

Technical and Bibliographic Notes / Notes techniques et bibliographiques

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

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

Coloured covers/  
Couverture de couleur

Coloured pages/  
Pages de couleur

Covers damaged/  
Couverture endommagée

Pages damaged/  
Pages endommagées

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

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

Cover title missing/  
Le titre de couverture manque

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

Coloured maps/  
Cartes géographiques en couleur

Pages detached/  
Pages détachées

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

Showthrough/  
Transparence

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

Quality of print varies/  
Qualité inégale de l'impression

Bound with other material/  
Relié avec d'autres documents

Continuous pagination/  
Pagination continue

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

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

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

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

Title page of issue/  
Page de titre de la livraison

Caption of issue/  
Titre de départ de la livraison

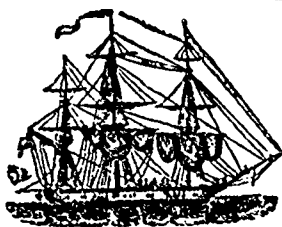
Masthead/  
Générique (périodiques) de la livraison

Additional comments:/ **Wrinkled pages may film slightly out of focus.**  
Commentaires supplémentaires:

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

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

# CANADIAN ECONOMIST.



## FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 10TH APRIL, 1847.

[No. 50

### CONTENTS.

- |  |   |
|--|---|
| 1.—Montreal Board of Trade.                                      | 7.—Signs of the Times.                              |
| 2.—Proceedings of Annual Meeting of the Montreal Board of Trade. | 8.—Memorial of the Great Western Rail-Road Company. |
| 4.—Report of Committee of the Montreal Board of Trade.           | 8.—Miscellaneous Articles.                          |
| 5.—Report of the Quebec Board of Trade.                          | 9.—Intelligence—General and Local.                  |
| 6.—Future Trade of the St. Lawrence.                             | 10.—The Markets.                                    |
|  | 11.—Advertisements:                                 |

## THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 10TH APRIL, 1847.

### MONTREAL BOARD OF TRADE.

In another part of this paper will be found the Report of the Council of the Board of Trade, read at the annual meeting of that body, held on the 5th instant. Most of the subjects treated therein have at various times been discussed in the pages of this journal, and, as our readers must be well aware, in a spirit of general accordance with the doctrines entertained by our Council of the Board of Trade. We need not bespeak for this Report a careful perusal: its intrinsic excellence, its luminous exposition of principles, and its eminently practical character, will secure for it something more than the passing notice which such documents usually receive. We may with pride and confidence affirm, that the Montreal Council of the Board of Trade—Free-Traders as they are well known to have been—have, on relinquishing office, left an “imperishable monument” of their untiring zeal, energy, and ability. The numerous subjects with which, during their term of office, they had to grapple, and the difficulties which they had to surmount, rendered their task almost herculean; and we are really at a loss to conceive, how gentlemen, whose pursuits necessarily engross so large a portion of their time, should have been enabled to devote so much attention to other matters. The mercantile body have reason to congratulate themselves that, at so trying an era in our commercial history, persons should have been found amongst their ranks adequate to the occasion.

The record of the proceedings of the meeting will shew the sense which in words the Board of Trade entertain of their representatives, and the list of the new Council will shew the mode by which in actions they testify their gratitude. We were not unprepared for such a display: we were aware that parties whose miserable inefficiency whilst in office had been so signally manifest as to lead to their deposition; we were aware that others who considered themselves slighted by not being placed as leaders in a movement which they had no more the requisite power to guide, than had Phaeton the chariot of the Sun; we were aware that others, apprehensive that an aristocracy of talent should overturn the aristocracy of wealth;—were united in a compact alliance to restore the *functio* and “gentle dullness” which presided at the Council Board in “the good old times.” But such a combination would have been powerless had it not been—we regret to say it—for the apathy, and in many instances the treachery—we shall use no milder term—of those who rank themselves amongst Free-Traders. Persons who have been loud in their professions of attachment to Free-Trade doctrines; energetic in their denunciations against the injustice of the existing trammels on the commerce of the country; deeply impressed, if we may judge by their words, with the conviction of the necessity of removing all such restrictions; could not spare an hour or two to elect the men whose presence at the Board they declared was all important: whilst others were cajoled, by such shallow pretexts as rotation of office, infusion of a larger proportion of the older merchants of the city, or some other equally senseless cry, into voting for the Council whose names appear in our Report. Of that Council we would say nothing that is of a disparaging character, either as regards their *status* as merchants or their ability to fill the office to which they are elected. Time will solve the latter pro-

blem. Our objection to them is on other and public grounds: it is that they, with the exception of the three gentlemen whose resignations our pages record, belong, we believe, to a knot of merchants who have counteracted—so far as their means extended—the exertions of those who have preceded them, and that they were elected by the main body of their supporters mainly on the ground of that opposition.

We need hardly state that we cordially approve of the resignation of the seceders, and we are confirmed in our opinion by the umbrage and annoyance which that secession has occasioned, both to our opponents and to the traitors to our cause. What would have been the position of those three gentlemen, elected under the patronage of the Protectionists, had they continued to sit at the Council? It would have been alike disagreeable to themselves and injurious to the cause which they advocated. Whilst the whole drudgery of concocting and preparing Free-Trade measures would have devolved on these three individuals, they would have been utterly powerless in carrying them through, and at the same time precluded from joining in that agitation which the Free-Traders will most certainly adopt, should the Council, as we have reason to apprehend, be wanting in the duties which we hold they are bound to perform in the present momentous crisis.

But we have heard it said by our opponents, Why did they not give us a trial? We might have been found more ductile than they imagine! We might have been induced to adopt some of their Free-Trade measures, if even we did not go the whole length with them! The simple and plain answer to this is: Gentlemen, you have openly and ostentatiously displayed your opposition to our principles; your election is a vote of want of confidence in our administration; you are now the cabinet, and we the opposition: you are *responsible* for the commerce of the country confided to your charge; and if you are unequal to the task, you must resign, and we will then assume the reins and endeavour to form a new administration.

We have candidly stated our regret at the composition of the present Council. Under ordinary circumstances we should rather have rejoiced at such a *contre-temps*. There is no lesson equal to that derived from experience. Our mercantile community will now be able to estimate the value of that talent which they have, for the time, rejected. But the commerce of the country is just now, and will be during the term of office of the present incumbents, in too critical a position to be trifled with. We unhesitatingly assert, that unless the people of Canada—either through the Board of Trade or through some other channels—urge on the Legislature—aye, and that immediately and energetically—the system of commercial policy which the late Council of the Montreal Board of Trade so strenuously advocated—the consequences to our future welfare may be most disastrous. Taken in this view, the defeat of the Free-Trade movement is “a heavy blow and sore discouragement.” But do our opponents imagine that we shall sit down in quiet acquiescence, if they should do nothing? If such be their expectation, they will find themselves egregiously mistaken. Or do they imagine that their puny efforts can stop the onward march of commercial freedom? As well might they attempt to stop the waters of the St. Lawrence as they roll to the ocean; as well might they attempt to arrest the torrent as it thunders over the steep of Niagara!

Nor let the Protectionists imagine that this their victory will cause us to relax in our exertions. It will, we trust, produce the very opposite results. The Anti-Corn-Law League, in the outset of its career, was defeated on nearly every public occasion in which it encountered its opponents; at nearly every election its candidates were rejected: but from each fall it rose, Antæus-like, with renewed and increased vigour, until it achieved its final triumph. Let this example incite the Free-Traders to act with similar energy, and the ultimate triumph of their cause is equally certain.

We learn that to the list of seceders from the Montreal Council of the Board of Trade must be added the name of the Hon. GEORGE MOFFATT, whose election to the Presidency, by the unanimous vote of the Board, our pages this day record. The reason assigned for this resignation is said to be, the nature and extent of his other avocations, occupying so much of his time as to render it impossible that he should continue to perform the arduous duties which his

continuance in the Presidency would entail upon him. The course of the President every person must approve, and we wish it were generally followed by gentlemen who accept public offices. It has been too much the practice, amongst our merchants especially, to accept honorary distinctions without appearing to consider, or attempting to perform, the duties which they involve.

We are not justified of course in assigning any reason, besides that ostensibly given, for the resignation of Mr. Moffatt; but it does seem to us pretty clear that the composition of the present Council of the Board of Trade must have had some weight in contributing to the decision; since, as it was generally known that he would certainly be elected, it could hardly have escaped his knowledge, that such would be the case; and had he then determined on refusing to serve, he would probably have given some intimation of that fact to prevent the inconvenience of another election. At all events the resignation of Mr. Moffatt has relieved him from a very embarrassing situation: either he must have been member of a Council which did nothing, or have given his name to documents in 1847 altogether opposed to those which received his sanction in 1846.

