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DIFFERENTIAL DUTIES (COLONIES).

COPIES of all MEMORIALS and REPRESENTATIONS from *Canada* and other Colonies, respecting the DIFFERENTIAL DUTIES on Goods Imported into the Colonies, and respecting the Operation and Effect of the British NAVIGATION LAWS on their Commerce, since 1845.

(*Mr. Hume.*)

Ordered, by The House of Commons, to be Printed,
26 February 1847.

DIFFERENTIAL DUTIES (COLONIES).

RETURN to an Address of the Honourable The House of Commons,
dated 28 January 1847;—for,

“ COPIES of all MEMORIALS and REPRESENTATIONS from *Canada*, and other Colonies, respecting the DIFFERENTIAL DUTIES on Goods Imported into the Colonies, and respecting the Operation and Effect of the British NAVIGATION LAWS on their Commerce, since 1845.”

Colonial Office, Downing-street, }
25 February 1847. }

B. HAWES.

(*Mr. Hume.*)

Ordered, by The House of Commons, to be Printed,
26 February 1847.

LIST.

CANADA.

- No. 1.—Copy of a Despatch from Governor the Earl Cathcart, K.C.B. to Mr. Secretary Gladstone, dated Government House, Montreal, 12 May 1846 - - p. 3
- No. 2.—Copy of a Despatch from Governor the Earl Cathcart, K.C.B. to Mr. Secretary Gladstone, dated Government House, Montreal, 27 July 1846 (One Enclosure) - - - - - p. 4
- No. 3.—Copy of a Despatch from Governor the Earl Cathcart, K.C.B. to Mr. Secretary Gladstone, dated Government House, Montreal, 27 July 1846 (One Enclosure) - - - - - p. 7
- No. 4.—Copy of a Despatch from Governor the Earl Cathcart, K.C.B. to Earl Grey, dated Government House, Montreal, 26 August 1846 (One Enclosure) - p. 9
- No. 5.—Copy of a Despatch from Governor the Earl Cathcart, K.C.B. to Earl Grey, dated Government House, Montreal, 27 August 1846 - - - p. 14
- No. 6.—Copy of a Despatch from Governor the Earl Cathcart, K.C.B. to Earl Grey, dated Government House, Montreal, 16 September 1846 (One Enclosure) p. 15
-

TRINIDAD.

- No. 7.—Extract of a Despatch from Governor Lord Harris to Earl Grey, dated Trinidad, 4 September 1846 (One Enclosure) - - - - - p. 17
- No. 8.—Copy of a Despatch from Governor Lord Harris to Earl Grey, dated Trinidad, 3 October 1846 (One Enclosure) - - - - - p. 18
-

SOUTH AUSTRALIA.

- No. 9.—Copy of a Memorial to the Right Honourable Earl Grey from Parties interested in the Mines of South Australia (One Enclosure) - - - - - p. 19
-

CEYLON.

- No. 10.—Extract of a Despatch from Governor Sir C. Campbell, K.C.B. to Earl Grey, dated Queen's House, Colombo, 10 October 1846 (One Enclosure) - p. 22
- No. 11.—Extract of a Despatch from Governor Sir C. Campbell, K.C.B. to Earl Grey, dated Queen's House, Colombo, 10 November 1846 (One Enclosure) p. 22
-

COPIES of all MEMORIALS and REPRESENTATIONS from *Canada* and other Colonies, respecting the DIFFERENTIAL DUTIES on Goods Imported into the Colonies, and respecting the Operation and Effect of the British NAVIGATION LAWS on their Commerce, since 1845.

CANADA.

CANADA.

— No. 1. —

(No. 51.)

Copy of a DESPATCH from Governor the Earl *Cathcart*, K.C.B.
to Mr. Secretary *Gladstone*.

Sir,

Government House, Montreal, 12 May 1846.

No. 1:

My attention has been drawn to the subject of the transit of American vessels from one American port to another, through the inland waters of the Province of Canada, in like manner as they pass through the Welland Canal.

Governor
Earl Cathcart to
Mr. Secretary
Gladstone,
12 May 1846.

The opinion of the law officers of the Crown in England, it is understood, has been given to the effect, that American vessels may, according to existing laws, freely navigate the St. Lawrence and the Lakes, as far down as the port of Montreal, the most inland port of entry from sea, but not lower.

This opinion has prevented American vessels from carrying on communications by water between Fort Covington on the Salmon River, down the St. Lawrence to Sorel, and thence up the River Richelieu to Lake Champlain, because they cannot do this without passing through the Port of Montreal.

American vessels are now permitted to pass from Fort Covington down that part of the Salmon River which is exclusively within British territory, into the St. Lawrence, in a part also exclusively within British territory, and thence up the latter river to the Lakes.

I am informed there would probably be an extensive transport trade, if the American vessels were permitted to pass to and fro between those points on the St. Lawrence above Montreal and Lake Champlain, in which case the tolls on the Chambly Canal, which are now very trifling, would be materially increased, and would benefit the revenue of this Province, as well on the canals on the St. Lawrence, as on the River Richelieu.

I have the honour, therefore, to request your early attention to the subject, with a view to obtain any necessary modification in the Imperial statutes regulating the inland trade between the British Possessions and the United States, and to establish such regulations as may be deemed expedient for preventing frauds on the revenue; or an abuse of the privilege granted.

It is possible the Legislature may, among other subjects, address Her Majesty to have the navigation of the St. Lawrence thrown entirely open to the sea. Whatever objections may be entertained to that proposition, it appears to me would not apply to this.

I enclose a sketch, showing the portion of the navigation below Montreal and to Lake Champlain, which forms the subject of this despatch.

I have, &c.
(signed) *Cathcart*.

— No. 2. —

(No. 100.)

No. 2.
Governor Earl
Cathcart to Mr.
Secretary Glad-
stone.

27 July 1846.

COPY of a DESPATCH from Governor the Earl *Cathcart*, K. C. B. to
Mr. Secretary *Gladstone*.

Sir,

Government House, Montreal, 27 July 1846.

At the request of the Council and Members of the Free Trade Association of Montreal, I have the honour to submit a petition, which they have addressed to you, praying the removal of all differential duties and restrictions at present imposed for the regulation of the trade of this colony.

I have, &c.
(signed) *Cathcart*.

Enclosure in No. 2.

Encl. in No. 2. To the Right Honourable *W. E. Gladstone*, one of Her Majesty's Principal Secretaries of State for the Colonies.

The Petition of the Council and Members of the Montreal Free Trade Association,

Respectfully sheweth,

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

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

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

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

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

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

Even without such a declaration, this Association would have relied with confidence for the concession of this our claim, on the sense, not only of justice, but of liberality, which characterizes

characterizes the conduct of Great Britain towards this colony. That sense of justice must indubitably prevent her from exacting a privilege or protection for her products and manufactures which she no longer yields to ours; and that feeling of liberality must deter her from continuing the shackles on our commerce which she has removed from her own.

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

ARTICLES.	FOREIGN.	BRITISH.	Discrimination.
Books - - - -	12 per cent. - - -	5 per cent. - - -	7 per cent.
Candles, Sperm - -	15 per cent. and 2 d. per lb.	2 d. per lb. - - -	15 per cent.
Ditto, Wax - - -	7 per cent. and 2 d. per lb.	2 d. per lb. - - -	7 per cent.
Ditto, other kinds - -	7 per cent. and 1 d. per lb.	1 d. per lb. - - -	7 per cent.
Coffee - - - -	5 s. per cwt. and 1 d. per lb.	1 d. per lb. - - -	5 s. per cwt.
Ditto, roasted - - -	5 s. per cwt. and 2 d. per lb.	2 d. per lb. - - -	5 s. per cwt.
Glass and Glass Ware -	20 per cent. - - -	5 per cent. - - -	15 per cent.
Harness - - - -	12 per cent. - - -	5 per cent. - - -	7 per cent.
Hardware - - - -	12 per cent. - - -	5 per cent. - - -	7 per cent.
Hats, Leather, Woollen,			
Cotton - - - -	12 per cent. - - -	5 per cent. - - -	7 per cent.
Ditto, Silk - - - -	20 per cent. - - -	5 per cent. - - -	15 per cent.
Iron, except Pig - - -	12 per cent. - - -	5 per cent. - - -	7 per cent.
Jewellery - - - -	12 per cent. - - -	5 per cent. - - -	7 per cent.
Leather Manufactures -	12 per cent. - - -	5 per cent. - - -	7 per cent.
Machinery - - - -	17 per cent. - - -	10 per cent. - - -	7 per cent.
Musical Instruments -	12 per cent. - - -	5 per cent. - - -	7 per cent.
Manufactures, Cotton,			
Linen, Woollen - - -	12 per cent. - - -	5 per cent. - - -	7 per cent.
Oakum - - - -	7 per cent. - - -	free - - - -	7 per cent.
Oil, Fish - - - -	16 per cent. - - -	1 per cent. - - -	15 per cent.
Oilcloth - - - -	12 per cent. - - -	5 per cent. - - -	7 per cent.
Paper Manufactures -	12 per cent. - - -	5 per cent. - - -	7 per cent.
Spirits, Rum - - - -	1 s. per gallon - - -	6 d. per gallon - - -	6 d. per gal.
Brandy, and other spirits	2 s. 3 d. per gallon - - -	1 s. 3 d. per gallon - - -	1 s. per gal.
Sugar, refined - - -	20 per cent. and 2 d. per lb.	10 per cent. and 2 d. per lb.	10 per cent.
Ditto, Muscovada and			
Bastard - - - -	14 s. 4 d. per cwt. - - -	9 s. 4 d. per cwt. - - -	5 s. per cwt.
Sugar Candy - - - -	20 per cent. and 2 d. per lb.	2 d. per lb. - - -	20 per cent.

