, and it is not difficult to predict that it will before many weeks be among the things that were, and men will look back with astonishment on the absurd doctrines they once held. The ground we have always taken on this question has been that though a considerable benefit has been derived by the agriculturists of Canada from protection, it was unreasonable to suppose that it could stand in the way of the prosperity of the whole empire. We now propose to show how very trifling in amount that benefit has been. Nothing so effectually puts to flight false and absurd theories as bringing them to the test of figures.

|   |                 |
|---|-----------------|
| In the year 1811 Canada exported from Montreal and Quebec of flour..... | 415,467 barrels |
| Of which were imported from the United States,.....                     | 101,352 “       |
| Leaving of Canadian produce,.....                                       | 314,115         |
| In 1815 the total export of flour was.....                              | 211,833 barrels |
| Of which, from the United States,.....                                  | 50,255          |
| Canadian,.....  | 160,578         |
| In 1844 the wheat exported was.....                                     | 282,183 bushels |
| Deduct from the United States,.....                                     | 64,344 “        |
|   | 217,839         |

|   |                   |
|---|-------------------|
| In 1845 the wheat exported was .....  | 313,502 bushels   |
| Deduct from the United States, .....  | 46,240 "          |
| Canadian, .....   | 267,262 "         |
| If we take the average of these two years and reduce the flour and wheat to quarters, it gives an annual exportation of Canadian produce of 178,679 quarters. |                   |
| In addition to this 57,897 quarters of pease, barley, oats and oatmeal, were exported in 1844 and 5, being an average of 28,948 quarters for each year.       |                   |
| Making an Export of Wheat, .....  | 178,679 quarters. |
| Other kinds of grain, .....   | 28,948 "          |
| Total, .....  | 207,627 "         |

This forms the gross amount of breadstuffs of all kinds that Canada has been able to send during two years of good harvests. Was this trade of sufficient consequence to induce the mother country to stop her comprehensive plans of improvement for the working classes? The whole supply from Canada was about a day and a quarter's consumption of the inhabitants of the three kingdoms, estimating the consumption at sixty millions of quarters. Would the Government have been justified to allow this very limited trade to affect their wise and benevolent resolution to have cheap bread and steady prices for the working classes?

For the last twenty-five years the price of wheat in England has fluctuated from 40s. to 67s. a quarter, and other grains in proportion. Previous to that period it rose occasionally to above £4 and £5 a quarter, and in one year (1812) it reached the starvation price of £6 5s. per quarter. The great object of free trade in corn is to check these frightful fluctuations, which enrich one class of the community at the expense of the mass of the industrious population. Under free trade such starvation prices can never arise, unless the crops were failing all over the world, a calamity which has rarely been known. Our Tory grumblers may have some idea of the merits of this question, if they reflect that an advance even of 10s. a quarter on sixty millions of quarters, is thirty millions sterling, which the consumers of the Three Kingdoms must pay for their bread-stuffs. And what can Canada do under the most favourable circumstances to relieve this great pressure? Send her a single day's, or a day-and-a-half's, consumption. The largest amount of grain imported in a single year by Great Britain was 3,541,809 quarters in 1831—being about twenty-four days' consumption, of which the North American Colonies supplied 227,166 quarters, being a sixteenth part, or about a day and a half's consumption at that period. It is a curious fact, and shews how much the increase of population in Canada has kept pace with the produce of grain, that a larger quantity was exported fifteen years ago, than in the average of the last two years. Again, we would ask was the British Government to stay the progress of this great improvement, in order to put a few thousand pounds per annum into the pockets of the corn growers of Canada?

But let us see what Canada has gained by this protective policy? Nothing more than her share in the excess of price which the Corn Law has produced in the English market. In years of deficient harvests in Britain that excess has been great, and heavily has it fallen on, and sorely has it ground, the English labourer. A free trade in Corn cannot entirely prevent such irregularities, but it will go far to correct them, and, to a limited extent, it will reduce prices even in ordinary years. It will be idle to go back to periods when famine prices were realised in Great Britain. These days cannot return again unless by the visitation of Providence on the whole civilized world.