Whatever causes may have led to the determination of Mr. Moffatt, we have no hesitation in asserting that his resignation is a great loss to the mercantile community. His active and steady business habits, his thorough acquaintance with the forms adopted by public bodies, his impartial performance of his duties as chairman, independent of his great mercantile experience, and his high character for probity, eminently fitted him to be the head of the commercial body of Montreal, in that Council which represents their interests.

### BOARD OF TRADE—ANNUAL MEETING.

*Report of Proceedings at the Annual General Meeting of the Montreal Board of Trade, held at their rooms in St. Joseph Street, on Monday, the 5th inst.*

The Hon. Geo. Moffatt, M.P.P., President of the Board, took the Chair at a quarter past one, p.m.

Members who had not signed the Constitution and Bye-laws were then informed that their compliance with that rule was necessary in order to entitle them to vote for the election of Officers and Council for the present year, or upon any other question that might be submitted.

A question here arose as to whether Mr. Benjamin Holmes was a member of the Board or not.

It appeared that Mr. Holmes had allowed his subscription to fall in arrear, and had likewise expressed indifference about continuing to be a member of the Board. He had recently, however, owing to a change of circumstances, altered his mind, and had that morning tendered payment of his arrears. A desultory conversation took place upon this point; the constitution and bye-laws were referred to, and it was ultimately decided that as Mr. Holmes had neither notified his intention to withdraw in writing, nor been formally expelled, according to the provisions of the constitution, he was *de facto* a member, and entitled to vote on payment of his arrears and signing the constitution and bye-laws.

The Report of the proceedings of the Council for the past year was then read by Mr. Elder; and the Treasurer's report, as an appendage to it, by Mr. Glass—

When it was moved by W. B. Cumming, Esq., seconded by D. Davidson, Esq., and resolved unanimously—

“That the Report be received and published.”

W. Bristow, Esq., then rose to move a vote of thanks to the retiring officers and council in the following terms, the motion being seconded by Mr. Cumming:

“That the thanks of this meeting are justly due, and are hereby given, to the Officers and Council of the Montreal Board of Trade, for the zeal and ability with which they have, during the past year, advocated those important modifications in the fiscal and economical regulations of this Province, which the recently adopted commercial policy of the Mother Country imperatively demanded, and for the assiduous attention which they have devoted to all subjects connected with the local and general interests of the mercantile community.”

Mr. Bristow introduced his motion with a few remarks in his usual clear and happy style. He said that his motion was not framed with the view of conferring a mere empty compliment upon the gentlemen who were retiring from the Council of the Board of Trade, but, on the contrary, in order to elicit a clear and definite expression of opinion upon the principles involved in the policy which they had so ably and assiduously advocated in the documents which they had made public. They had entered upon office at a great crisis, and had taken the earliest, as well as every suitable opportunity to promulgate a bold and comprehensive policy as that which they would recommend this Colony to adopt in adjusting her commercial and fiscal regulations to the altered policy of the Mother Country. He presumed—indeed he had no doubt that some difference of opinion might exist as to

that policy; and the object he had in view in bringing forward his present motion was, as he had already stated, to elicit a clear expression of opinion on the part of that meeting as to the policy propounded by the retiring Council.

Mr. Bristow then read the motion and handed it to the chairman, who put it to the meeting, and declared it “carried unanimously.”

After a lapse of a few minutes, a gentleman at the lower end of the room, whom we understood to be Mr. Routh, rose and said that he believed there were two dissentients sitting beside him,—he at all events, for himself, was a dissentient! He objected to the policy *in toto*.

Some murmurs here arose, when the Chairman stood up and said that the motion was duly put and carried, and that the three gentlemen at the lower end of the room had expressed their dissent in time to be taken notice of.

Some further conversation ensued, but the decision of the Chair appeared to be concurred in by all but the “three dissentients.”

The meeting then proceeded to ballot for officers and Council for the present year, W. B. Cumming, Esq., and Thomas Ryan, Esq., having been appointed scrutineers.

After the balloting was concluded, the following gentlemen were declared elected—the President unanimously, and the rest by the majority of votes:—

Hon. Geo. Moffatt, M.P.P., *President*.  
Andrew Shaw, Esq., *Vice-President*.  
C. H. Castle, Esq., *Treasurer*.

#### COUNCIL.

Geo. Elder, Jun., Esq.	L. H. Holton, Esq.
David Torrance, Esq.	Thos. Ryan, Esq.
H. L. Routh, Esq.	T. B. Anderson, Esq.
James Law, Esq.	John Young, Esq.

At this stage of the proceedings considerable sensation was created by Mr. Holton, Mr. Elder, and Mr. Young (the only free trade members of the late Council, with the exception of the President, who had been re-elected) stepping forward to the table, and each, in the order in which we have named them, tendering his resignation in terms to the following effect:

“That highly as they esteemed the honor of being re-elected to the Council, more especially by so large a vote, displaying as it did the confidence of a large majority of the Board; yet, looking at the general result of the election as tantamount to a vote of censure upon the late Council with whose policy they were identified in every particular—knowing, moreover, that the opinions of the majority of the gentlemen just elected were totally opposed to the principles of that policy, and that therefore their position at the Council Board would be either that of ciphers or obstructives; under those circumstances, they declared that they could consistently take out one course—that of resigning—and they tendered their resignations accordingly.”

Since then we understand that the Hon. Geo. Moffatt has sent in his resignation also, but on what grounds we are not informed.

The proceedings of the day terminated by the election of the Board of Arbitration; the following gentlemen being declared duly elected:

#### BOARD OF ARBITRATION.

Henry Fowler,	James Breckanridge,	James Gilmour,
H. H. Whitney,	Wm. Lyman,	J. G. Mackenzie,
J. B. Greenshields,	James Mathewson,	Thomas Ure,
John E. Mills,	B. Hutchins,	E. F. Renaud.

### REPORT OF THE COMMITTEE OF THE BOARD OF TRADE.

The Council of the Board of Trade, on resigning at the expiration of their period of office, &c. entrusted to them by their constituents, beg leave respectfully to submit a report of their proceedings for the past year, and a summary of the important measures which have occupied their attention.

The Council entered upon office at a critical period for the interests of this Colony. The Imperial Government, founding their commercial policy on the general principles of Free Trade, was in the course of carrying through a measure which had for its object the immediate modification, and the ultimate withdrawal, of discriminating duties on corn, thus placing the bread stuffs of foreign countries on a similar footing with those imported from British possessions. The general scope and tendency of their policy, besides, was to restrict or discard the principle of discrimination on other products besides corn, thus pointing unequivocally to a final abandonment of the system of protection, and the universal application of a Free Trade Tariff.

Whatever difference of opinion may have existed amongst Members of Council, in regard to the wisdom of such measures, or their probable bearing on Colonial interests, the Council were unanimous in the belief, that the proper course to be followed here, was neither to remonstrate with the English Government, nor attempt any moral means of resistance, but promptly and energetically to adapt the circumstances of the Colony to meet the proposed changes. This has been the basis of their policy while in office, and it will afford them gratification to learn, that

the same views are entertained by their successors, as it is only, in their opinion, by the carrying out of such a line of policy, that the true interests of Canada, whether commercial or agricultural, can be effectually promoted.

One of the first acts of the Council, after their election, in April last, was to appoint a Committee of their number "to examine and enquire into the state of the trade of this Province, particularly with reference to the new commercial policy of England, and whether the principles of Free Trade might safely and advantageously be adopted by the Colony." The Report of this Committee having been published and circulated in August last, it will only be necessary here to glance at some of its leading features. In the first place, it expressed the opinion, that the imperial differential duties should be repealed, these having been originally imposed on our commerce as a protection for British colonial interests, and no longer desirable, now that Canada was to be virtually deprived of protection in the markets of Great Britain. Secondly, it recommended that the frontier duty of 3s. on American wheat, should be removed, the law imposing that duty having been enacted as a condition of the English Canada Corn Act, of 1843, the advantages of which latter Act to Canada, had been entirely annulled by the new Corn Law of Sir Robert Peel. Moreover, it asserted, that the duty referred to on American wheat, was of no manner of benefit to the Canadian farmer, while it operated most injuriously in restricting the carrying trade of the St. Lawrence. Thirdly, it advocated such a modification of the British Navigation Laws, as would leave us free to employ, at our option, the cheapest vessels that could be procured, whether British or foreign;—and lastly, it suggested the removal of all the restrictions that now operate against the free navigation of the St. Lawrence. The views entertained in this Report, were subsequently embodied in a memorial to Her Majesty, which was duly transmitted through the Governor General, and acknowledged in a despatch to His Excellency by Earl Grey, in September last.