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

But important to the future prosperity of this province as this Association deems the abolition of discriminating duties to be, that question sinks into insignificance when compared with that of the opening of the navigation of the St. Lawrence to foreign nations. That river is obviously the most essential element of our power, and on the use we make of the natural advantage it affords, will mainly depend our future position as a commercial country. The natural outlet for the products of the Western States, a country but newly sprung into existence, and yet numbering already upwards of four millions of inhabitants.— Shall its full capabilities be made available? Shall we, possessing this great highway to the ocean, succumb, without at least a struggle, to our competitors in the race for commercial preeminence? It is true that we shall have to contend against difficulties which the energy and enterprise of our neighbours have interposed. It is true that railroads and canals are being constructed to branch out in every direction from the stream of the St. Lawrence, in order to divert that produce to the ports of the United States, which would otherwise be brought to our own ports for shipment. Nor is the rivalry of our competitors confined to the construction of these public works. In order to make them profitable she modifies her fiscal system, so as to allow our articles of merchandize to pass through her territory free of duty, both from and to the Atlantic Ocean. How are we to meet and counteract this interested but enlightened policy? Simply by adopting a similar course of action. We must, in like manner, remove every obstacle in the way, and hold out every possible inducement to the inhabitants of the United States to pass their merchandize through our country. Instead of hermetically sealing to their ships the outlet of the St. Lawrence, we must offer to them the free navigation of its waters, subject only to such a moderate imposition in the shape of tolls as will suffice for the annual expense of keeping the canals in repair, the payment of the interest of the money expended in their construction, and the appropriation for the sinking fund for the redemption of the debt incurred.

The amount required to be raised annually for these purposes would amount to 100,000*l.*; a moderate impost, and easily collected with an enlarged commerce along this route, as must be admitted, since the revenue derived from tolls on the Erie Canal is about 600,000*l.* per annum.

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

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

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

DISTANCE.	—	SIZE OF CANALS AND LOCKS.		CANAL.	LAKE AND RIVER.	LOCKAGE.	TRANSHIPMENT.
		Feet.					
Miles.		CANAL.	LOCK.	Miles.	Miles.	Feet.	
Buffalo to New York - 508	- -	70 by 7	120 by 24	363	145	698	2
Port Colbourne to } Montreal - - }	363	Size of Welland of { 150 by 26.6 Lock { 200 ,, 55 Cornwall 200 ,, 45 Beauharcis		68½	295	533	
		Size of Canal } 110 by 10					

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

The Association trusts that a representation of the injury to this province, arising from the restrictive character of the British Navigation Laws is all that is requisite to induce the British ministry to cause their modification so far as respects this colony. Their baneful influence has, more especially during the present year, been felt both in our export and import trade. Such has been and is the scarcity of British vessels adapted to the conveyance of wheat and flour in the ports of Quebec and Montreal, that freight has advanced fully 50 per centum beyond the remunerating or average rate. Now, had those laws permitted, foreign vessels could have been procured in the ports of the United States at moderate rates (as is manifest from the low freights between New York and Britain), to convey the produce to its destined market. Is it not obvious that we are thus placed in a much less advantageous position than foreigners, in being taxed to support British shipping, and that that tax offers great encouragement to the western producer to send his goods via the United States rather than by the route of the St. Lawrence? Thus this colony is labouring at the same time under the twofold inconvenience of removal of protection and prohibition of free trade.

The like evil is severely felt in the import trade of the province, and is exemplified in the article of muscovado sugar, of which our supplies are now principally derived from the Spanish islands. The Navigation Laws, on which we now animadvert, prevent our importing foreign commodities in any but British ships or ships of the country where the goods are produced. Now, Spain has little shipping, and none suitable for the trade with America, and there are no British vessels to be met with in the Spanish islands. The importer of a cargo of sugar to this province is thus compelled to charter a British vessel from some distant port to proceed in ballast to convey the cargo, for which he pays a freight of, say, 4*s.* per cwt., or fully 25 per cent. on the prime cost of the article, whilst there

there are fleets of American vessels on the spot, which would convey it at one-half that rate. Can he, then, drawing his supplies of sugar in this circuitous and expensive method, compete in the western market with the merchant of the United States? Obviously he cannot; nor need it be matter of surprise that the trade, which under a free system would flow through the St. Lawrence, is thus diverted to other channels.

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

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

Wherefore, your petitioners respectfully urge, that Her Majesty's Government will be pleased to take the facts contained in this their memorial into their serious consideration, and apply such remedy as to them in their wisdom may seem fit, and your petitioners, as in duty bound, will ever pray.

On behalf of the Free Trade Association,
(signed) *John Young*, Chairman.

Montreal, 17 July 1846.

— No. 3. —

(No. 101.)

COPY of a DESPATCH from Governor the Earl *Cathcart*, K. C. B. to
Mr. Secretary *Gladstone*.

Sir,

Government House, Montreal, 27 July 1846.

I HAVE the honour herewith to transmit a petition to Her Majesty from the Board of Trade of the town of Hamilton, praying that Canadian produce forwarded through the United States may be admitted into the ports of the United Kingdom on the same terms as if shipped from Canadian ports.

I have, &c.
(signed) *Cathcart*.

No. 3.
Governor Earl
Cathcart to
Mr. Secretary
Gladstone.
27 July 1846.

Enclosure in No. 3.

TO THE QUEEN'S MOST EXCELLENCY MAJESTY.

The Petition of the Board of Trade of the Town of Hamilton.

Enclosure in No. 3.

Humbly Showeth,

THAT the proposed changes in the commercial policy of Great Britain are such as to cause serious apprehensions in the minds of your petitioners, that the value of grain, one of the great staple productions of this colony, will be depreciated to such an extent as to prevent our farmers from being able to compete successfully with the corn-growing countries of the North of Europe, who have the advantage of proximity to Great Britain; cheapness of labour, and greater facilities of transportation.

That whilst your petitioners are convinced of the necessity for strenuous exertions on the part of the people of this colony, in order, as far as may be in their power, to neutralize the effects of these changes, they at the same time look for the co-operation and assistance of your Majesty's Government in carrying out such measures of relief as may conduce to this end.

That a large portion of the cost of our agricultural produce, before reaching Great Britain (at present the only market open to us for our surplus), consists of the expense of transportation,

transportation, as will appear from the following calculation of the present cost of conveying a barrel of flour from this port to the port of Liverpool; viz.

	s.	d.	
Shipping charges and storage here	-	-	3 currency.
Burlington Canal tolls	-	-	2 "
Transportation to Kingston	-	-	6 "
Ditto, from thence to Montreal	-	-	2 "
Insurance on lake and river	-	-	2 "
	<u>3</u>	<u>1</u>	currency.
Equal at 8% premium	2	7	sterling.
Atlantic freight from Montreal to Liverpool	6	-	"
Insurance 1% on 25s. sterling	-	3	"
	<u>8</u>	<u>10</u>	sterling,

or more than one-third of its value in Great Britain.

We would further represent to your Majesty, that a large portion of the best wheat-growing districts of Canada West, namely, that part bordering on Lakes Ontario and Erie, is so situated as to be able to use to advantage, the route viâ the Oswego and Erie Canals and Hudson River, thereby effecting a saving of time, interest, insurance and cost of transportation, when compared with the route viâ the St. Lawrence, as will be shown by the following calculation of the present cost by this route; viz.

	s.	d.	
Storage and shipping charges here	-	-	3 currency.
Canal tolls	-	-	2 "
Freight to Oswego	-	-	6 "
Ditto to New York 22c., Canal tolls 18c.	-	-	2 - "
Lake Insurance 20c. $\frac{3}{4}$	-	-	1 "
	<u>3</u>	-	currency
Equal in Sterling at 8% premium to	2	6	sterling.
Freight to Liverpool	3	-	"
Insurance $\frac{3}{4}$ % on 25s.	-	2 $\frac{1}{4}$	"
	<u>5</u>	<u>8$\frac{1}{4}$</u>	sterling
Say	5	8 $\frac{1}{4}$	
Showing a difference in favour of this route, over that by the St. Lawrence at the present time, of	3	1 $\frac{3}{4}$	"
	<u>8</u>	<u>10</u>	sterling.

That in addition to the foregoing advantage in point of cost of transport, the route viâ New York is available earlier in the spring and later in the autumn than that by way of the St. Lawrence, the dangers and disadvantages of which we conceive to be so great as to lead us to express our decided and deliberate conviction that shipments from Montreal or Quebec cannot be made on such favourable terms either as regards freight or insurance as from New York.