The days of excessive prices, and stern monopoly, are numbered, and no man could venture to express a wish for their return. The measure of preference which Canada has enjoyed for several years over the United States is 3s. per quarter, which she has already resolved to sacrifice in order to retain the carrying trade through the St. Lawrence. It is impossible to say with certainty to what extent prices will be affected by the free trade; but, judging from the past which has shown that high prices have not produced a larger supply in Britain than ten and twelve and fifteen days' consumption, and only on one occasion reaching to twenty-four days, we would certainly infer that the average reduction on all kinds of grain would not exceed 3s. per quarter, and this to Canada on an exportation of two hundred thousand quarters, is £30,000; but as the greatest part of Canadian export is wheat or flour, we may estimate the loss at £40,000, for which the Tories are prepared to throw off their allegiance.

The Mail brought by the *Hibernia*, which left Liverpool on the 19th ult., reached Montreal on Wednesday morning. The intelligence received by her is not of much importance. The Oregon Treaty has been ratified by the different Governments, and communications of the fact made to the two Houses of Parliament. This is almost the only item of political news that is recorded. Commercially, accounts were favourable,—that is for the home producer and consumer. Business in the manufacturing districts was in a more healthy state, and the people generally were beginning to feel the effects of the Free Trade policy, in a more abundant and cheaper supply of the necessaries of life. The prospects of the harvest were most favourable. A friend who resides in one of the Southern counties, writes to us—"the weather in England during June was lovely—only too hot: The harvest here has commenced, and is forward by nearly a month than it was last year. But we are now beginning to have rain; a great deal has fallen during the last week. No injury has been done yet—rather the reverse, but still some more fine weather will be wanted for the North. It is possible there may yet be a check to these glorious prospects." The reports throughout the whole of the European continent record the same pleasing intelligence.

**THE HARVEST.**—The following is an extract from the Agricultural Report for July of Mr. Evans, of Cote St. Paul: it applies to this District:

"The crops of every description, with the exception of early sown wheat that is damaged by the fly, never looked better, and if the season is favorable, and not too wet, for bringing them to perfect maturity, and for harvesting, we shall have an average crop of hay and grain."

In the Upper Province, the greater portion of the wheat crop has been got in in splendid condition. There has, however, been great difficulty experienced in many districts in obtaining labourers; and in the neighbourhood of Toronto, we learn from the *Examiner*, several crops that have been ripe for some time are now standing on account of the impossibility of getting them reaped. Emigrants who intend following farming are recommended to proceed westward immediately, as there is plenty of work to be found there for them. In the Eastern Townships, we regret to learn from the *Sherbrooke paper*, the rust has appeared in several instances among the potatoes, and the fly is doing injury to the wheat crop.

The Cobden national tribute fund of £100,000, amounts already to upwards of £40,000, and every day is adding largely to the amount.

To the curious in agricultural matters, as well as others, the following note of the First Arrivals of the New Wheat at the Toronto City Steam Mills for fifteen years, will be interesting:—

|                         |            |                         |            |
|-------------------------|------------|-------------------------|------------|
| In the year 1832, ..... | August 22. | In the year 1839, ..... | August 13. |
| " 1833, .....           | " 15.      | " 1840, .....           | " 10.      |
| " 1834, .....           | " 26.      | " 1841, .....           | " 10.      |
| " 1835, .....           | " 15.      | " 1842, .....           | " 19.      |
| " 1836, .....           | " 23.      | " 1843, .....           | " 10.      |
| " 1837, .....           | " 29.      | " 1844, .....           | " 7.       |
| " 1838, .....           | " 17.      | " 1845, .....           | " 12.      |
| In 1846, .....          |            |                         |            |
| July 30.                |            |                         |            |

It will be seen that in 1840, 1841 and 1843, it arrived, singularly, on the same day—the 10th of August; but this year, the 30th day of July presents us with the first new specimen of "the staff of life,"—earlier by nearly three weeks than in the three earliest of the past fourteen years.—*Toronto Examiner*.

## THE MARKETS.

### ENGLISH.

Our dates from England are to the 18th ultimo. The opinion seems to be general, that Wheat will be a full average crop. The weather had become fine, and the harvest would be an early one. Sales were very large, at a slight decline in prices, but business generally was brisk.

Flour was quoted in London at 25s. 6d. to 27s. per barrel. In Liverpool, sales had been made at 25s., Extra qualities 25s. 6d. to 26s., and Superfine at 26s. 3d. to 27s.