Another subject of great importance to the trade of Montreal, which occupied the attention of the Council of the same period, was the deepening of Lake St. Peter. A committee of their number was appointed to confer with the Commissioners of the affairs of the Board of Works, on the progress and probable success of their efforts, which were then making for deepening the Lake, and the Commissioners courteously invited the Board to depute one of their members to accompany them on a visit to the scene of operations. This proposal was embraced by the Council, and from Mr. Young, who was the gentleman employed to undertake that duty, they had subsequently a detailed report of the investigation, which was ordered to be laid on the table. A difference of opinion has all along existed as to whether the Board of Works were justified in making a straight cut through the Lake, or whether they should not have proceeded to deepen the existing channel, but the Council without taking it upon them to decide as to the proper course to be pursued under the circumstances contented themselves with memorialising the Governor General on the general subject, expressing their regret that the works on Lake St. Peter should have been even temporarily suspended, pointing out the loss and injury to trade arising out of the delay, and urging the necessity of completing the improvements without further waste of time.

The Council had also under their consideration at one of their first sittings the propriety of establishing a statistical library in connection with, and for the exclusive use of, the Board of Trade. It appeared to them that a felt deficiency existed in this quarter in regard to sources of statistical information, and that it was more than ever necessary, now that commercial questions were exercising such a powerful influence on the public mind, that the facilities for acquiring such valuable information as reliable statistical returns afford, should be increased and placed within the reach of the mercantile community. With this object in view, they have, through the Secretary, ordered several important works of the class referred to, besides making application to the Board of Trade of Halifax, Nova Scotia, and St. Johns, N. B., stating their desire to obtain statistical information respecting those Provinces, and requesting to be made acquainted with the best means of obtaining the same. It is obvious, however, that the end sought by the Council cannot be attained by one specific effort, but that a statistical library to be of much practical utility must be the result of gradual and constant accumulations, and they would accordingly earnestly solicit for this subject the attention of their successors in office.

Another highly important subject which engaged the attention of the Council at the commencement of their labours was the desirability of procuring meetings on 'change. It seemed to them to reflect on the mercantile character of this city, that unlike other towns of any commercial importance, no plan had hitherto been devised to enable its merchants to meet simultaneously for the despatch of business. The Council were unanimous in regard to the propriety of the measure, and on the 13th of April last appointed a committee to ascertain whether a suitable place could be obtained for the purpose. That Committee reported in favour of the Exchange News-Room, and eventually an arrangement was concluded be-

tween the Council and the Managers of that room, by which the use of it was procured for meetings on 'change for the half-hour between half-past twelve and one o'clock each day. The Council have reason to believe, that the practice thus originated has been attended with sensible benefit to the merchants of this city generally, and would earnestly recommend that measures be adopted for its continuation during the present year.

The attention of the Council was also directed about the same time to the defective nature of certain clauses in the new Bankrupt Bill, and a committee was appointed by them to take into consideration the objectionable provisions of that bill, and to make such representations on the subject as might be considered necessary. Since that measure became law, sufficient time has elapsed to afford it a fair trial, and the Council are of opinion, that although in some respects it is a decided improvement on the former statute, still that it is susceptible of amendment, and they would point more particularly to the provision rendering it indispensable that a commission issue within sixty days of the giving of notice, which, taken in connection with the provision admitting of arbitration, may altogether defeat in many cases proceedings in bankruptcy, as also to the unreasonable disparity in the proportions of number and value provided for in the cases respectively of accepting a composition and granting a discharge. The Council would express their earnest desire that those appointed to succeed them will give their early attention to the subject, and make such representations in the proper quarter, as may be attended with the desired effect.

On the 6th of August, the Council received a letter from certain Branch Pilots of Quebec, complaining of the mode the Trinity House of Montreal had adopted of receiving unqualified persons into the profession of Pilots. This representation was immediately submitted by them to the Trinity House, and the explanations of that Board, which appeared to the Council sufficiently explicit and satisfactory, were transmitted to the complainants, who have taken no further action in the matter.

Early in September, the attention of the Council was drawn to the necessity that existed for establishing Telegraphic communication throughout Canada, and betwixt Canada and the United States, and a proposal was about the same time made to them by a Mr. Darrow on the part of an American Company, for constructing such a line of communication from Montreal to New York. With Mr. Darrow they had repeated interviews on the subject of his proposal; but it appeared to them, after mature consideration of all the circumstances of the case, that the plan suggested by him was not of such a character as could be recommended by the Board.

Perceiving the advantage that would result in the procuring of early intelligence, from establishing a Telegraphic line to Halifax, and at the same time the hopelessness of constructing and maintaining such a line, without the aid of the Imperial Government, the Council memorialized the Government on the subject, and received what may be considered a favourable reply; the Government requiring to know, before coming to any conclusion, the probable cost of such a line of Telegraph, and the traffic which might be reasonably expected, besides what sums, if any, the Legislatures of Canada, New Brunswick, and Nova Scotia, would vote towards the undertaking. As, however, by the time this reply reached the Council, a Company had been formed at Quebec for the purpose of constructing such a line of Telegraph, they deemed it proper to transfer to that company the reply of the Government, stating at the same time their willingness to cooperate with them in securing the aid of the Government towards advancing the work.

The Council had also under consideration the plan of constructing a Telegraph betwixt Montreal and Portland, and in November last they received a letter from Mr. F. O. G. Smith, of Portland, strongly recommending the line in question, and offering to construct the same on certain terms. It was deemed expedient, however, by the Council, after mature deliberation, to abandon the scheme for the present, as in the course of a few years the completion of the Rail-road now in progress between the two cities, would afford facilities and advantages for the construction and maintenance of such a line of Telegraph, as are not possessed at the present moment.

The fourth telegraphic scheme which attracted the notice of the Council, was the construction of a line betwixt Montreal and Toronto, connecting at the latter city with the Canada Junction Line, thus bringing Montreal into direct communication with Buffalo, and thereby with all the main lines in the United States. The advantages of this scheme over the others were immediately apparent to the Members of the Council, for not only did it present the greatest attractions as a profitable and useful undertaking, but it possessed the merit of connecting all the important towns of Canada, while at the same time it supplied the desideratum of a direct communication with the cities of the United States. This scheme obtained in consequence the preference of the Council, by whom a plan was projected for forming a Telegraph Company, which has since been organised, and the proposed line of Telegraph is now in the course of construction.

A subject of the greatest importance to the trade of Montreal, viz. the closing of the Lachine Canal, presented itself to the notice of the Board so far back as the month of July. On the 4th of that month, a communication was laid before them from the Secretary of

the Board of Works, stating the necessity of closing the canal for a month during the season, and desiring the opinion of the Council as to the fittest time for doing so. To this communication the Council replied that August was the most suitable month for suspending the navigation of the Lachine Canal, and that the suspension could not be carried into September without causing a certain amount of embarrassment to the trade of the country. On the 1st of September the Council then directed the Secretary to address the Department of Public Works, stating the anxiety of the trade to be made aware of the precise time when the Canal would be opened for business, and requesting information thereon.

On the 5th of September, a communication was submitted to the Council from the Department of Public Works, intimating a wish to obtain their opinion whether the exigencies of the trade were such as to require the Lachine Canal to be re-opened previously to the 30th September, or not, whereupon it was resolved by the Board, that it would prove a great loss to the trade to have the Canal closed after the 15th September, but in consequence of the necessity existing to have the works then going on finished, the Council would recommend the Board of Works to keep the Canal closed until the 30th September, provided that on that day the Canal could be opened for business, and that the keeping of it closed till that period would in the opinion of the Board of Works ensure its completion without further interruption of the navigation. Otherwise that the sooner the trade was relieved from the inconvenience to which it was exposed the better.

The result of the whole was that the Canal was reopened for business on the 15th September. The Council have been thus particular about details and dates, as they were very unjustly censured at the time by some of their constituents for first neglecting and then compromising the interests of the public in this important matter, a charge which the whole evidence in the case completely rebuts.