We would further humbly represent to your Majesty, that up to the present time we have not been able to avail ourselves of this route, owing to the restrictive laws of the United States, but as these are in course of being modified, we will be in a position to export our produce through their territory in bond on favourable terms.

Under these circumstances, we humbly pray that your Majesty and the Imperial Government would sanction the importation of Canadian produce into the ports of Great Britain, shipped in bond through the United States, on the same terms as if shipped direct from Canadian ports, under such regulations as may be deemed expedient, such as the production of proper certificates of growth or manufacture from the collector of customs at the port of shipment in Canada, or in any other manner that may be deemed advisable.

It may be urged that, should the prayer of this petition be granted, the result would be to throw both the inland and Atlantic carrying trade into the hands of foreigners; we would, however, humbly submit, that the interests involved in the former are of minor importance when compared with the great and general benefit that would result to the agricultural interest by conferring the boon now asked for. While your petitioners conceive that British shipping may be employed in the carrying of our produce from New York as well as from the ports of Montreal or Quebec.

In further confirmation of the importance of the prayer of this petition, we humbly submit the following calculation, as showing the small proportion received by the agriculturist of this country, of the value of his products in Great Britain; and as showing the

571

the importance to him of such a saving as that which would be effected by adopting the route via the United States; thus—

Suppose the value of flour in Liverpool to be - - - - -						Sterling.
						£. s. d.
						1 5 -
Deduct the following charges :						
Duty, 7½ d.; dock and town dues, 2¾ d.	-	-	-	-	-	10
Porterage receiving and delivering	-	-	-	-	-	2
Cartage to buyers, 1½ d.	-	-	-	-	-	1½
Fire insurance, sheds, interest and bank commission on duty	-	-	-	-	-	¾
If warehoused, additional cartages, porterage.						
Warehouse rent, fire insurance, &c. &c.	-	-	-	-	-	6
Commission and del credere 4% on 25s.	-	-	-	-	-	1 -
Atlantic freight	-	-	-	-	-	6 -
Insurance 20 per cent. and policy	-	-	-	-	-	3½
						- 8 11
						£. - 16 1

Equal in currency, at 8% premium, to 19s. 3½d. on shipboard at Montreal.

						Currency.
						£. s. d.
						- 19 3½
Brought down - - -						
Shipping charges at Montreal as under :						
Cartage to store, 1 d.; cooerage, 1½ d.	-	-	-	-	-	2½
Inspection, 2 d.; storage, 2 d.; cartage ship, 1 d.	-	-	-	-	-	5
Wharfage, 1 d.; shipping, 2 d.; insurance, 1 d.	-	-	-	-	-	4
Freight from Kingston to Montreal	-	-	-	-	-	2 -
Insurance on river and lake, ¾%	-	-	-	-	-	2
Lake freight, 6 d.; Burlington Canal toll, 2 d.	-	-	-	-	-	8
Wharfage, storage and shipping, 3 d.; fire insurance, 1 d.	-	-	-	-	-	4
						- 4 1½
						- 15 2
						£. s. d.
Interest, say an average of six months on 20s. and 6%	-	-	-	-	-	7
Carriage from interior, say Brantford, Paris and other places similarly situated	-	-	-	-	-	1 7
						- 2 2
						- 13 -

Leaving only the small sum of 13s. currency to remunerate the farmer; equal at 8% premium to 10s. 10d. sterling per barrel.

We humbly solicit your Majesty to be graciously pleased to grant the prayer of this petition, and your petitioners, as in duty bound, will ever pray.

(signed) John Young, President.

— No. 4. —

(No. 116.)

COPY of a DESPATCH from Governor the Earl Cathcart, K. C. B. to Earl Grey.

My Lord, Government House, Montreal, 26 August 1846.

I HAVE the honour to transmit herewith a memorial from the Montreal Board of Trade to Her Majesty the Queen, relative to the Imperial enactments regarding the colonial trade and navigation, and the navigation of the River St. Lawrence.

I have, &c.
(signed) Cathcart.

No. 4.
Governor Earl Cathcart to Earl Grey.
26 August 1846.

Enclosure in No. 4.

TO HER MOST EXCELLENT MAJESTY THE QUEEN.

The Memorial of the Montreal Board of Trade.

Encl. in No. 4.

Humbly sheweth,

THAT the new commercial policy recently adopted by the Imperial Parliament having become the law of the realm, your memorialists would humbly beg leave to represent to Your most Gracious Majesty the effects which that law will have on the commerce and welfare

welfare of this colony, with a view to obtaining Your Majesty's sanction to such measures of adjustment and relief as may be necessary to protect colonial interests. Nor do they doubt, but that under the circumstances, the justice of their claims will be readily admitted by Your Gracious Majesty, and that the reforms suggested for Your approval will be promptly and effectually conceded.

Your memorialists beg respectfully, in the first place, to submit to Your most Gracious Majesty, that the high differential duties on foreign corn imported into Great Britain for consumption, are by the law in question reduced from a scale, sliding from 20 s. to 1 s. to a more moderate scale of 10 s. to 4 s. per quarter, the fixed duty of 1 s. per quarter being still retained on corn of colonial growth; a change by which the differential duty in favour of Canadian wheat is virtually reduced to 3 s. per quarter, as, in all probability, the minimum rate of 4 s. per quarter on foreign grain is that which will most generally prevail. They find further, that this new differential scale is limited in its duration to February 1849, when the duty on all grain imported into the United Kingdom for consumption becomes equalized, that is colonial and foreign will then be equally subject to a fixed duty of 1 s. per quarter.

On the other hand, your memorialists turning their attention to the laws by which the external commerce of this colony is regulated, find a system of Imperial differential duties in existence, which they conceive to be at variance, under present circumstances, not only with sound commercial principles, but with justice and abstract right. These differential duties were imposed upon the commerce of Canada with the view of giving the manufacturers of the mother country and the planters of the West India islands a monopoly, as far as laws could effect that object, of the Canadian markets for the consumption of the articles respectively produced by them—an arrangement which could not reasonably be objected to under the balanced system which had heretofore prevailed between the mother country and this colony, the adjustment being such as to be regarded by both parties as a fair equivalent for the benefits mutually conceded.

Your memorialists, however, beg to submit, that the case is now most materially altered, the slight differential duty to be maintained for the next three years in favour of our produce imported into the markets of Great Britain for consumption, with the exception of timber and a few unimportant articles, being no adequate equivalent they humbly conceive for the injury done to Canadian commerce and industry, by the differential duties on foreign articles imported into this colony for consumption, the oppressiveness of which may be estimated by the following table, showing at one view the amount of extra duty which they impose upon articles of foreign production imported into Canada.

ARTICLES.	FOREIGN.	BRITISH.	Discrimination.
Beef, salted or cured	5 s. per cwt.	2 s. per cwt.	3 s. per cwt.
Butter	10 s. per cwt.	2 s. per cwt.	8 s. per cwt.
Cheese	5 s. per cwt.	2 s. 6 d. per cwt.	2. 6 d. per cwt.
Candles, Sperm	15 per cent. and 2 d. per lb.	2 d. per lb.	15 per cent.
Ditto, Wax	7 per cent. and 2 d. per lb.	2 d. per lb.	7 per cent.
Ditto, other kinds	7 per cent. and 1 d. per lb.	1 d. per lb.	7 per cent.
Coffee	5 s. per cwt. and 1 d. per lb.	1 d. per lb.	5 s. per cwt.
Ditto, roasted	5 s. per cwt. and 2 d. per lb.	2 d. per lb.	5 s. per cwt.
Fish, dried or salted	2 s. per cwt. and 1 per cent.	1 per cent.	2 s. per cwt.
Ditto, pickled	4 s. per bbl. and 1 per cent.	1 per cent.	4 s. per bbl.
Glass and Glass Ware	20 per cent.	5 per cent.	15 per cent.
Hardware	12 per cent.	5 per cent.	7 per cent.
Leather Manufactures	12 per cent.	5 per cent.	7 per cent.
Molasses	4 s. per cwt.	1 s. per cwt.	3 s. per cwt.
Manufactures, Cotton, Linen and Woollen.	12 per cent.	5 per cent.	7 per cent.
Oakum	7 per cent.	free	7 per cent.
Oil, Fish	16 per cent.	1 per cent.	15 per cent.
Pork, salted or cured	5 s. per cwt.	2 s. per cwt.	3 s. per cwt.
Paper Manufactures	12 per cent.	5 per cent.	7 per cent.
Spirits, Rum	1 s. per gallon	6 d. per gal.	6 d. per gallon.
Brandy and other Spirits	2 s. 3 d. per gallon	1 s. 3 d. per gal.	1 s. per gallon.
Sugar, refined	20 per cent. and 2 d. per lb.	10 per cent. & 2 d. per lb.	10 per cent.
Ditto, Muscovado and Bastard	12 s. 6 d. per cwt.	7 s. 6 d. per cwt.	5 s. per cwt.
Sugar Candy	20 per cent. and 2 d. per lb.	2 d. per lb.	20 per cent.
Wine	17 per cent. and 8 d. per gallon.	10 per cent. and 8 d. per gallon.	7 per cent.
Wheat Flour	2 s. 6 d. per 196 lbs.	6 d. per 196 lbs.	2 s. per 196 lbs.