WHEAT.—White Wheat 7s. to 7s. 3d., and Mixed at 6s. 6d. to 6s. 9d., per 70 lbs.

ASHES.—Pots and Pearls 22s. per cwt. Market dull and without activity.

Canadian Warrants rate about 3d. per bushel below American. The Scotch markets vary very little from the above quotations.

(Written for the Economist.)

### NEW YORK. 4th August, 1846.

Flour.—The market is dull, receipts and demand being both light. During the week there has been a considerable demand for export, and about 15,000 barrels (mostly Oswego) had been placed at \$4 09 to \$4 12½. Ohio and Michigan bring \$4 to \$4 06½.

GRAIN.—Market for Wheat not improved. We quote White Genesee at 95 cts., and Western Red at 85 to 87½.

ASHES.—Sales of Potash at \$3 50, and Pearls at \$4.

FREIGHTS.—Flour to Liverpool 2s. per brl. Wheat 8d. per bushel of 70 lbs.

EXCHANGE.—7½ to 8¼ per cent.

### MONTREAL. Friday Evening, 7th Aug.

ASHES.—We have no change to notice since our last report. We quote Pots at 21s. 9d., Pearls 21s. to 21s. 3d.

Flour.—Since the arrival of the Mail the market has been firmer, and sales have been made of Fine at 20s. to 21s. 6d., according to the brand and quality; of Extra at 21s. 9d.; and of Superfine at 22s. 6d. to 22s. 9d.

WHEAT.—Nothing doing since our last.

PROVISIONS.—The advance in New York has made Mess somewhat firmer. \$13½ is now the rate for Cleveland, and \$13½ for Montreal inspection. Prime Mess \$10½, and Prime \$9½. No sales to report except at retail. Nothing doing in Beef.

TALLOW in demand at 5½d.

FREIGHTS.—5s. 4½d. to Liverpool, and 5s. 6d. to London, for Flour. Wheat 9s. to 10s. per quarter.

EXCHANGE on London 8 to 8½ per cent, 90 days. Drafts on New York, 1¼ per cent.

PRICES CURRENT.

Montreal, August 8th, 1846.