The Council having had under their notice a public announcement from an agent of the patentee, in the United States, of the Electro-Magnetic Telegraph, to the effect that he was about to apply to the British Government for patent rights, not only in the United Kingdom, but in the British North American Provinces, deemed it expedient to memorialize Her Majesty's Secretary for the Colonies against the extension of those patent rights to Canada, urging the following grounds as reasons for the refusal:—1st, because by the law of Canada no foreigner or non-resident can obtain patent rights in the Province for a foreign invention; and, 2ndly, because, by the practice of the patentee in the United States, one-half of the profits derived from the working of the invention is exacted by him for its use, terms which would not be required here if the patent rights were not conferred. To this memorial it has been replied, that orders have been given to stop the issuing of the said patent rights, until the case be further represented.

The attention of the Council was directed in November last to a proposed sale of mill sites on the Lachine Canal. Two of those mill sites were situated so contiguous to the great thoroughfare leading to the Canal, and to the bridge over the Canal, that it appeared to the Council desirable that in place of allowing them to be built upon, which would tend to confine and embarrass the traffic along the street, particularly at the crossing, the whole space should be left open, and they accordingly remonstrated with the Board of Works against the proposed sale, which was ultimately abandoned.

It has already been stated that a Committee of the Council was appointed for the purpose of reporting on the state of the trade of the Province. At the time of making that report, the Committee purposely reserved one main branch of their investigation, viz. the Provincial tariff for a future report. This second branch of their labours has since been completed, but as the subject is so intricate, and such a diversity of opinion exists in regard to it, the Council have not deemed it prudent to take any further action in the matter, except ordering the report to be laid on the table, and urging on the Government in general terms, such a modification of the tariff as may tend to promote the commerce of the country. To this, however, the Council will refer more particularly when treating of the memorial to Government, on which that recommendation occurs.

The Usury Laws had frequently excited discussion in the Council, and a Committee was at length appointed to enquire whether it would be advisable or otherwise that these should be repealed in this colony. The report of this Committee was unanimously adopted, and a copy of it was submitted by memorial to His Excellency the Governor General. The grounds on which the Council recommended the repeal of those laws are as follows:—

- 1st, Because there is virtually no distinction between lending money, and lending or selling any other commodity.
- 2nd, Because the principle of restricting by law the profit to be taken by the lender of money for its use, is opposed to the best interests of this country, inasmuch as it opposes the tendency of capital as of every other marketable commodity to find its natural level, thereby discouraging the industry and enterprise of the people of this colony.

3rd, Because the principle of competition amongst capitalists would unquestionably tend to keep the market rate of interest moderate and steady.

4th, Because Usury Laws have not the effect which was sought for by the Legislature, of protecting the humble borrower against what may be termed the exactions of the rich.

5th, Because from the average Statute rate of interest which prevails in the neighbouring Republic, being considerably higher than what is allowed in this Province, the inference is irresistible that Foreign and British capital will seek investment there rather than here.

These are some of the principal grounds on which the Council are prepared to oppose the law in question.

Another subject of great importance, not only to the mercantile interest, but to the public generally, which engaged the attention of the Council, was the operation of the present Registry Law and the state of the Registry Office in this city. The Council have been at considerable pains in investigating this subject, and have prepared a report which has been submitted by memorial to Government. In regard to the Registry Law, they are of opinion that the following amendments are imperatively required:—

1st, That as no provision was made for the registration of conveyances of property prior to the enactment of the Registry Law, means should be taken to prepare an index to estates, which would go far to supply that deficiency.

2nd, That all titles should take precedence according to the date of their registration.

3rd, That the registers of Seigniors should receive the sanction of law, and that Seigniors should be compelled, on receiving a small fee, to give a certificate of the amount of dues and times of payment, on any Seigniorial property.

4th, That Tutors and Curators, previous to their being invested with their trusts, should be informed by the Judge that unless the trusts are settled on some specific properties, they will operate as a general mortgage on the whole of their real estate.

5th, That the Act 8 Vict. cap. 27, containing the important provision with regard to the renunciation of conventional dowers, and which expires by limitation at the end of the ensuing session of the Legislature, should be continued.

And with regard to the state of the Registry Office in this city, the Council have come to the conclusion:—

1st, That the present system of restricting registration to one book, is utterly inadequate for conducting the business of the office, and that the various kinds of deeds should be reduced to seven classes, for each of which there ought to be a separate volume, with an index for every letter in the alphabet.

2nd, That the clause in the Act 4 Vic. cap. 30, sec. 20, which provides for an index to estates, should be rigidly enforced.

3rd, That the fees for search should be framed on such a scale as will ensure an equitable compensation and no more, for the labour employed in making the search.

4th, That the Registrar should be compelled by law to preserve all the Registry Books, Deeds and Documents appertaining to the office, in a vault or other fire-proof place, for security against fire.

Such are the leading reforms on the system of registration, which in the opinion of the Council are more immediately called for.

The important subject of the Post Office has not escaped the observation of the Council, as some time ago they appointed a committee to enquire into and report on this branch of the public service. The subject, however, is so difficult of investigation, that the Committee has not yet brought its labours to a close.

The Council knowing the general desire that would be felt to ascertain whether under the operation of the Act passed during the present Session of the Imperial Parliament suspending the Navigation Laws, in relation to the importation of Corn into the United Kingdom, foreign vessels would be permitted to ascend the St. Lawrence to the port of Montreal, for the purpose of taking on board cargoes of the breadstuffs specified in the statute, addressed the Inspector General, for information on that point, and it appears from the replies addressed to the Council that foreign vessels would not be permitted by the Act of the Imperial Parliament referred to, to ascend the St. Lawrence to the port of Montreal for the purpose specified.

One of the last acts of the Council, as it was one of their first after taking office, was to bring the state of the trade of the country, once more under the notice of the Government. This they did by memorial, under date the 15th March. In that memorial, after stating their opinion that the recently adopted commercial policy of the Mother Country, imperatively demands the immediate attention of the Provincial Legislature, they proceeded to point out the laws which press most injuriously on the energies of the inhabitants of this Province, viz.: first, the Navigation Laws, secondly, the Imperial Differential Duties; thirdly, the duties levied on Agricultural Produce; and lastly, the restrictions maintained against Foreign Vessels navigating the St. Lawrence. Next, they suggested that, with the view of promoting and encouraging industry all raw materials required for manufacturing purposes, should be admitted free of duty, and further that the duties on all imports should be levied in the legal currency of the Province. They likewise recommended that the practice of exacting bonds from Importers on placing goods

under the Queen's lock as security for the payment of the duties upon them should be entirely abolished; and finally, they urged, that along with the other reforms suggested, the scale of tolls now levied upon the Provincial Canals, should undergo a thorough revision, with a view to the substitution of such rates as might be calculated to attract the trade of the West to the channel of the St. Lawrence.

In conclusion, the Council would take the liberty of reminding the Board of Trade, that the crisis to which they referred, at the opening of their Report, is not yet passed, but may be said to be only yet begun. That nearly a year has elapsed since the enactment of the Free Trade measures of England, and that no corresponding action has yet been taken by the Provincial Government.

Under such circumstances and particularly in the view of the approaching Session of the Legislature, peculiar vigilance is required on the part of the representative body of this Corporation, to insure that no measures prejudicial to the trade and commerce of the country shall be passed without their strenuous remonstrance and opposition, and that such measures may be brought under the attention of the Legislature, as may most effectually adapt the circumstances of the Colony to its altered commercial relations with the mother country.

The Treasurer's statement and account for the past year, are laid on the table, and will be appended to this Report.

G. MOFFATT, *President.*

FREDERICK A. WILSON, *Secretary.*  
Montreal, 5th April, 1847.

### QUEBEC BOARD OF TRADE.—ANNUAL MEETING.

At the Annual General Meeting of the Quebec Board of Trade, held Monday Inst, in the Exchange, the following gentlemen were elected Officers for the ensuing season:—

**COUNCIL.**—The Honble. Wm. WALKER, *President*, JAMES DEAN, *Vice-President*; H. J. NOAD, *Treasurer*.—P. Langlois, Junr., A. Gillespie, H. LeMesurier, Senr., J. B. Forsyth, G. H. Parke, J. Tibbits, W. Stevenson, A. Laurie, C. Wurtle, T. H. Oliver.

**BOARD OF ARBITRATION.**—J. Bonner, W. Stevenson, J. Gillespie, James Gibb, A. Laurie, W. Petry, J. Dean, H. J. Noad, W. Walker, Junr., P. Langlois, Junr., H. LeMesurier, Senr., G. H. Parke.

### REPORT

The Council of the Quebec Board of Trade, in resigning to their commitments the charge committed to them for the past year, beg leave to submit the following Report of their proceedings.