On most articles of import not included in the above Table, there is a protection in favour of British goods, varying from 4 per centum upwards.

As a proof that these discriminating duties impose heavy burdens on this colony in their operation, it may be added that the amount of duty collected under them last year was no less than 104,555*l.* or about one-fourth of the whole net revenue of the province derived through the Custom-house, a fact from which your memorialists draw the conclusion that the articles required for consumption are, in many instances, cheaper in Foreign than in British markets, and that, therefore, Canadian interests are seriously compromised by their operation in preventing a free resort to the cheapest markets for the supplying of the wants of the colony. But the amount of duty thus levied affords a very inadequate criterion, taken alone, of the extent to which Canadian interests are affected by the laws in question.

Your memorialists are of opinion that it is reasonable to assume that the amount lost by the colony by the operation of these differential duties in enhancing the cost price of imported goods, is fully equivalent to the amount levied under them; viz. 104,555*l.* a sum utterly wasted, as far as this colony is concerned, by the people of Canada being debarred from going to the cheapest market to supply their wants. Your memorialists would explain that this arises from its being cheaper in many instances to buy goods in England at a considerable increase over the price of similar articles in foreign markets, provided that such increased price fall short, in any degree, of the amount of discriminating duty levied on such foreign articles.

Your memorialists desire, however, carefully to guard against a misconstruction of their motives in making these observations. They are far from intending to cast blame upon the conduct of the mother country towards this colony. On the contrary, they acknowledge, with pride and gratification, that they have a due sense of her love of justice conveyed through the dispatch of your Majesty's Principal Secretary of State for the Colonies, of the 3d of March last, in the offer to release us from the effects of the laws in question, so soon as the colony should make an application to that effect, in a way which the Imperial Legislature could recognize as the well understood wishes of the people; and, therefore, your memorialists respectfully approach Your Majesty, to state the views which they entertain as representing the mercantile interests of this city.

In the opinion of your memorialists, a more formidable restriction, however, than the differential duties alluded to, and one which entails incalculably greater injury on the trade of this colony, it is now their duty to bring respectfully under the notice of Your most Gracious Majesty. It is a question they approach with some hesitation, knowing the high national interests which it is held to involve, but the vital interests of this colony require that it should be brought fully under Your Majesty's notice; and your memorialists rely with full confidence on its being carefully and dispassionately reviewed. They refer to the question of the Navigation Laws. These laws are so framed as virtually to give an absolute monopoly of the carrying trade of Canada, both internal and external, to the British shipowner, as the following extracts will show.

- 1st. Goods, the produce of Asia, Africa or America, shall not be imported into the United Kingdom, to be used therein, in foreign ships, unless they be ships belonging to the country of which the goods are the produce, and from which they are imported :
- 2d. No goods shall be exported from the United Kingdom to any British possession in America, except in British ships.
- 3d. No goods shall be carried from any British possession, to any other British possession, nor from one part of any such possession, to any other part of the same, except in British ships.
- 4th. No goods shall be imported into any British possession in foreign ships, unless such belong to the country of which the goods are the produce, and from which they are imported.

Why should Canada be thus limited to the use of British vessels? What equivalent in trade does England now afford to compensate her for such injurious restrictions? None, absolutely none.

But your memorialists, averse to employing unsupported assertions, or creating odium against these laws by mere general objections, will select a few instances to prove the fact which they assert, that they are highly injurious to the commerce and welfare of this colony. First, as regards external commerce: on instituting a comparison between the average rates of freight current between New York and Liverpool, where British and American ships meet in open competition, and Montreal and the latter port, in which case British vessels alone are permitted to engage in the carrying trade, the difference operating against Canadian interests is of sufficient magnitude to excite well founded alarm for the permanence of our prosperity, if those oppressive laws are persevered in. The following Tables show the current and average rates of freight at New York and Montreal respectively for the past three years, showing an average excess of charge against Canada of 3*s.* 3*d.* currency per brl. of flour, and 7*d.* currency per bushel of wheat.

573
For Mr. Secretary
Gladstone's
Despatch, 3 March
1846, *vide* Papers
ordered by the
House of Com-
mons to be printed,
18 May 1846,
No. 321, page 5.

RATES of FREIGHT current from Montreal to Liverpool, in the Years

	1844.		1845.		1846.	
	Flour.	Wheat.	Flour.	Wheat.	Flour.	Wheat.
	Per brl. s. d.	Per qr. s. d.	Per brl. s. d.	Per qr. s. d.	Per brl. s. d.	Per qr. s. d.
13 May - - -	4 6	8 -	4 6	8 3	4 3	8 3
27 - - -	4 6	8 -	4 -	8 -	4 3	8 3
11 June - - -	4 9	9 -	3 9	6 6	5 3	9 3
26 - - -	5 -	10 -	4 -	6 6	6 -	10 -
11 July - - -	5 -	8 9	3 6	6 6	6 -	10 -
26 - - -	4 6	8 3	4 -	6 6	5 9	10 -
10 August - - -	4 6	8 -	4 3	6 6	-	-
27 - - -	4 -	8 -	4 6	7 -	-	-
11 September - - -	4 -	8 -	4 6	7 -	-	-
26 - - -	3 9	-	4 6	7 -	-	-
11 October - - -	3 9	-	5 3	9 -	-	-
26 - - -	5 -	8 -	6 9	12 -	-	-
9 November - - -	5 -	9 -	7 -	14 -	-	-
Average - - -	4 6½	8 5½	7 -½	8 -¾	5 1½	9 3½
	per bushel 1 -¾		per bushel 1 -		per bushel 1 2½	

RATES of FREIGHT current from New York to Liverpool, in the Years

	1844.		1845.		1846.	
	Flour.	Wheat.	Flour.	Wheat.	Flour.	Wheat.
	Per brl. s. d.	Per bush. s. d.	Per brl. s. d.	Per bush. s. d.	Per brl. s. d.	Per bush. s. d.
13 May - - -	2 6	- 8	1 6	- 6	2 3	- 8
27 - - -	2 -	- 7½	1 6	- 6	3 -	- 9
15 June - - -	2 -	- 7½	1 6	- 6	3 -	- 9
29 - - -	1 6	- 6	1 6	- 6	2 -	- 8
13 July - - -	1 6	- 6½	1 6	- 6	2 3	- 8
27 - - -	1 6	- 6	1 6	- 6½	2 3	- 8
14 August - - -	1 6	- 6	2 6	- 8	-	-
28 - - -	1 6	- 6	2 3	- 7½	-	-
14 September - - -	1 6	- 6	2 3	- 7½	-	-
28 - - -	1 6	- 6	2 -	- 7½	-	-
16 October - - -	1 6	- 6	2 6	- 7½	-	-
30 - - -	1 6	- 6	2 6	- 8	-	-
13 November - - -	1 6	- 6	3 9	- 10	-	-
Average - - -	1 7½	- 6½	2 -¾	- 7	2 6½	- 8½

Note.—These averages are subject to an addition of 5 per cent. primage.

RECAPITULATION of the above average Rates of Freight.

	FROM MONTREAL.		FROM NEW YORK.	
	Flour.	Wheat.	Flour.	Wheat.
	Per brl. s. d.	Per bushel. s. d.	Per brl. s. d.	Per bushel. s. d.
1844 - - -	4 6½	1 -¾	1 7½	- 6½
1845 - - -	4 7½	1 -	2 -¾	- 7
1846 - - -	5 1½	1 2½	2 6½	- 8½
Average of three years -	4 9½	1 1	2 1	- 7½

Excess against Canada, 2 s. 8½d. sterling per brl. of Flour; 5 ¾d. sterling per bushel of Wheat, equal in round numbers to 3 s. 3d. currency per brl. of Flour, and 7 d. per bushel of Wheat.

575

The quantity of Flour and Wheat exported from Canada to Great Britain and Ireland during the same period was as follows:—

	FLOUR.	WHEAT.
1844 - - - - -	415,467	282,183
1845 - - - - -	442,228	396,252
1846 - - - - -	310,665	306,939
TOTAL - - -	1,168,360	985,374

Your memorialists, in submitting these Tables, do not intend to imply that the rates of freight would be equalized from Montreal and New York respectively by the abrogation of the British Navigation Laws, but they see the strongest reasons to infer that a great reduction of freight at Montreal might safely be calculated upon as an effect which would necessarily result from their repeal.

The manner in which these laws, in connexion with the differential duties cramp the trade of Canada with foreign states; such as the sugar producing states of Cuba, Porto Rico and the Brazils, and the spirit and wine-producing countries, such as France, Spain and Portugal, and their dependencies, might be here expatiated upon at great length, and your memorialists believe with much effect, but they forbear entering upon so wide a theme of injury and loss to this colony, and will merely adduce one instance by way of illustration.