| ARTICLES.                       | PRICES. |    | Duties on Imps.     |                  | ARTICLES.                        | PRICES.             |                  | Duties              |                  | ARTICLES.                       | PRICES. |    | Duties on Imps.     |                  |
|---------------------------------|---------|----|---------------------|------------------|----------------------------------|---------------------|------------------|---------------------|------------------|---------------------------------|---------|----|---------------------|------------------|
|                                 | s.      | d. | Imperial in Sterlg. | Prov' in Sterlg. |                                  | Imperial in Sterlg. | Prov' in Sterlg. | Imperial in Sterlg. | Prov' in Sterlg. |                                 | s.      | d. | Imperial in Sterlg. | Prov' in Sterlg. |
| ASHES, per cwt.                 | 21      | 6  | 0                   | 0                | Sheet, .....                     | £16                 | 15               | £17                 | 10               | SOAP, per lb.                   | 0       | 2  | 1/2                 | 7 p. cent.       |
| Pots, .....                     | 21      | 0  | 0                   | 0                | Nails, Cut, .....                | 21                  | 3                | 0                   | 0                | English, .....                  | 4       | 0  | 0                   | 5 p. cent.       |
| ALUM, .....                     | 10      | 0  | 17                  | 8                | TIN, .....                       | 47                  | 6                | 48                  | 0                | Canada, .....                   | 0       | 1  | 1/2                 | 5 p. cent.       |
| BONES, .....                    |         |    |                     |                  | I. C., .....                     | 56                  | 0                | 0                   | 0                | SUGAR, per cwt.                 | 42      | 6  | 44                  | 6                |
| Shank, .....                    |         |    |                     |                  | L. X., .....                     | 42                  | 6                | 0                   | 0                | Mus. fair to bright, .....      | 41      | 3  | 42                  | 6                |
| Rough, for Grinding, .....      |         |    |                     |                  | D. C., .....                     | 50                  | 0                | 0                   | 0                | Dark to fair, .....             | 55      | 0  | 0                   | 0                |
| COFFEE, per lb.                 | 0       | 7  | 1/2                 | 0                | D. X., .....                     | 3                   | 6                | 4                   | 0                | Bastards, White, .....          | 42      | 6  | 44                  | 0                |
| Laguays, good, .....            |         |    |                     |                  | INDIGO, .....                    | 4                   | 4                | 4                   | 9                | Yellow, .....                   | 42      | 6  | 44                  | 0                |
| Java, .....                     |         |    |                     |                  | Ordinary Madras, .....           | 120                 | 0                | 130                 | 0                | Dark, .....                     | 41      | 3  | 42                  | 6                |
| COALS, per chaldron,            |         |    |                     |                  | Fine do. ....                    |                     |                  |                     |                  | Refined, .....                  | 0       | 8  | 1/2                 | 0                |
| Scotch, .....                   | 27      | 0  | 0                   | 0                | LINSEED CAKE, .....              |                     |                  |                     |                  | SEEDS, .....                    |         |    |                     |                  |
| Liverpool, .....                | 27      | 6  | 0                   | 0                | LEATHER, .....                   |                     |                  |                     |                  | Cassia, .....                   | 0       | 10 | 1/2                 | 0                |
| Newcastle, .....                | 0       | 0  | 0                   | 0                | Calf Skins, per lb., .....       | 3                   | 3                | 4                   | 0                | Nutmegs, .....                  | 4       | 0  | 0                   | 0                |
| COPPERAS, .....                 | 10      | 0  | 12                  | 0                | Harness, per lb., .....          | 8                   | 0                | 11                  | 3                | Pepper, .....                   | 0       | 4  | 0                   | 0                |
| EPSOM SALTS, .....              |         |    |                     |                  | Upper, per side, .....           | 0                   | 0                | 0                   | 11               | Pimento, .....                  | 0       | 6  | 0                   | 0                |
| FISH, .....                     |         |    |                     |                  | Sole, light, per lb. ....        | 0                   | 10               | 1/2                 | 0                | Ginger, Barbadoes, .....        |         |    |                     |                  |
| Dry Cod, .....                  |         |    |                     |                  | Middlings, .....                 | 0                   | 0                | 0                   | 11               | Jamaica, .....                  |         |    |                     |                  |
| Pickled do., per brl., .....    |         |    |                     |                  | Heavy, .....                     | 40                  | 0                | 60                  | 0                | SEEDS, .....                    |         |    |                     |                  |
| Salmon, .....                   |         |    |                     |                  | Kips, per doz., .....            | 1                   | 7                | 1                   | 8                | Clover, per lb., .....          | 0       | 7  | 0                   | 10               |
| Mackerel, No. 1, .....          |         |    |                     |                  | MOLASSES, per gall., .....       | 3                   | 0                | 3                   | 1                | Linseed, per minot, .....       | 5       | 0  | 0                   | 0                |