The great changes in the commercial policy of Great Britain as sanctioned by the Imperial Parliament, caused your predecessors in office, under date of the 20th March, 1846, to petition Her Majesty, showing the anxiety and alarm created in their minds by Her Majesty's Government adopting a system of commercial policy at variance with those maxims of protection and old established principles, which had hitherto been acted on in regulating the trade of Great Britain and her possessions abroad; in answer to which your Council received from Mr. Secretary Higginson, a letter, dated 8th June, 1846, stating that Her Majesty having recommended to Parliament a particular course, had no reason, in the reception which Parliament had given to the recommendation, to adopt any alteration in it.

Regarding the duties on Timber and Deals, your predecessors, in their petition just referred to, showed that the effect of the changes would be to grant a direct premium to the producer in the Baltic, who although he will pay after the 1st April, 1848, 15s. per load on Timber, and the British North American produce only 1s., yet the average difference of freight being 20s., gives a clear gain of 6s. per load to the former.—Instead, however, of taking this view, the Right Honble. Mr. GLADSTONE, the then President of the Board of Trade, considered that the competition was by no means unfavorable to the Timber and Deals of Canada, and not only that it was not unfavorable, but he conceived that to no inconsiderable extent the consumption of Baltic Timber is actually auxiliary to the demand for that of Canada, and therefore that to this extent a measure which cheapens the first is likely to cause positive improvement in the market for the last.

Mr. GLADSTONE seemed to forget that an immense demand for wood had arisen in England since Railways had been so widely extended; for were his arguments sound it would follow that the more you encourage the foreigner the more you benefit the Colonist, whereas it is notorious that while the foreigner is now a gainer to the extent of the reduction of the duty, the North American Colonies are with difficulty continuing the Trade, and the consumer in England for whose benefit these changes were made is paying nearly what he formerly did. At a time of such trying competition, your Council beg to call the attention of their successors to a stipulation insisted on by the Commissioner of Crown Lands, in the Licences issued last season to cut Timber on the Lands of the Crown, obliging each holder to manufacture 1000 feet annually for each mile of his limits.

This stipulation it was seen would have caused such an immense over supply in the market, especially of Red Pine, that a remonstrance on the part of several of the leading houses in the trade was made to His Excellency the Governor General, and the clause in consequence suspended till the 1st May next.

Your Council however trust their successors will petition for the total repeal of this stipulation, which if persisted in would in years when prices are low entail loss or ruin on parties holding licences, who ought to be the best judges of their own interests.

Your Council have called the attention of the Executive to the subject of Cullers' fees, which require great reduction, for not only is there a large surplus in the hands of Government, but Cullers of square timber are enormously over paid.

Your Council petitioned the Provincial Legislature, on the subject of the duties levied on agricultural produce which they consider highly objectionable in principle and injurious to the commercial prosperity of the Colony, but without success; they however recommend to their successors the importance of attending to this subject.

The privilege granted to the Colonial Legislatures of repealing all or any of the differential duties, is another proof of the interest taken by the Mother Country in our welfare, and will no doubt be favorably considered when our Parliament assembles, as well as the necessity existing of removing all duties levied on Raw Materials required for manufacturing purposes, following the steps of the Imperial Legislature in this respect, which has been attended with most beneficial results.

Your Council have seen with much pleasure the liberal policy now adopted by our Sister Colony of Nova Scotia, in passing an Act to come into operation on the 5th July next, allowing all articles the growth, produce and manufacture of any of the British North American Colonies to be imported duty free, provided such Colonies shall allow the Importation free from duty of all the articles the growth, produce and manufacture of Nova Scotia, and your Council hope this is the commencement of one uniform inter-Colonial system, and recommend their successors to petition the Legislature to pass a similar Act.

Your Council would urge on their successors the propriety of petitioning the Legislature that all duties should hereafter be levied in the legal currency of the country instead of sterling money, which would save much time and tend to make Entries at the Custom House more simple, and they would further recommend them to petition that the vexatious and unnecessary law making it incumbent on the officer of H. M. Customs to exact Bonds from importers on goods placed under the Queen's lock be abolished, the precaution being uncalled for, as in no instance will the Crown part with the goods until the duties are paid, or otherwise secured by law.

The attention of the public has been lately drawn to the Usury laws now in force, and as the subject will be in all probability brought prominently under the notice of the Legislature at the approaching session, your Council feel no hesitation in expressing their opinion that they ought to be repealed in all commercial transactions as they have been in England, but not in reference to Bonds, Mortgages, or other incumbrances on Real Estate.

A temporary suspension of the Navigation Laws in England has given rise to much controversy both there and here, whether it would not be for the benefit of the Empire to repeal them totally; but as this subject rests entirely with the Imperial Legislature, your Council deem it unnecessary to go into any lengthy detail, but they are decidedly of opinion that encouragement and protection should be afforded the British and Colonial shipping over foreign.

A matter concerning us as closely is the free navigation of the St. Lawrence, and on this your Council are at no loss to express their opinion, which is, that it is to be hoped the British Government will never allow the subject to be discussed with the Government of the United States.

In the same way as the American Government are endeavouring to secure our trade through their territory by means of the Drawback Bill, let us exert ourselves in endeavouring to secure the transport of the produce of the Western States by removing all restrictions from American shipping navigating our noble river, and by reducing the rates now chargeable on all vessels passing through our different canals.

The limited size of these has hitherto prevented parties availing themselves of the provisions of the Act of 8 and 9 Vict. c. 93, commonly called the British Possessions Act, which in the opinion of your Council permit American vessels from ports in the United States on the Upper Lakes to come direct to Quebec with American produce by inland navigation. Our canals having been greatly enlarged, render it probable that this direct trade will now be rigorously prosecuted, and under this supposition your Council addressed the Collector of Her Majesty's Customs asking whether such vessels would be admitted to entry on arrival at this port; in his opinion they would not; but being a matter of great importance, the subject has been referred to the Commissioners of Customs, whose reply may be looked for in May or June.

As a great improvement would result to the citizens of Quebec, were the English mail for this city to be forwarded *via* Stanstead instead of by the circuitous route of Montreal, your Council endeavoured to impress on the Post Office department the necessity of such a change, but in answer they were informed that as the instructions are imperative that the mails be sent in charge of an officer inact from Boston to Montreal, the prayer of the Council could not be entertained. In the opinion of your Council, a great change for the better could be effected were the letters for Quebec forwarded direct from Halifax, provided a steamer were to ply regularly between St. John and Annapolis, for the mails would then reach Quebec in five days. In no part of the continent is greater reform wanted than in the route between this and the Lower Provinces.

Much as your Council would wish to see the adoption of the penny postage in British North America, they fear the widely scattered and extended settlements would make the experiment too costly, and they did not consider themselves justified when calling the attention of the Post Master General to the subject to ask for any further reduction than the rates established in the United States, viz: 3d. and 6d. according to distance.

The establishment of an Electric Telegraph between Halifax and this city, to form a continuous line of instant communication from the seaboard to the interior of this continent, in an object of great interest and importance, and your Council have reason to believe it will be in successful operation between Halifax and Sarnia during the present season.

Your Council learn with satisfaction that the great national undertaking of a Railway to Halifax continues to occupy the attention of Government, and that surveys are now in active progress, and it is to be hoped the enterprise will be commenced at no distant period and prosecuted with that vigour its vast importance demands. Additional motives might be adduced, were such necessary, to stimulate immediate action on the part of Government in furtherance of this great object.

In the present unfortunate conjuncture, when destitution and suffering are exhibited in such appalling form, and prevailing to such an alarming extent throughout Great Britain, any means that can be devised to afford even temporary relief are deserving of attention, and infinitely more so if likely to be productive of permanent advantage. Were the undertaking once commenced, with the determination of continuing it to the Upper Lakes, ample employment would be afforded to thousands who will visit our shores in search of food and employment, and the relief would not cease with the termination of the work, formed along a line of a vast and fertile country, now a wilderness, and which by well directed management would furnish a home for all employed.

During the past season, a flagrant violation of the Passengers' Act, resulting in much suffering and death, was brought by your Council under the notice of the Imperial Authorities, and a prompt communication was received, stating the case would undergo searching investigation, and that proper precaution would be taken to prevent the recurrence of similar disgraceful occurrences.

The Council in resigning their trust, beg to call the attention of their successors to the improvement of the River St. Charles, which, with the increasing trade of our port, is of great importance, and although aware the subject is now under consideration of the Board of Works, and that there is every disposition on the part of the heads of that department to make the necessary improvements, yet they fear the calls on them are so numerous that means may not be found to enable them to do as they would wish. Under this apprehension, your Council regret the offer made by a most numerous class of our citizens, to improve the St. Charles and to build a breakwater, was not favorably entertained by the executive.