The supplies of Muscovado sugar for Canada are now chiefly derived from the Spanish islands, but by the Navigation Laws on which your memorialists are animadverting, foreign commodities can only be imported in British ships, or ships of the country where the goods are produced. Spain has but little shipping, and none suitable for this trade, while on the other hand, there are frequently no British vessels for charter to be found in these islands, although United States' vessels may be had in abundance to convey sugar to Canada, at about 2 s. per cwt. What then is the necessary consequence? The Canadian merchant is compelled to proceed to a distant port to look for a British vessel. Having found one, he engages her to proceed in ballast to a Spanish island to take in his cargo of sugar for Canada, for which he has to pay her 3 s. per cwt. and upwards, or 20 per cent. on the prime cost of the article; a great advance on what the American vessel on the spot would have willingly accepted for the same service. And yet, with these impediments in her way, Canada is now called upon to compete with the world.

Nor can your memorialists conclude without referring especially to the operation of the laws in question upon our internal carrying trade.

The St. Lawrence is legally accessible to American vessels from Montreal upwards to the furthest point of navigation; but it is practically closed against them, because they are not permitted to touch, or break bulk, at two Canadian ports without touching intermediately at a port in the United States; nor can they legally navigate between Quebec and Montreal, that portion of the St. Lawrence being absolutely closed against American, as well as other foreign vessels. These restrictions, against which your memorialists under existing circumstances feel bound to protest, virtually seal the whole of the St. Lawrence against the vessels of the United States, to the great detriment, as they conceive, of the general commerce of Canada, foreign as well as domestic.

Your memorialists refrain entering into the causes of the comparative cheapness of United States over Canadian vessels. Their duty is accomplished in calling attention to the fact, and respectfully urging on the attention of Your most Gracious Majesty, the necessity of repealing the laws which occasion the evil, and prevent this colony availing itself of all the advantages which nature has liberally placed within her reach in the possession of so noble a stream as the St. Lawrence. Your memorialists are perfectly convinced, after thorough investigation, that after our inland means of communication are completed, when vessels capable of carrying 3,500 barrels of flour, and upwards, may sail without breaking bulk from the upper Lakes to Montreal or the ocean, nothing but the restrictions imposed upon us by the Navigation Laws in question, can operate to prevent that river being the channel through which the great bulk of the western trade, both upwards and outwards, shall be conducted. They therefore feel it incumbent on them to make the most strenuous efforts to obtain a modification of these laws; and they accordingly humbly appeal to Your most Gracious Majesty to concede this great reform, compared with which every other sinks for the moment into utter insignificance.

Summing up, then, what has been already stated in detail, your memorialists conclude by entreating Your Majesty to be graciously pleased to further their efforts in obtaining for this colony the reforms alluded to, which they humbly conceive to be essential to its prosperity, and justly due to it as an equivalent for the advantages which Canada formerly enjoyed; they are briefly,

1stly. The repeal of the Imperial differential duties.

2dly. Such a modification of the British Navigation Laws as will leave us free to employ, at our option, the cheapest vessels we can procure, whether they be British or foreign, and

Lastly. The removal of all restrictions that now operate against the free navigation of the St. Lawrence.

All which is respectfully submitted.

(signed) *G. Moffatt,*
President of the Montreal Board of Trade.

26 August 1846.

-- No. 5. --

(No. 117.)

COPY of a DESPATCH from Governor the Earl *Cathcart*, K.C.B. to Earl *Grey*.

Government House, Montreal,
27 August 1846.

My Lord,

My despatches to your Lordship's predecessor have already invited the attention of Her Majesty's Government to some changes which the financial and commercial interests of Canada will require, in consequence of the alterations in the Corn Laws, and the gradual depression in the trade of the province.

I have adverted, in a former despatch, to one particular case, in which an alteration in the Navigation Laws would draw a part of the American trade through Canadian waters, and thereby increase the tolls on the canals of the province.

A fuller consideration of this subject, in connexion with various representations which have been made to me, induce me earnestly to intreat your Lordship's consideration to a more extensive change in the Navigation Laws, as being really necessary under existing circumstances.

The revenue of the great canals to be derived from transporting the produce of the western country, as well American as Canadian, must be hereafter looked to as the principal, if not only source, for paying the debt incurred by Canada in their construction.

Sound policy will, of course, dictate the keeping down the tolls to the lowest possible rate consistent with the proposed object. It becomes, therefore, important to endeavour to reduce the cost of transporting such produce to the market of consumption as much as possible, in order to maintain the tolls, and yet make this route preferable, in point of cheapness, to any by the United States.

But while the carrying trade from the ports of Quebec and Montreal is confined exclusively to British shipping, there will not be, judging from past experience, a sufficient supply of vessels to create competition, and to keep down freights to reasonable prices. I am informed that the difference between freights at these Canadian ports and at American sea-ports is very great; and that at the former, there exists frequently the greatest difficulty in getting vessels at all to carry the products of this country to market.

If foreign vessels were allowed the free navigation of the St. Lawrence, this evil, it is apprehended, would be greatly diminished; and though, from the danger of the river navigation, freights may not become as low as at American ports, they would certainly be very greatly reduced.

The business of the canals would also be greatly increased, if the Americans could employ their own vessels to bring cargoes down from the inland waters, and in their option proceed with them to sea. I have little doubt that a trade down the St. Lawrence would be thus created, of immense value to the Canadian revenue.

It is unnecessary for me to point out to your Lordship more distinctly those restrictions on the navigation of the St. Lawrence, the removal of which appears to me important, I might also say indispensable, to the financial prosperity of Canada.

I would also avail myself of this opportunity to invite your Lordship's attention to the state of the law imposing duties on imports into this province.

These duties are regulated by colonial as well as by Imperial statutes. The latter have doubtless been passed, less with a view to the creation of a revenue for the province, than for the purpose of maintaining the commercial policy of the mother country.

So

No. 5.
Governor Earl
Cathcart to Earl
Grey.
27 August 1846.

No. 51, p. 3.

So far as revenue merely is concerned, I submit to your Lordship, that it would be far more convenient that the duties should be imposed by one set of enactments only, and that as they would affect colonial interests only, or at least as far as that would be the case, they should be imposed by colonial enactments.

Any legislation in the colony, with this view, must of course be preceded by a change in the Imperial enactments. But if such change were made, the recommendation of Her Majesty's Government, as to the principles on which a colonial tariff should be based in the present state of affairs, would, I am sure, be gratefully received by the Canadian Parliament. While a tariff is on the one hand indispensable to Canada as a source of revenue, until canal tolls and other present or future sources yield an amount equal to the public exigencies, it is most desirable that its character should be such as will be least burdensome to the agriculturists, the principal consumers, and least discouraging to the commercial portion of the province. The experience of Her Majesty's Ministers on such important points would be a safe and desirable guide for any measure that the Provincial Government might bring before the Legislature.

In considering the subject of duties as heretofore existing, I have had occasion to observe that there are some articles of import being foreign produce, the cost of which is materially enhanced by the necessity of importing them, either in the vessels of the country of which they are the products, or in British vessels; and I would, in connexion with the foregoing remarks, invite your Lordship's attention to the propriety of a modification of existing laws in this respect also, as tending to increase the consumption of such articles in Canada, by reducing their cost, and thereby adding to the provincial revenue.

Some of the suggestions which I have thus offered to your Lordship would, if carried out, have a direct tendency to counteract the American policy of drawing the trade of Canada through their territory, while they would also render imposition of duties merely for the purpose of excluding foreign products, less wished for by particular classes of Her Majesty's Canadian subjects.

I have, &c.

(signed) *Cathcart.*

— No. 6. —

(No. 131.)

COPY of a DESPATCH from Governor the Earl *Cathcart*, K. C. B. to Earl *Grey*.

My Lord,

Government House, Montreal,
16 September 1846.

I HAVE the honour to transmit herewith, at the request of the Toronto Board of Trade, a memorial to Her Majesty, which the memorialists are desirous of having laid at the foot of the throne, praying for the repeal of the Imperial differential duties on the imports of Canada, and of the Navigation Laws, so far as regards the River St. Lawrence, and the inland waters of Canada.

No. 6.
Governor Earl
Cathcart to Earl
Grey.
16 Sept. 1846.

I have, &c.

(signed) *Cathcart.*

Enclosure in No. 6.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

May it please Your Majesty,

The Petition of the Toronto Board of Trade,

Most humbly showeth,

THAT by the provisions of the Navigation Laws of Your Majesty's kingdom, the carrying trade of the exports and imports of Canada to and from Great Britain and Ireland, or any British possession in Asia, Africa or America is confined to British ships; in consequence of which restriction serious loss and inconvenience are at present imposed upon the inhabitants of this province.

Your petitioners having carefully considered the operation of the said laws upon the commercial and agricultural interests of Canada, feel called on to state, that prior to the alterations

Encl. in No. 6.

alterations in the Corn Laws of Your Majesty's kingdom effected in the last Session of Parliament, Your Majesty's subjects residing in Western Canada did not feel the disadvantages resulting to the colony from the monopoly of the carrying trade conferred on the owners of British ships by the Navigation Laws, as it was found that the prices of their agricultural exports generally equalled those which were observed to obtain in the contiguous sections of the neighbouring States of the republic of America, for the same products destined for shipment to the British market through the Atlantic seaports of the said States. Your petitioners cannot, however conceal from Your Majesty the fact, that the protection generally supposed to have been enjoyed by the agriculturalists of Canada, in consequence of the preference given to their products in the markets of Your Majesty's kingdom by the provisions of the late British Corn Laws, has not been fully realized by them; the exorbitant freights and heavy rates of insurance paid on shipments from the port of Montreal, added to other disadvantages connected with the navigation of the River St. Lawrence, having been found nearly adequate to neutralize the remission of duty intended by Your Majesty to operate in their favour.