| Do., No. 2, .....               |         |    |                     |                  | OILS, .....                      |                     |                  |                     |                  | Timothy, do. ....               | 7       | 6  | 0                   | 0                |
| Do., No. 3, .....               |         |    |                     |                  | Linseed, Bottled, per gl., ..... | 2                   | 10               | 0                   | 0                | TEAS, .....                     |         |    |                     |                  |
| Herrings, No. 1, .....          |         |    |                     |                  | Raw, .....                       | 4                   | 0                | 4                   | 1                | Gunpowder, .....                | 2       | 0  | 4                   | 3                |
| Do., No. 2, .....               |         |    |                     |                  | Olive, .....                     | 3                   | 6                | 3                   | 10               | Imperial, .....                 | 2       | 9  | 4                   | 3                |
| FRUIT, .....                    |         |    |                     |                  | Lard, .....                      | 0                   | 0                | 0                   | 10               | Hyson, .....                    | 1       | 9  | 2                   | 6                |
| Raisins, Musc. Bunch, .....     | 10      | 9  | 0                   | 11               | Sperm, .....                     | 2                   | 3                | 2                   | 6                | Young Hyson, .....              | 1       | 6  | 1                   | 9                |
| Bloom, .....                    | 9       | 0  | 0                   | 10               | Cod, .....                       |                     |                  |                     |                  | Hyson Skin, .....               | 1       | 9  | 2                   | 6                |
| Valencia, per lb., .....        | 0       | 3  | 0                   | 4                | Seal, Pale, .....                |                     |                  |                     |                  | Twankay, .....                  | 1       | 0  | 2                   | 0                |
| Cash, .....                     | 0       | 0  | 0                   | 0                | Straw, .....                     | 2                   | 6                | 0                   | 2                | Congou, .....                   | 1       | 0  | 2                   | 0                |
| Almonds, Soft Shell, .....      | 0       | 7  | 1/2                 | 0                | Palm, .....                      | 0                   | 0                | 0                   | 5                | Souchong, .....                 | 1       | 9  | 2                   | 9                |
| Jordan, .....                   | 0       | 8  | 0                   | 1                | Castor, .....                    | 0                   | 5                | 0                   | 9                | Bobas, .....                    |         |    |                     |                  |
| Currants, Zante, .....          | 0       | 0  | 0                   | 0                | PROVISIONS, .....                |                     |                  |                     |                  | Beef, Mess, .....               |         |    |                     |                  |
| Barcelona Nuts, .....           | 9       | 0  | 0                   | 0                | Beef, Mess, .....                | 40                  | 0                | 41                  | 3                | Prime Mess, .....               | 35      | 0  | 36                  | 3                |
| FLOUR, per brl. 196 lbs., ..... |         |    |                     |                  | Prime, .....                     | 66                  | 3                | 0                   | 0                | Cargo, .....                    | 47      | 6  | 0                   | 0                |
| Canada, fine, .....             | 21      | 0  | 0                   | 0                | Pork, Mess, .....                | 50                  | 0                | 53                  | 9                | Prime, .....                    | 42      | 6  | 0                   | 0                |
| Superfine, .....                | 22      | 0  | 22                  | 3                | Prime Mess, .....                | 47                  | 6                | 0                   | 0                | Cargo, .....                    | 42      | 6  | 0                   | 0                |
| Fine Sour, .....                | 18      | 6  | 0                   | 0                | Lard, .....                      | 0                   | 0                | 0                   | 0                | Lard, .....                     | 0       | 7  | 0                   | 8                |
| American Superfine, .....       | 0       | 0  | 23                  | 9                | Hutter, .....                    | 0                   | 7                | 0                   | 8                | Cheese, Canada, .....           |         |    |                     |                  |
| Indian Meal, 196 lbs., .....    |         |    |                     |                  | U. S., .....                     |                     |                  |                     |                  | PORTER, per doz., .....         | 7       | 6  | 8                   | 6                |
| Oatmeal, per 224 lbs., .....    | 28      | 0  | 0                   | 0                | London, .....                    | 7                   | 6                | 8                   | 6                | Leith Ale, .....                |         |    |                     |                  |
| GRAIN, .....                    |         |    |                     |                  | Do., .....                       |                     |                  |                     |                  | RICE, .....                     |         |    |                     |                  |
| Wheat, U. C. best 60 lb., ..... | 4       | 2  | 4                   | 5                | Carolina, per 100 lbs., .....    | 24                  | 0                | 25                  | 0                | Carolina, per 100 lbs., .....   | 24      | 0  | 25                  | 0                |
| Middling, .....                 | 3       | 9  | 4                   | 0                | East India, per 112 lbs., .....  | 26                  | 0                | 27                  | 7                | East India, per 112 lbs., ..... | 26      | 0  | 27                  | 7                |