It being understood, however, that the Provincial Government are to make these improvements, your Council are of opinion that Commissioners should be appointed, with authority to borrow money for this specific object, in like manner as the Montreal Harbour Commissioners were empowered, should the Board of Works not be able to commence them immediately.

The necessity existing for a new and commodious Custom House, in an eligible situation, has been repeatedly brought before the notice of the Executive, but your Council regret to say their application has not hitherto been acted on.

Your Council have had under consideration the want of an Insolvent Debtor's Act, which subject they recommend to the prompt notice of their successors.

The Chief Police Magistrate, last year, kindly volunteered to visit New York and Boston, with the view of suggesting some improvement in and on the Water Police and Seamen's Act, which your Council have this year gladly availed themselves of, as there is little or no improvement apparent on our port, notwithstanding the large annual expenditure, and which your Council attribute mainly to the defect in the laws now existing.

From Mr. Justice McCord a draft of a Bill has been received within the last few days, therefore your Council can do nothing but refer it to the immediate attention of their successors.

The Treasurer's accounts are open for inspection, and a detailed statement of receipts and expenditure connected with Water Police is made out for the information of the shipping interest.

WM. WALKER, President.

### FUTURE TRADE OF THE ST. LAWRENCE.

We copy the following remarks on the future trade of the St. Lawrence, from the Cincinnati *Merchants' Exchange Reporter*. The letter to which they refer presented a short statement of the changes that are likely to be made in the Colonial commercial laws, and the advantages these changes will offer to the Western merchant and shipowner.

"We find in a communication published in the Cleveland Herald, addressed by a *Canadian* to the editor of that paper, the following remarks and suggestions in regard to the Commerce of the St. Lawrence, the trade of the Canadas, and the tonnage of our Lakes.

"The proposition to employ the Lake vessels, during the winter months, in the Atlantic and Gulf Trade, is not new to us. It is, we conceive, one of the most utilitarian ideas of the age—a project for economy which would necessarily greatly enrich our Western Commerce, and indeed, the whole nation. Of what vast use would the numerous large Lake craft now be in the Gulf and Coast Trade, thus enabling the still larger sea vessels to engage in the exportation of our products to Europe. Suppose that at this time the fleet upon our Lakes could be brought to the aid of our Atlantic Commerce, how greatly would both the producer and shipper be benefited thereby, reducing as it would the rates of freights, thus is the same ratio enriching the farmer by the increased prices of his productions, and also the merchant by facilitating and ensuring promptness in forwarding.

"And the sail-craft are not all which might find employment in winter. Why should not the steamers and propellers leave the Lakes in season, at least a large share of them, to reach the Mississippi before the winter gales, and be employed during the winter in the navigation of the father of waters and its tributary, *'La Belle Rivière'*? Perhaps the latter project might not be profitable, and perhaps, also, the canal will not let them out. Nevertheless we cannot deny ourselves one of *'the pleasures of imagination'* in fancying that, at flood tide, a few of the mammoth lake steamers are delivering and receiving freights at our landing. How would it seem? Could our boats, which we denominate *'splendid shine then?'*

### SIGNS OF THE TIMES.

We give below the copy of an address to the electors of the county of Wentworth, by a gentleman named Down. That address explains itself. The objection to Mr. Aikman, the proposed candidate for the county, is, that he is not a Free Trader. Thus an important constituency has taken the first opportunity of requiring a pledge on this subject, and dividing the ground at the spot which the Protectionists and Free Traders have marked out. The example will most certainly not be lost on other constituencies, and candidates must prepare themselves henceforth to speak out boldly either on one side or the other of the question:—

*To the Intelligent and Independent Electors of the Townships of Brantford, Binbrook, Saltfleet, and Onondaga.*

GENTLEMEN,—

You have doubtless seen in the public journals an account of the meeting of Delegates held at Duff's Hotel, on the 23rd ultimo. You are also aware that it was convened for the purpose of selecting, if possible, a fit and proper person to represent the Conservative interest in the County at the next general election.

The result of that meeting has been but partially given, and I feel it due to the electors of Brantford in particular, and to the electors of the Townships above addressed, not represented at the convention, to supply the omission.

It would appear, by the reported proceedings, that Mr. Aikman was unanimously selected by the members of the convention present as the fittest and most desirable person in the county to be put in nomination for its representative, and also that the electors were in a great degree pledged by the choice of their delegates to use every possible means to secure his election.

Believing that I was appointed one of the delegates to the convention solely because I advocated at the preliminary meeting in this township, in conjunction with my colleague, Mr. Good, the necessity of selecting for our representative a gentleman of sufficient energy and ability willing to adopt the enlarged commercial policy of the Imperial Parliament to the exigencies of this Province, I felt that I should be very inadequately discharging the duties and confidence bestowed on me, if I did not oppose the selection of one whose opinions are known to be in favour of upholding that most pernicious of all monopolies to this Province,—the Carrying Trade.

I therefore met the nomination of Mr. Aikman with the following resolutions, viz:

1st. That the members of this convention present do not feel themselves justified, in the absence of delegates from the townships of Binbrook, Saltfleet, and Onondaga, in selecting a conservative candidate for the representation of the county of Wentworth.

2nd. That this convention do adjourn until the dissolution of the present House of Assembly be positively known.

These resolutions were lost,—the delegates of two townships, and a volunteer delegate from another, voting against it.

I will make no further comment on this proceeding than to observe, that there are seven townships in the county, and that Mr. Aikman is the nominee of only two of them. I took some pains to explain to the meeting, and in particular to the gentlemen who proposed Mr. Aikman, that the nomination of that gentleman by so small an assemblage of delegates would be probably not very acceptable. But it was persisted in. This explanation, which I conceive the electors of the unrepresented townships, and the dissentient one, are entitled to, will leave them at liberty to take what course they please.

Should the present Parliament live its natural existence, and there appears to be little prospect of its immediate dissolution, there will be a long interval between this and another election. Gentlemen, you will have well employed that time, if, when it shall have terminated, you are prepared with a candidate worthy of the honour, and well qualified to represent you.

Never had this Province greater need of all the energies and discretion of its electors than it will have at the next general election. We are fast approaching a new era in the annals of this Province. The Mother Country is about to try the experiment of governing colonies, when placed on the same footing with independent and foreign powers. This bold experiment—for it can be called nothing less—will be a dangerous one, unless representatives of enlarged and liberal, but conservative views be selected by the respective constituencies of the colony. It is an experiment, I think I am justified in saying, that will render the discharge of senatorial duties more hazardous to the Legislature, and of more importance to this country, than during any other period of its history. The more arduous, and the more important, then, are the duties required of a representative, so much the more circumspect should you be in the exercise of your elective franchise. Pledge yourselves, therefore, to no candidate till you have tested his qualifications for the high and important trust he seeks. It is your privilege to apply a test, and to ascertain the political bias of your candidate; for no member is worthy of being called your representative whose opinions are not, in the main, identical with your own. It is in fact the only guaranty you have of an honest and faithful discharge of parliamentary duties. The future prosperity of the colony may be said to be involved in the general exercise of this right, for if your interests be not ably and properly represented, how can you expect the enactment of remedial measures?

It is to be hoped that the agricultural electors especially, not only of this county, but of the Province generally, will support only such candidates as will, if returned to Parliament, advocate the application to this colony of the principle involved in the new commercial policy of England. If it be wise for a wealthy country like England to "buy in the cheapest and sell in the dearest market," it cannot be a folly to allow a poor one like Canada to do likewise.

On the application of this policy to this colony, and the removal of all restrictions, depends our future weal or woe. Everything depends, therefore, upon the good sense and judgment of the great body of electors. If you exercise but common energy and discretion, you will be able to carry the election of such a candidate as I have attempted to describe; but there will be little or no advantage gained if you displace one automaton merely to set up another.

I have the honour to remain, Gentlemen,  
Your most obedient servant,

Braniford, March 30, 1847.

ROBERT R. BOWN.

### TO THE QUEEN'S MOST EXCELLENT MAJESTY,

*The Memorial of the President and Directors of the Great Western Railroad Company, in the Province of Canada,*

HUMBLY SHEWETH,

That your Memorialists, in common with your Majesty's loyal subjects in Canada, have learned with sorrow and dismay, the sufferings and destitution of the laboring poor in Ireland and Scotland,—that your Memorialists feel it to be their duty, not only to contribute from their respective private funds towards the immediate relief of that portion of their fellow-subjects, but also if possible to devise and suggest for your Majesty's gracious consideration, other and more permanent means of ameliorating their unhappy condition. And having turned their most anxious attention to this important and interesting subject, now humbly beg leave to suggest the following as the result of their deliberations.