Your petitioners have with much pain frequently had occasion to observe, that when the state of the British markets has been most propitious to the exports of Canadian wheat and flour, the combination of a few shipowners or their agents has completely blasted all their hopes, and intercepted the boon designed by Your Majesty's paternal Government for the benefit of Your Majesty's faithful subjects in the interior of the province, the rates of freight insisted upon having sometimes been as high as 7s. 6d. sterling per barrel of flour, and very frequently averaging 5s. to 6s. sterling; whilst at the same times freights have been obtained from the port of New York in vessels of a superior class as low as 1s. 6d., and seldom higher than 2s., and insurances at 50 to 80 per cent. less than by the St. Lawrence.

Your petitioners most humbly submit, that during the past months of the present shipping season, the position of the holders of flour and wheat in the port of Montreal has been most distressing. Large quantities of produce were forwarded to that city from the interior, where it had been purchased during the preceding winter at prices seriously enhanced by the exaggerated reports which reached Canada of the scarcity of bread-stuffs throughout Europe. On arrival it was found impossible to obtain shipment for it at less than 6s. sterling per barrel. The holders were threatened with insolvency alike from its shipment or its retention, and perceiving most distinctly that the chief cause of their difficulties was to be found in the present Navigation Laws of Your Majesty's kingdom, a feeling of deep dissatisfaction therewith has arisen in the minds of Your Majesty's Canadian subjects. The people of Canada now feel convinced that, deprived of that protection formerly extended to their products in your Majesty's kingdom, by means of which the heavy burthens imposed on their trade by the Navigation Laws were neutralized, they must, in the event of these laws being continued in force, be reduced to a position much inferior to that of the people in the adjacent States of America, and they contemplate, with profound mortification, their only alternative in the conversion of their export trade into a valuable branch of the resources of their republican neighbours, who will not fail to avail themselves of so opportune a juncture for demonstrating to the people of Canada, by the removal of every obstacle standing in the way of a free egress through their territory, that they possess the means, and have the desire, to advance their interests.

Your petitioners further most humbly submit, that Your Majesty's Canadian subjects have incurred a heavy debt in the constructing of canals capable of giving passage to vessels of large dimensions, under the expectations that by these improvements of their internal navigation, they would not fail to secure to themselves a large share of the carrying-trade of the rich agricultural countries bordering on the great lakes of Canada. The repayment of the debt thus incurred, is an object from which your petitioners feel convinced, no consideration can ever divert the intentions of the people of Canada; but it is quite manifest, that in the event of the export trade of Western Canada, and the states adjacent to the lakes, being forced out of the waters of the St. Lawrence, the outlay upon the improvements, from Lake Ontario to the ocean, will have become a dead weight on the resources and energies of the province, the trade of the recently flourishing cities of Quebec and Montreal will have disappeared, and the mercantile capital of their enterprising citizens will have been transferred to the commercial emporia of the neighbouring country.

These are evils which your petitioners cannot contemplate with other than the most gloomy apprehensions, but they feel convinced that in the wise foresight of Your Majesty, they may rely with entire confidence for the prompt adoption of every practicable means by which they may be averted.

Your Petitioners have further most humbly to submit to Your Majesty, that the trade of Canada labours under weighty disadvantages resulting from the imposition of protective custom duties under authority of Imperial statutes. This class of duties your petitioners are pleased to observe, by the declarations of Your Majesty's advisers, as well of the recently existing administration, as of the present, is no longer held to be in harmony with the recognised principles of British commercial legislation; and your petitioners are disposed to believe that a pressure of other more absorbing measures has been the only cause which has prevented Your Majesty's Government from proposing to Parliament, the repeal of the Imperial Customs Laws authorizing the levying of protective duties, for the purpose of securing to the manufacturers of your Majesty's kingdom a preference in the supply of the Canada market, which they no longer consent to extend to the people of Canada in the supply of the British market. Several of the protective duties referred to are found by

your petitioners, not only to be burthensome upon the resources of the province, but also to be totally inoperative in effecting the purpose contemplated in their devisal, as they are levied, in their maximum extent, on some articles of general consumption, as window glass, sugar and coffee, which at present do not come into competition with the same description of goods of British origin.

Your petitioners observed with much gratification that Your Majesty's late Secretary for the Colonies, in a despatch No. 32, dated Downing-street, 3d March 1846, in referring to the then proposed measures of Government for the removal of commercial restrictions, expressed his desire "that the efforts of the British Legislature in this respect may be seconded, their range extended, and the example rendered yet more impressive, not only by the acquiescence, but by the approval and active co-operation of the Legislatures and the inhabitants of the colonies." And your petitioners would cheerfully have sustained the Provincial Legislature in that co-operation, in preference to the course adopted by it, of remonstrating against the passage of a measure which circumstances had rendered no longer resistable.

Your petitioners, therefore, believe, that in submitting to Your Majesty their convictions of the expediency of repealing the present Imperial Customs Laws, authorizing the imposition of protective or differential duties within this province, they are not preferring to Your Majesty a complaint, the redress of which will not be in accordance with Your Majesty's wishes and intentions.

Your petitioners, therefore, in view of the premises herein set forth, most humbly pray that Your Majesty will be pleased to recommend to Parliament an immediate repeal of the Navigation Laws of the United Kingdom, so far as the same relate to the River St. Lawrence and inland waters of Canada, and also such alterations in the present Imperial Colonial Customs Tariff as may render the trade of this province with the mother country one of fair reciprocity.

And Your Majesty's petitioners, as in duty bound, will ever pray.

For and on behalf of the Board.

(signed) *Geo. Perc' Ridout*, President.
Henry Rouse, Secretary, T. B. T.

Toronto, Canada, 9 September 1846.

TRINIDAD.

TRINIDAD.

— No. 7. —

(No. 58.)

EXTRACT of a DESPATCH from Governor Lord *Harris* to Earl *Grey* ;
dated Trinidad, 4 September 1846.

I HAVE been requested to transmit to your Lordship the accompanying Resolutions, which were agreed on at a meeting held at the town of San Fernando, in this island, and at which were present most of the proprietors and planters of the surrounding district.

No. 7.
Governor Lord
Harris to Earl
Grey.
4 Sept. 1846.

Enclosure in No. 7.

Enclosure in No. 7.

San Fernando, Trinidad, 29 August 1846.

At a public meeting of proprietors, planters, merchants and other inhabitants of the Naparima District, held at Michel's Hotel, San Fernando, on Saturday the 29th day of August 1846.

It was moved by the Honourable St. Luce Philip, and seconded by Dr. Meikleham, that Anthony Cumming, Esq. do take the chair, and that H. B. Darling, Esq. be requested to act as Secretary.

The following four resolutions were then proposed by the Honourable St. Luce Philip, seconded by Thomas Agge, Esq. and carried unanimously :—

1st. *Resolved*, THAT this meeting has learned with surprise and dismay, the propositions of the Right honourable Lord John Russell, for the settlement of the sugar question; and that, in the opinion of this meeting, honour, humanity, consistency and justice alike forbade the Imperial Parliament to lend its aid in maintaining slavery in foreign possessions, by an equalization of duties on the products of slave and free labour.

2d. That, notwithstanding the change of opinion in Britain appears to preclude the hope that any preference will be much longer shown for the produce of free labour, this meeting trusts that the justice of the British Parliament will at least enable the colonists of this island to avail themselves of its natural resources by means of equitable laws.

3d. That

3d. That this meeting desires no other laws for the regulation of agriculture, trade and labour in Trinidad, than those existing in Great Britain, and is contented to adopt the principles contained in certain Resolutions brought forward by Mr. Hume, in the House of Commons, on the 23d June last, of which a copy is subjoined, as follows:—

“ 1st. That the improvement of the agricultural resources of the British West India Colonies is an object of great national importance, inasmuch as it would be beneficial to all her Majesty’s subjects engaged in their cultivation, and advantageous to the trade of the mother country, as by increasing the supply of produce, prices would be reduced, competition with the produce of slave labour would be increased, and this result would contribute in the best way towards the suppression of the slave-trade.

“ 2d. That the restrictive policy hitherto pursued towards these colonies, has not only failed to promote their prosperity, but has, by decreasing their resources, actually impeded its advancement, and that therefore other measures ought in justice to be speedily adopted, to prevent their suffering still farther injury.

“ 3d. That all laws and regulations which interfere with the freedom of labour, are alike injurious to the labourer and to the employer, as they prevent the former from obtaining employment with the full benefit of his industry, and the latter from seeking free labour wherever it may abound, and from realizing that fair profit upon capital which, but for these restrictions, might be advantageously employed; that, therefore, all such restrictive laws and regulations ought to be abolished, and that in future all practicable encouragement should be given to the introduction into these colonies of such immigrants as are best suited to the climate.