| L. C. Red, per minot, .....     |         |    |                     |                  | ROBIN, .....                     |                     |                  |                     |                  | United States, .....            | 6       | 6  | 7                   | 0                |
| Barley, per minot, .....        | 2       | 10 | 3                   | 0                | United States, .....             | 6                   | 6                | 7                   | 0                | SALT, .....                     |         |    |                     |                  |
| Oats, .....                     | 1       | 6  | 1                   | 9                | Liverpool, per minot, .....      | 0                   | 8                | 0                   | 9                | Liverpool, per minot, .....     | 0       | 8  | 0                   | 9                |
| Peas, boiling, .....            | 0       | 0  | 3                   | 6                | Cadiz and Lisbon, .....          | 47                  | 6                | 0                   | 0                | Cadiz and Lisbon, .....         | 47      | 6  | 0                   | 0                |
| India Corn, 58 lbs., .....      |         |    |                     |                  | Saltpetre, refined, .....        | 47                  | 6                | 0                   | 0                | Saltpetre, refined, .....       | 47      | 6  | 0                   | 0                |
| GLASS, per 100 feet, .....      |         |    |                     |                  | SPIRITS, .....                   |                     |                  |                     |                  | Cognac, inferior, .....         | 5       | 6  | 6                   | 0                |
| Window, 7 1/2 x 6 1/2, .....    | 20      | 0  | 25                  | 0                | Cognac, superior, .....          | 7                   | 6                | 7                   | 9                | Ottard and Martell's, .....     | 4       | 2  | 4                   | 11               |
| Do., 8 1/2 x 7 1/2, .....       | 24      | 0  | 27                  | 6                | Hennessy's, .....                | 15                  | 0                | 16                  | 0                | Gin, Holland, .....             | 3       | 9  | 4                   | 0                |
| Do., 9 x 7, .....               |         |    |                     |                  | Schiedam, per doz., .....        | 3                   | 0                | 3                   | 0                | Rum, Jamaica, 1 a 2 1/2, .....  | 3       | 0  | 3                   | 0                |
| Do., 10 x 8, .....              |         |    |                     |                  | Demerara, 1 a 2 1/2, .....       |                     |                  |                     |                  | Demerara, 1 a 2 1/2, .....      |         |    |                     |                  |
| Do., 12 x 10, .....             |         |    |                     |                  | Leeward, 1 a 2, .....            |                     |                  |                     |                  | Leeward, 1 a 2, .....           |         |    |                     |                  |
| Do., 14 x 10, .....             |         |    |                     |                  | East India, 1 a 2, .....         |                     |                  |                     |                  | East India, 1 a 2, .....        |         |    |                     |                  |
| Crown, in crates, .....         | 45      | 0  | 50                  | 0                | N. York, 1 a 2 1/2, .....        |                     |                  |                     |                  | N. York, 1 a 2 1/2, .....       |         |    |                     |                  |
| Bottles, per gross, .....       | 30      | 0  | 0                   | 0                |                                  |                     |                  |                     |                  |                                 |         |    |                     |                  |
| IRON, .....                     |         |    |                     |                  |                                  |                     |                  |                     |                  |                                 |         |    |                     |                  |
| English Bar, .....              | £0      | 15 | £14                 |                  |                                  |                     |                  |                     |                  |                                 |         |    |                     |                  |
| " Hoop, .....                   | £15     | 15 | £16                 |                  |                                  |                     |                  |                     |                  |                                 |         |    |                     |                  |
| Scotch Pig, No. 1, .....        | £6      | 0  | £6                  | 7                |                                  |                     |                  |                     |                  |                                 |         |    |                     |                  |
| Swedish Bar, .....              | 0       | 0  | 20                  | 0                |                                  |                     |                  |                     |                  |                                 |         |    |                     |                  |
| Steel, Eng. blt. per lb., ..... | 0       | 3  | 0                   | 4                |                                  |                     |                  |                     |                  |                                 |         |    |                     |                  |
| Cast, .....                     | 0       | 7  | 0                   | 11               |                                  |                     |                  |                     |                  |                                 |         |    |                     |                  |
| Crawley, .....                  | 0       | 7  | 0                   | 11               |                                  |                     |                  |                     |                  |                                 |         |    |                     |                  |
| Canada Plates, per box, .....   | 21      | 0  | 22                  | 0                |                                  |                     |                  |                     |                  |                                 |         |    |                     |                  |