Your Memorialists humbly conceive that the removal of a large number of the laboring poor from Ireland and Scotland to this Province, and their employment on their arrival here upon works of a public description, may with the efficient aid of your Majesty's Imperial Government, become a permanent benefit to the Emigrants and to your Majesty's North American Colonies.

Your Memorialists therefore, humbly suggest the union or connexion of Emigration from Ireland and Scotland with the construction of internal improvements in these Provinces.

And as there are strictly speaking, no works to any great extent now in progress or in contemplation by the several Governments of these Colonies, your Memorialists would humbly suggest that employment to the Emigrants upon the several lines of Railroad now chartered, or in contemplation, in these Colonies, would afford a wide field for the proposed plan. The introduction of a general system of Railways here has for some time past, forced itself upon the notice of all who take a deep interest in the growth and prosperity of this portion of Your Majesty's dominions, both from its importance in its local effects and in its necessity in a national point of view; but the want of the required amount of capital has hitherto opposed an insurmountable obstacle to its realization.

Your Memorialists humbly beg leave to represent, that charters for several Railways have already been obtained, extending from the Western extremity of this Province to the City of Montreal, and from thence it is intended to be continued to Quebec and Halifax.

Of this line, the Great Western Railroad is a most important portion: It extends from the City of Hamilton at the Head of Lake Ontario, to the Town of London, and from thence branches into three lines, the one to end at Windsor, opposite Detroit, another at Port Sarnia, at the foot of Lake Huron, and a third at Goderich, upon Lake Huron; it also has a branch to the Niagara River: Its capital stock is £1,300,000.

In the opinion of your Memorialists, this Company can employ 10,000 laboring men upon the construction of the Road, and for the purpose of providing relief to the fullest extent, your Memorialists would humbly suggest that the intended laborers should be selected out of those who have small families, by which means an Emigration for this Company alone might be created to the extent of 50,000 persons: If the same scale were applied to the other Railway Companies, your Memorialists are of opinion, that the emigration may be increased to the extent of at least 250,000. Your Memorialists therefore humbly beg leave to suggest to Your Majesty, the propriety of Your Majesty's Imperial Government granting such loan to each of the said Companies as would ensure the employment of emigrants to the above extent, such loans to be at a low rate of interest and their repayment secured upon the line of each Company; and upon condition that a part of such loan—to the extent of one-eighth part thereof—be applied toward defraying the cost of transporting the emigrants and their families to this country. And in order the more fully to carry out and secure to the emigrant and this country the benefits to be derived from the proposed plan, your Memorialists humbly beg leave to suggest that each Company should be required to purchase from the local Government a sufficient quantity of the waste lands of the Crown, and lay the same off into suitable lots to be sold to each emigrant at a low rate, and the price thereof as well as the amount of his transportation here, to be paid for by such emigrant out of his wages, and in case of a remaining balance, after the period of his employment, reasonable time should be allowed for the payment of it upon interest—such terms to be regulated in the purchase of the land by the said companies with the local Government. By this additional means, your Memorialists humbly believe that all temptation on the part of the emigrant to leave this country at the end of his employment would be entirely removed; as from the time of his arrival, he would be certain of constant employment, a comfortable subsistence for himself and family, and eventually become the independent owner of a farm, himself the consumer of British manufactures and a producer of surplus agricultural products, while the works upon which he will have been employed will afford a cheap and constant transit for both. Before engaging in the necessity hardships peculiar to a new comer, in clearing up the forest, he will have been sufficiently long in the country to become acquainted with the modes of labour necessary in his new home, with the habits of the people of the country and the peculiarities of the climate. The Colonies will receive and retain an invaluable accession of a hardy and industrious population, well fitted to clear up and make productive the wild lands of the Country. The Colonies will have secured a vast system of Railway necessary to their rapid growth and permanent

prosperity, and Your Majesty's Imperial Government will have converted a large number of its subjects—who now subsist upon its bounty and upon the charitable contributions of that portion of Your Majesty's subjects who are blessed with greater abundance—into a happy and prosperous people.

Your Memorialists humbly beg leave to represent to Your Majesty that they are ready to give employment to the number of 10,000 laboring men upon the foregoing system, and that they have already applied to the local Government of this Province for a right of preemption to a quantity of the Crown Lands in a most desirable situation, in case it should please Your Majesty's Imperial Government to grant your Memorialists the required loan, and that your Memorialists have fully authorised the Corresponding Committee of this Company, in London, to enter into the necessary negotiations.

Your Memorialists further humbly beg leave to inform Your Majesty, that there are other projected Railways, Plank and Macadamized Roads in this Province, which might in a similar way be made subservient to purposes of Emigration and local improvement with great advantage, and with perfect security for any reasonable loan which might be advanced.

All of which is most humbly and dutifully submitted for Your Majesty's gracious consideration. And as in duty bound, your Memorialists will ever pray.

(Signed) ALLAN N. McNAB, Knt. President.  
GEORGE S. TIFFANY, Chairman.

Great Western Railroad Office,  
City of Hamilton, Canada, March 20, 1847.

We had prepared an article on a communication which appeared in the *Toronto Colonist*, signed "A Shopkeeper," commenting with much rudeness on the very interesting lecture, on the Usury Laws, which the Hon Mr SHEPWOOD obliged the Mercantile Library Association of this city by delivering in their rooms, a short time since: but we regret that a pressure of other matters precludes the possibility of inserting our answer in this week's paper. We shall take up the subject next week, and demonstrate that the ignorance of "A Shopkeeper" is about equal to his malevolence.

### LOCAL, PROVINCIAL, AND GENERAL INTELLIGENCE.

The *Cleveland Herald* reports the arrival of the *Chataouque*, Captain Duxton, from Detroit, which port she left on Saturday. The ice of the harbor, though much broken up, prevented her entering, but the passengers were got ashore.—A bill to incorporate the Nova Scotia Electro-Telegraph Company has passed a third reading in the Assembly of that Province.—A project has lately been started in New Brunswick for the making of a Marine Railway for the transportation of vessels across the isthmus between that Province and Nova Scotia.—At a meeting held in the Exchange News Room in this city, on Wednesday, it was decided, after a debate, to close that establishment on Sundays, for the future.—The weather for the last week has been stormy, accompanied with heavy rains. The ice, however, still remains firm on the St. Lawrence.

Those Subscribers to the 'ECONOMIST' who have preserved their numbers, are informed that an INDEX giving the contents for the year will be published with the first May number, and may be had, at a small expense, on application to the office.

A few of the bark numbers may still be had, though we cannot undertake to furnish complete files.

### THE MARKETS.

NEW YORK. 3rd April, 1847.

ASHEs are firm, with an upward tendency. Pots \$1 57½, Pearls \$3 25.  
FLOUR—Stock of Western nearly exhausted. Daily sales \$7 25 to \$7 50. Contracts for May delivery at \$6 12 to \$7, and for June at \$6 to \$6 25.

GRAIN—Wheat in good demand at from \$1 35 to \$1 45, and a lot of White Genesee has been placed at \$1 50, for delivery in May. Rye for export sold at 90 cents, and a lot of Barley for malting at 85 cents. Supply of Corn insufficient for the demand—advance from 2 to 5 cents; sales of large parcels at from 86 to 91 cents.—Exports, from 1st to 30th March. Corn, 1,188,240 bushels; Wheat, 82,789 do.

PROVISIONS—Old Ohio Mess Pork has advanced 50 cents per lb. Some 4000 bbls. have been placed at \$12 50 for Prime, and \$14 25 to \$14 50 for Mess. New Prime, to arrive in June, at \$13 50. Lard 10½ to 10½ cents.

FREIGHTS.—To Liverpool, London, and Glasgow, Flour 7s. to 7s. 6d., Provisions 8s. to 9s.

EXCHANGE.—Closing rates by last packet 4½, asking rates now 5 per cent.

MONTREAL. Friday Evening, 9th April.

ASHEs.—Nothing doing. Pots 27s. 6d. and Pearls 27s. 6d.

GRAIN—Nothing doing in Lower Canada Red Wheat. 10,000 bushels of Upper Canada Red have been placed at 6s. 2d. per 60 lbs., and about 15,000 Mixed U.C. at 6s. 9d. to 7s. 3d. We quote Barley at 3s. 6d., and Pease 5s. 6d. to 5s. 9d.