“ 4th. That all discriminating duties levied upon imports into these colonies should be abolished, and all unnecessary expenses therein reduced; that rum should be admitted into the United Kingdom at the same rates of duty as are charged on home-made spirits; and that the use of sugar and molasses should be permitted in all manufactures in which these articles can be employed.

“ 5th. That after the removal of the existing restrictions on labour; after the repeal of all discriminating duties on imports into the British West India colonies; and after sugar and molasses shall be permitted to be used generally in the United Kingdom, then all discriminating duties in favour of the produce of these colonies should, within a time to be limited, be repealed.”

4th. That in the crisis which is now inevitable, this meeting earnestly and respectfully begs his Excellency the Governor and the Legislative Council, to take such measures as may best enable the country to meet its altered circumstances, and without which the struggle will be hopeless; amongst these may be noticed the regulation of the rights and duties of employers and employed, and the assimilation of the laws of labour to the existing laws of England; the prevention of squatting; the sale and settlement of Crown lands in approved locations and under judicious limitations, with the view of inducing immigrants who have gained money to remain in the island, and for the purpose of obtaining a fund for future immigration and internal improvements; and the revival of African immigration on a sound basis and more extended scale, and with no harassing restrictions.

5th Resolution, moved by Colin Campbell, Esq., seconded by Dr. Meikleham, and carried unanimously, That the Honourable St. Luce Philip, Messrs. Huggins, Cummings, Agge and Henry Stewart, be appointed a deputation to wait on his Excellency Lord Harris with a copy of the foregoing Resolutions, and that they be instructed to request his Excellency to forward a copy of them to the Right honourable the Secretary for the Colonial Department.

6th. Moved by Colin Campbell, Esq., seconded by the Honourable St. Luce Philip, and carried, That this meeting feels it incumbent on all parties interested in the staples of this island to renew their efforts to obtain a reduction on the heavy charges now made on the sale of colonial produce shipped to the mother country.

7th. Moved by H. Stewart, Esq., seconded by Peter Campbell, Esq., and carried unanimously, That the thanks of this meeting be given to Anthony Cumming, Esq., for his able conduct in the chair.

(signed) *H. B. Darling,*
Secretary.

— No. 8. —

(No. 73.)

COPY of a DESPATCH from Governor Lord *Harris* to Earl *Grey*.

My Lord,

Trinidad, 3 October 1846.

I HAVE the honour to forward to your Lordship a copy of certain Resolutions decided on at a numerous and respectable meeting in Port of Spain, on the 18th of last month.

I have, &c.
(signed) *Harris.*

Enclosure

No. 8.

Governor Lord
Harris to Earl
Grey.

3 October 1846.

Enclosure in No. 8.

TRINIDAD.

Encl. in No. 8.

At a Meeting convened by public Advertisement, held at the Theatre, Marine Square, on the 18th day of September 1846, the following Resolutions were adopted:

Resolved, 1.—THAT the colonists of Trinidad have learned with unfeigned alarm and dismay the measure lately proposed in Parliament by the Right honourable Lord John Russell, for the settlement of the Sugar question, by the equalization of the duties upon sugar, the produce of slave-holding countries, and that of the British Possessions.

2.—That this meeting do record its most earnest protest against the injustice, the inhumanity and the inconsistency of the proposed measure, and its opinion, that by adopting such a course the British Government will violate all pledges expressed or implied for our protection, and abandon us to an unequal, disheartening, and it is to be feared, ruinous competition against the atrocious system of the Brazilian and Spanish slave-trader.

3.—That in the opinion of this meeting, the present position of this colony is such, as to debar us from the possibility of successful competition in the production of sugar with slave-holding countries, and that this arises from our having, ever since the abolition of slavery in the British colonies, been prevented, by harassing and vexatious restrictions, from supplying ourselves with free labour from sources within our reach.

4.—That this meeting considers that immigration on a most extensive scale, under proper regulations, but not fettered by any unnecessary restrictions, can now alone avert the inevitable destruction of this colony, and that the coast of Africa is the best source from whence to derive an augmentation of labour suited to our present position and wants; therefore this meeting most earnestly calls upon his Excellency the Governor and the Legislative Council to adopt every means in their power to ensure the speedy introduction into this island of labourers from thence; and for the furtherance of this object, to solicit the Home Government to appoint accredited agents on the coast of Africa, for the purpose of effectually carrying out the said measure.

5.—That this meeting is of opinion, that the contemplated abolition of all Imperial or discriminating duties upon imports into the British colonies will afford little or no substantial benefits to their inhabitants, and as a "boon" will prove altogether illusive, inasmuch as these duties are exclusively applied to colonial purposes, and in this island only amount to about one-sixth of the total duties collected, the deficiency, therefore, would have to be immediately made up by imposts not less onerous. But, that this meeting would now gladly hail such an approximation to the general principles of "free trade," as, by a modification of the existing Navigation Laws, would enable British colonists to avail themselves of the cheapest "bottoms" for carrying their produce to the home market as well as bringing their outward supplies, an advantage at present denied them, but at the command of their opponents, the slave-holders.

6.—That upon the same free trade principles, this meeting claims, as a right, the admission of rum, the produce of British Possessions, for consumption in the United Kingdom, at the same rate of duty as that charged upon home-made spirits; and also, the use of British plantation sugar and molasses in all manufactories in which they can be employed.

7.—That it is the opinion of this meeting, that the threatened measure is one infallibly calculated to give a fresh impetus to the slave trade, and to aggravate its horrors and miseries; and this meeting most earnestly calls upon the British Government to adopt and perseveringly carry through, the most stringent measures for the effectual extinction of slavery throughout the world.

8.—That Messrs. H. Scott, S. Samuel, R. E. Adams, A. W. Anderson, W. Ulrich and R. S. Darling, be appointed as a deputation to wait on his Excellency Lord Harris, with a copy of these resolutions, and to request his Lordship to forward them to Her Majesty's Principal Secretary of State, with such recommendations for their favourable consideration as he may deem, from the exigency of the case, they merit. And the meeting takes this opportunity of expressing its hopes that his Excellency and the Legislative Council of Government will adopt such early measures as may be best suited to mitigate the severity of the struggle in which this colony is likely soon to find itself engaged.

(signed) Sam. Samuel, Chairman.
R. C. Adams, Secretary.

SOUTH AUSTRALIA.

SOUTH
AUSTRALIA.

— No. 9. —

To the Right Honourable the Earl Grey, &c. &c.

We, the undersigned, being parties interested in the Kapunda Copper and other Mines in South Australia, are desirous of bringing to your Lordship's notice certain difficulties that have occurred in carrying out the operations connected with

No. 9.
Memorial from
Parties interested
in the Mines of
South Australia.

the said mines, these difficulties being equally participated in by all the other parties connected with the numerous other mines which have lately been discovered in the neighbourhood of Adelaide; but as our connexions and correspondents, Captain Bagot and Mr. Francis Dutton, are the parties to whose energy and exertions the merit is due of the first discovery, and working to any extent of the mines of South Australia, we come before you with greater confidence in our own and their behalf.

Your Lordship is aware of the circumstances attending the original settlement of the colony of South Australia, and that it was solely carried out with the view of developing the agricultural resources of this fine country, and the first operations of the settlers were entirely confined accordingly to sheep feeding and farms, and that the class of emigrants who were sent out, were and still are limited by the Emigration Company to agricultural labourers.

On the discovery and purchase of the Kapunda mines by Captain Bagot and Mr. Francis Dutton, it was with great difficulty a few miners and labourers could be collected from amongst the settlers, to enable them to commence operations. Some of these settlers were Germans (there being a considerable party of German emigrants settled in the colony), who communicated with their friends at home; and thus a communication was opened with Mr. Ravenshaw, the agent for the Kapunda mines in England, through Mr. Delius of Bremen, which led to the despatch, in 1845, of two vessels with German emigrant miners, and in the current year, four vessels at the least will sail from Bremen with like freights.

Last year, no advance was made, only a letter of introduction and recommendation to Captain Bagot was given; but this year, the exportation of miners and smelters from Germany to Adelaide, has been considered so desirable to meet the greatly increased demand in the colony for mining labour, that 500*l.* have been already advanced to further this object.

The first vessel this year, took out about 60 miners, smelters and charcoal-burners, making up with their families 100 souls; she was of 600 tons burthen; a similar vessel sailed early in June; a third was to have sailed on the 1st August, and a fourth is fixed for the 1st October next; by this means a regular communication will be opened between Bremen and Adelaide, and a most industrious class of workmen and their families are introduced into one of our most rising colonies, who will quickly assist to develop that mineral wealth which will probably be found to exist throughout the whole range of mountains, which extend nearly north and south from one end of the colony to the other.

We expect there will have been raised and sent to England from the Kapunda mines alone during the current year, 1,200 to 1,500 tons of copper ore, of the first-rate quality, inasmuch as the first 200 tons have been sold at Swansea at an average of 19*l.* 3*s.* 2*d.*, and the last 300 tons sold on the 22d ultimo, at an average of 21*l.* 9*s.* 1½*d.*, and the remainder we cannot have any doubt will turn out equally well.