FREIGHTS.

To London, Flour, 5s. 9d. a Qs. 0d.; Ashes, 35s. 6d. a 37s. 6d.; Wheat, 9s. 6d. a 10s.  
 " Liverpool, do. 6s. 6d. a 0s. 0d.; do. 32s. 6d. a 35s. 0d.; do. 9s. 6d. a 10s. 0d.  
 " Clyde, do. 5s. 7 1/2d. a 0s. 0d.; do. 00s. 0d. a 00s. 0d.; do. 9s. 6d. a 0s.

EXCHANGE.

Bank, .....

|                |                           |   |   |       |                    |
|----------------|---------------------------|---|---|-------|--------------------|
| Bank, .....    | 60 days on London, .....  | 0 | a | 10    | per cent. premium. |
| Private, ..... | do. do. ....              | 8 | a | 8 1/2 | do. do.            |
| Bank, .....    | 3 days on New York, ..... | 1 | a | 0     | do. do.            |
| Private, ..... | do. do. ....              | 1 | 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 tans, 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 8TH AUGUST.

|                                       | ASHES.   | FLOUR.   | WHEAT.   | PORK.    | BEEF.    | BUTTER. | LARD. | BARLEY.  | PEAS.    | OATS.    |
|---------------------------------------|----------|----------|----------|----------|----------|---------|-------|----------|----------|----------|
|                                       | Barrels. | Barrels. | Bushels. | Barrels. | Barrels. | Kegs.   | Kegs. | Barrels. | Barrels. | Bushels. |
| Canada Produce, .....                 | 17602    | 463725   | 356544   | 7392     | 591      | 2505    | 18    | 499      | 135      | .....    |
| United States Produce, .....          | 356      | 27996    | .....    | 7754     | .....    | .....   | ..... | .....    | .....    | .....    |
| Total, .....                          | 17858    | 491721   | 356544   | 15146    | 594      | 2523    | ..... | 499      | 135      | .....    |
| Same time 1845,—Canada Produce, ..... | .....    | .....    | .....    | .....    | .....    | .....   | ..... | .....    | .....    | .....    |
| United States Produce, .....          | .....    | .....    | .....    | .....    | .....    | .....   | ..... | .....    | .....    | .....    |
| Total, .....                          | 24192    | 331561   | 74361    | 3799     | 495      | 1947    | 379   | 999      | 28912    | 7277     |

EXPORTS OF PRODUCE UP TO 8TH AUGUST.

|                      | ASHES.   | FLOUR.   | WHEAT.   | PORK.    | BEEF.    | LARD. | BUTTER. | OATMEAL. | PEAS.    | BARLEY.  | OATS.    |
|----------------------|----------|----------|----------|----------|----------|-------|---------|----------|----------|----------|----------|
|                      | Barrels. | Barrels. | Bushels. | Barrels. | Barrels. | Kegs. | Kegs.   | Barrels. | Bushels. | Bushels. | Bushels. |
| From Montreal, ..... | 10518    | 156877   | 306939   | 1747     | 784      | ..... | 1328    | 300      | 56969    | .....    | 30092    |
| " Quebec, .....      | .....    | .....    | .....    | .....    | .....    | ..... | .....   | .....    | .....    | .....    | .....    |
| Total, .....         | 19473    | 156877   | 72916    | 831      | 567      | 134   | 1725    | .....    | 103968   | 7553     | 28865    |



## ST. LAWRENCE AND ATLANTIC RAILROAD.

THE 17TH of the present month of AUGUST being appointed as the day upon which the fate of this great and important enterprise is to be settled, there will be held, on MONDAY, the TENTH day of AUGUST inst. at ONE o'Clock, on the CHAMP-DE-MARS,

### A PUBLIC MEETING,

To which are invited all the friends of the advancement and prosperity of the country.

The inhabitants of this Province in general, and of this District in particular, and still more so, the inhabitants of the City of Montreal, having a vital interest in this great and momentous enterprise, ought to unite with eagerness for the immediate opening of this important communication. The Citizens are therefore, earnestly invited to attend the Meeting, in order to manifest that the Inhabitants of this Province do not yield to their enterprising neighbours, with whom it is necessary to co-operate in carrying out the measures so intimately connected with the general advantage and interests of the Province.

(147 Signatures.)

### 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. BRAULT, Esq., Notary Public, No. 3, St. Joseph Street.

Montreal, 25th July, 1846.

### LONDON STATIONARY.

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

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

Just received and for sale by

R. & C. CHALMERS.

June 20.

### BOOKBINDING.

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

Printed Books Bound with neatness and dispatch

June 20.

R. & C. CHALMERS.

1846.

## NORTHERN TRANSPORTATION LINE. INSURED.

JAMES H. HOOKER AND OTHERS, Proprietors.

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

For Freight, apply to—Charles B. Jones and Pope Catlin, No. 33, Coenties Slip, New-York, J. H. Hooker and L. A. Carleton, 155, River Street, Troy; H. A. Holcomb, 101, Pier, Albany; J. C. Pierce & Son and William Coote, St. John, C. E.; Oliver Bascomb 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.