The difficulty in procuring freights for the copper and other ores at Adelaide has been so great, that our friends have been obliged to make arrangements for sending home the Kapunda ores via Sydney and Port Phillip (300 tons having been shipped to the former port in the "Templar"), and by the last advices 400 to 500 tons were still awaiting freights; and we hear that the other mining companies at Adelaide have equal difficulties in this respect with the Kapunda Company.

Under these circumstances, we would most respectfully draw the attention of your Lordship to this case, observing, that it hardly appears consistent with the facilities required by a rising colony, that where there is such a demand for dead freights, and fine vessels like those from Bremen (of 600 tons burthen each), taking out to the colony that particular class of emigrants for whose labour there is so great a demand, should be obliged to leave the port of Adelaide without freights, at a time when there is abundance of ores lying ready for shipment, because those ores are prohibited if imported in other than British bottoms.

We would also beg to draw your Lordship's attention to the loss sustained in interest alone, by the delay in the shipment for want of vessels, of ores of such a valuable character; we have already stated that the last 300 tons of Kapunda ores, sold at Swansea, on the 22d ultimo, averaged 21*l.* 9*s.* 1½*d.* per ton, and we see that on the 8th ultimo, some of the Burra Burra ores, also from Adelaide, realized as high as 31*l.* 6*s.* 6*d.* per ton.

Attached hereto, we beg to lay before you extracts of letters received from
Captain

Captain Bagot, stating some of the difficulties and delays that have occurred in respect to freights, which have been so great, that you will perceive by Nos. 6 and 7, that he even contemplated leaving his business and the supervision of the mines, to endeavour, by visiting all the neighbouring colonial ports, to arrange for the shipment of his ores to England.

There is also one other point to which we would draw your Lordship's attention; viz., that the want and high rate of freights at Adelaide, has already had the effect of drawing the attention of the colonists in South Australia, to the smelting of their copper and other ores in the colony; if this should be carried out, there can be no question but that the great interests and vast capitals involved in the copper smelting trade at Swansea would materially suffer, and at the same time, we much doubt if the colonists would be materially benefited, as from the imperfect mode of smelting, a considerable loss of metal would occur, the sure result of parties attempting to carry out an operation in which they have not had that experience which time and practice alone can give, and thus we anticipate from the high rates of freights, that a great loss will in all probability accrue both to the owners of the mines in South Australia, and to the smelting interests in this country, without any concurrent advantage to any one, not even to the British shipowner, who if the smelting is carried out at Adelaide, will probably, as heretofore, be compelled to take in ballast as dead weight for their wool ships.

The object that we seek by this appeal to your Lordship is, that in the first instance, all foreign vessels taking out mining emigrants to South Australia, shall be placed on the footing of British vessels in respect to any mineral produce they may import direct from Adelaide to any port in Great Britain.

Enclosure in No. 9.

EXTRACTS from Capt. Bagot's Letters.

Incl. in No. 9.

No. 1.

Adelaide, 31 March 1845.

THERE is a great want of shipping here at present, to carry away a large quantity of produce of one kind or another, ore, wheat, bark, gum, &c.

No. 2.

Adelaide, 20 May 1845.

We have 150 tons of ore at the port, and as much more ready to go there, and all of it of a high quality, so that I am now certain we shall much exceed our calculations for the year's work; we greatly want vessels to take it away; in fact everything serves to confirm the opinions I hold about smelting here. I have written to Mr. Dutton, to recommend his visiting the German smelters in the Hartz, where smelting is brought to great perfection, and from whence he will not find any difficulty in procuring persons quite equal to carry on the operations here. I believe they work entirely with wood fuel, which will render them still more fitted for us.

No. 3.

Adelaide, 24 June 1845.

The Kapunda goes on favourably; all we want is shipping to take away the ores, of which we have now 500 tons, and may reckon on as much more by the wool season.

No. 4.

Adelaide, 1 July 1845.

Our piles of ore are rapidly increasing, and no prospect of getting it to market. This is really a matter of serious import to us, and troubles me not a little.

No. 5.

Adelaide, 6 January 1846.

We are on the look out for more freights, by which to ship at least 400 tons more ore from the Kapunda. The Mining Association have given 4*l.* 10*s.* per ton to an old brig, the "Amelia."

No. 6.

Adelaide, 28 January 1846.

I have not yet succeeded in procuring freight for the remainder of our ore, of which we have more than 300 tons at the port, and the rest in progress to it.

The time is arrived when we must expect to pay full freights upon ore, and I think it may be advisable to make terms in England with vessels coming out either with emigrants or goods. The "Amelia" has 4*l.* 10*s.* for 200 tons to Swansea, and the "Malcolm," that came here with sugar from Bahia, and gone on to Sydney, is engaged to return and take ore to Swansea. I have been planning an excursion to the other colonies, with the view, among other things, to try and establish the sending of ores to them for shipment home; but I have hitherto been prevented by other matters, and I doubt now whether I

can accomplish it before the Council meets, as I could not leave this before the 15, March.

I have just made an arrangement with Montefiore, to send 50 tons of ore in bags to Sydney, to be reshipped, by his brother, to London.

No. 7.

Adelaide, 9 February 1846.

I have found too much difficulty thrown in my way hitherto, for sending ore to the other colonies for reshipment. I mean to visit them myself, as soon as I can spare time, and try to establish some arrangement of that kind.

CEYLON.

CEYLON.

— No. 10. —

(No. 36.)

EXTRACT of a DESPATCH from Governor Sir *C. Campbell*, K.C.B., to Earl *Grey*, dated Queen's House, Colombo, 10 October 1846.

No. 10.
Governor Sir
C. Campbell, K.C.B.,
to Earl *Grey*,
10 October 1846.

I HAVE the honour to forward to your Lordship a Memorial signed by the principal merchants, and many of the planters and other respectable inhabitants of the colony, at a public meeting which was recently held at Colombo.

Enclosure in No. 10.

(Extract.)

Encl. in No. 10.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The Petition of the undersigned Merchants, Planters, Landholders and other Inhabitants of the Island of Ceylon,

Respectfully sheweth,—

THAT all foreign commodities are subject to double the import duty levied upon British goods, a restriction which militates against foreign nations attempting to trade here to the extent they otherwise would do, and keeps away customers for the various products of the island, the staples of which are coffee, cinnamon and cocoa-nut oil, all largely consumed on the Continent of Europe.

That in many instances foreign vessels are precluded from landing cargo at the ports of this island, though the cargo be the produce of the country to which such vessels belong. Thus, French and Spanish vessels are prohibited from sending wines, spirits and other unenumerated articles, the produce and manufacture of France and Spain; no such restrictions exist in the neighbouring territories of the Honourable East India Company, and they are consequently felt more severely here.

That the staple food of the labourers of the coffee, sugar and cinnamon plantations is rice, imported chiefly from the territories of the Honourable East India Company. This trade is restricted to vessels holding a British, or a British India register. In the opinion of your petitioners, the supply would be more abundant, and the price cheaper to the consumers, if the trade were thrown open to the vessels of all nations.

[114 Signatures.]

— No. 11. —

(No. 70.)

EXTRACT of a DESPATCH from Governor Sir *C. Campbell*, K.C.B., to Earl *Grey*; dated Queen's House, Colombo, 10 November 1846.

No. 11.
Governor Sir
C. Campbell, K.C.B.,
to Earl *Grey*,
10 November 1846.

THE Memorial, of which I have the honour to enclose a copy, has been transmitted to your Lordship in original by the present mail. It was agreed to at a public meeting of the planters and others, held at Kandy on the 9th September last, and is an echo of a similar manifesto emanating from a similar meeting, held at Colombo on the 22d of the month previous, and which, by the request of those who signed it, I had the honour to forward to your Lordship in my Despatch of the 10th October last (No. 36).

Enclosure

Enclosure in No. 11.

(Extract.)

Encl. in No. 11.

To the Lords Commissioners of Her Majesty's Treasury.

THE Petition of the undersigned Merchants, Planters, Landowners, and other Inhabitants of Kandy, and the Central Province of the Island of Ceylon,

Humbly showeth,

* * * * *

THAT all foreign commodities are subject to double the import duty levied upon British goods; a restriction which militates against foreign nations attempting to trade here to the extent they otherwise would, and keeps away customers for the various products of the island, the staples of which are coffee, cinnamon and cocoa-nut oil, all largely consumed on the Continent of Europe.

That in many instances foreign vessels are precluded from landing cargo at the ports of this colony, though the cargo be the produce of the country to which such vessels belong. Thus, French and Spanish vessels are prohibited from sending wines and spirits, and other unenumerated articles, the produce and manufactures of France and Spain. No such restrictions exist in the neighbouring territories of the Honourable East India Company, and they are consequently felt more severely here.

That the staple food of the labourers of the coffee, sugar, and cinnamon plantations is rice, imported chiefly from the territories of the Honourable East India Company.

This trade is restricted to vessels holding a British India register. In the opinion of your petitioners, the supply would be more abundant, and the price cheaper to the consumers, if the trade were thrown open to the vessels of all nations.

* * * * *

[Here follow 110 signatures.]