### BIRMINGHAM AGENCY.

THE SUBSCRIBER,

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

WILLIAM HEDGE.

Montreal, 30th May, 1846.

### 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. Jas. Arthur & Co., beg to announce that they are now receiving a large and complete assortment of Seasonable Goods, all personally selected from the various markets of the United Kingdom.

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

9th May, 1846.

### OFFICES AND STORES TO LET.

Apply to

MACDOUGALL & GLASS, BROKERS, St. Francois Xavier Street.

9th May, 1846

JOHN LEEMING,

AUCTIONEER,

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

C. J. DUNLOP,

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

### FOR SALE.

TEAS: Twankay, Young Hyson, Gunpowder and Souchong, in boxes, Molasses, Heavy, Martell's Cognac Brandy, Sicily Marsala 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.

2nd May, 1846.

### FOR SALE BY THE SUBSCRIBERS:—

Bright Muscovado Sugar, London Refined Sugar, Cassia, in chests and mats, Citronats, Hennessey and Martell's Brandy in qr. casks & hhd. Do Kopper's Gin, Boiled and Raw Linseed Oil, in qr. casks and hhd.

HARRISON & MACTAVISH.

2nd Mar, 1846.

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

9th May, 1846.

ALISON & CO.

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

9th May, 1846.

ALISON & CO.

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

9th May, 1846.

ALISON & CO.

ON SALE AND TO ARRIVE. SEVEN THOUSAND Gallons LINSEED OIL,

10 tons Pure Dry WHITE LEAD, 15 do. WHITING, 5 do. PUTTY, 50 gallons COPAL VARNISH, 5 tons SPANISH BROWN, 5 do. VENETIAN RED, 3 do. YELLOW OCHRE, 3 do. Best FRENCH do.

ALSO, IN THE "SOUTHER JOHNNY," "DOUGLAS," "PALMYRA," AND "LADY SEATON,"

A large supply of GENUINE DRUGS, CHEMICALS, and SALTS, which will be sold on favourable terms.

2nd May, 1846.

WILLIAM LYMAN & CO. 192, St. Paul Street.

### SUPERIOR PICKLES.

THE Subscribers have received by the PALMYRA, from London, a very Choice assortment of PICKLES, SAUCES, &c. from the celebrated house of CROUSE & BLACKWELL, Sub-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. Crouse & Blackwell having for many years commanded the most liberal patronage of the aristocracy of England, it is confidently hoped that they will give ample satisfaction here as articles of the most recherche and elegant description.

BENJ. WORKMAN & CO.

172, ST. PAUL STREET.

Corner of Custom-House Square.

### "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. John, C. E., to the extent of 10,000 BOXES.

2nd May, 1846.

EDWIN ATWATER, 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.

Montreal, 9th April, 1846.

D. P. JANES, W. W. JANES.

THE Subscribers have constantly on hand:—

FLOUR, INDIAN MEAL, PORK, 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, EX "ALBION." ONE Case MOODKIE ROBES and other FANCY DRESSES, from London, shipped per Clyde, for exportation.

2nd Mar, 1846.

ARMOUR, WHIEFORD & CO.

### REMOVAL.

DONOGHUE & MANTZ have REMOVED their Printing Establishment from Great St. James Street, to THAYER'S BUILDINGS, No. 112, Notre Dame Street, two doors East of the French Cathedral.

Montreal, 9th May, 1846.

## OFFICE OF CROWN LANDS.



MONTREAL, 19th December, 1845.

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

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

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

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

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

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

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

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

### PEOPLE'S LINE OF STEAM BOATS.

THE Public are informed that WILLIAM BRISTOW, Esquire, is appointed Agent, for MONTREAL, of this Line. Quebec, 6th May, 1846. JOHN WILSON.

### 1846. Northern Line. 1846.

### TRAVIS & CO. PROPRIETORS.

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

For Freight apply to L. J. N. Stark, 33, Coenties Slip, New York; O. F. Blount, 103, River Street, Troy; W. A. Travis, Whitehall, William Coote, St. John, C. E.; J. C. Pierce & Son, St. John, 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.

### 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.

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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, MONTREAL.

1st May, 1846.

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