FLOUR.—A sale of Superfine, for immediate delivery, has been made at 35s., and some other lots at 34s. 6d. of same quality for cash. Sales for May delivery, at 33s. to 33s. 8d., and, for June delivery, at 32s. 6d. Oatmeal is in good demand at 34s. 6d. to 35s.

PROVISIONS.—Nothing doing since our last report. Prices nominal at \$16½ for Mess, \$15 to \$16½ for Prime Mess, and \$13 for Prime.

FREIGHTS.—We only know of one contract at 6s. 6d. for Liverpool from this port, by a vessel now in Quebec.

EXCHANGE.—Private Bills very dull at 5½ to 6 per cent. Banks draw at 6½ prem. on London; on New York, 2½ per cent. prem.



HOUSE OF INDUSTRY.

A MEETING of the COMMITTEE will be held on MONDAY next, the 12th instant, at THREE o'clock in the afternoon, in the CITY HALL Montreal, 10th April, 1847.

NOTICE.

MERCHANTS and others favorable to the Establishment of a NEW COMMERCIAL READING-ROOM & EXCHANGE, are requested to MEET at the OFFICE of ANDREW SHAW, Esq., THIS DAY, (SATURDAY,) 10th April, at TWELVE o'Clock. Montreal, 10th April, 1847.

NOTICE.

THE UNDERSIGNED hereby give Notice, that all Property consigned to them at Kingston, for furtherance to Montreal, will be received by them in their capacity of WAREHOUSEMEN, subject, when stored, to the following Rates of Storage, viz. —

- Flour, per Barrel, . . . . . 1d.
  - Beef and Pork, . . . . . 1/2d.
  - Ashes, . . . . . 1d.
  - Grain, per Bushel, . . . . . 1d.
- And other articles in proportion.

They further give Notice, that all Property Stored by them will be at the risk of the owners in respect of Fire, and other accidents beyond their control

MACPHERSON, CRANE & CO.  
HOOKER, HOLT N & Co.  
H. JONES & Co.

10th April, 1847.

HARDWARE.

THE Assignees of SCOTT, SHAW & CO. OFFER FOR SALE, the undermentioned GOODS, at the usual Credit, and at REDUCED PRICES

- English and Scotch Bar Iron,
- Banks's Best Refined do,
- Hoop and Sheet Iron,
- Charcoal do. do,
- Best Boiler Heads,
- Oval and Convex Iron,
- Cast, Shear, and German Steel,
- Spring and Blister Steel,
- Cast and Wrought Nails,
- Anvils, Vices, Bellows, and Smiths' Tools,
- Chains and Anchor,
- Iron Ploughs and Plough Mounting,
- Potash Kettles and Conlets,
- Bake Pans and Belbed Pots,
- Shovels, Spades, and Manure Forks,
- Pick Axes and Miners' Tools,
- 'Frax', Halter, and other Carriage,
- Blasting, F, FF, FFF, and Conister Gunpowder
- Grindstones,
- Seythes, Sickles, and Seythe Sneath,
- English Rosin,
- Whiting,
- Fresh Pul'y.

Together with a Full and Complete Assortment of SUELVY Goods, imported last year.

- At so,
- A Victoria Printing Press,
- 2 Large Copying Presses,
- Printers' Chases,
- A Scotch Cart,
- A Carver's Truck,
- 2 Large Box Slaghs,
- 1 Unfinished Cutter,
- A lot Wheelbarrows.

WM LYMAN, } Assignees of  
E. T. REINAUD, } SCOTT, SHAW & Co.  
P. HOLLAND, } 199, St. Paul Street.

2th April 1847.

ESTATE OF SCOTT, SHAW & Co.

A DIVIDEND OF ONE SHILLING and EIGHT PENCE per pound will be paid on or after THURSDAY, the 8th instant, to CREDITORS who have proved their claims against the above Estate.

WILLIAM LYMAN,  
EDWARD T. REINAUD, } Assignees.  
PHILIP HOLLAND, } 199, St. Paul Street

7th April, 1847.

NOTICE.

THE Undersigned having been duly appointed ASSIGNEE to the Estate of EDWIN ATKINSON Shoemaker, Great St. James Street, requests the immediate payment of all DEBTS due to the Estate.

All accounts not paid on or before the 20th April next, will then be handed over to an Attorney for collection. Mr. ATKINSON and Mr. JOHN SMITH are duly authorized by the Subscriber to receive payments and give receipts.

25th March, 1847.

JOHN LEEMING.

BY ORDER OF ASSIGNEE.

Cheap Boots and Shoes!

THE Public have now an opportunity of purchasing at COST PRICE and UNDER, all kinds of Gentlemen's and Ladies' BOOTS, SHOES, and SLIPPERS, at E. ATKINSON'S, Great St. James Street, (next door to Tetu's) as the whole of the Stock must positively be sold off, before the 1st of May. The GAS-FITTINGS and FIXTURES may be treated for on very reasonable terms.

Apply to E. ATKINSON, Great St. James Street, or to 9th April, 1847. JOHN LEEMING, Assignee.

GUANO.

TWENTY BARRELS for Sale, by JAMES R. ORR.

10th April, 1847

NOTICE.

OFFICE OF THE ST. LAWRENCE AND ATLANTIC RAIL-ROAD CO.

Montreal, 30th March, 1847.

THE Proprietors of Shares in the Capital Stock of the St. Lawrence and Atlantic Rail Road Company are hereby notified and required, to pay to the Treasurer, at the Company's Office, No. 18 Little St. James Street, in this city, the THIRD INSTALLMENT of FIVE POUNDS SIXTY-SIX SHILLINGS Currency per Share, on or before the 4th day of May now next ensuing. Persons residing in the District of Saint Francis may make their payments at the Agencies of the City Bank or Sherbrooke or Stanstead, as may be most convenient, from locality.

By order, THOMAS STEERS, Secretary & Treasurer.

FORWARDING.—1847.

THE UNDERSIGNED hereby give Notice, that on the Opening of the Navigation, they will FORWARD THE PRODUCE NOW IN THEIR STORES AT KINGSTON, subject to Freight at ONE SHILLING AND SIXPENCE PER BARRIL FLOUR, and other Property in proportion, together with the usual charges for Winter Storage and Marine Insurance; and that all other Property Forwarded downwards by them will be subject to such Rates of Freight as may be specially agreed upon, or as may be hereafter advertised

MACPHERSON, CRANE & Co.  
HOOKER, HOLT N & Co.  
H. JONES & Co.

Montreal, March 23, 1847

THE Subscribers have, this day, admitted Mr Wm. J. McDONELL, of Kingston, and Mr. JOHN FARROW, of Montreal, as PARTNERS in their Forwarding and Commission Business.

H. & S. JONES & CO. BROCKVILLE.  
H. JONES & CO. MONTREAL  
H & S. JONES, KINGSTON

Canal Wharf, Montreal, March 23, 1847.

For Freight or Charter to LIVERPOOL or the Clyde.

THE Barque "EUROPEAN," 525 Tons burthen, (new measurement,) coppered and copper fastened, will be ready to take in Cargo at Quebec, at the opening of the Navigation, and is an eligible conveyance for Measurement Goods.

Apply to W. BRISTOW, 26th March, 56, Commissioners Street.

HUNT'S

MERCHANTS' MAGAZINE, and Commercial Review.

BY FREEMAN HUNT, EDITOR & PROPRIETOR.

PUBLISHED MONTHLY.

AT 142 FULTON-STREET, NEW-YORK. At Five Dollars per annum, in Advance.

THE "MERCHANTS' MAGAZINE AND COMMERCIAL REVIEW" will continue to include in its design every subject connected with Commerce, Manufactures, and Political Economy, as—Commercial Legislation, Commercial History and Geography, Mercantile Biography, Essays from the ablest pens on the leading topics of the day, relating to Commercial Affairs, Descriptive, Statistical, and Historical Accounts of the various commodities which form the subject of Mercantile Transactions, Port Charges, Tarrifs, Customs and Commercial Regulations, Treaties, Customs and Commercial Regulations, Treaties, Customs and Commercial Regulations, and the different countries of the world with which we have intercourse, including their Physical Character, Population, Products, Exports, Imports, Securities, Monies, Weights, Measures, Finance and Banking Associations, Enterprises connected with commerce, embracing Fisheries, Incorporated Companies, Railroads, Canals, Steamboats, Banks, Post Offices, &c., Principles of Commerce, Finance and Banking, with Practical and Historical Details and Illustrations, Commercial Law and Mercantile Law Reports, and Decisions of Courts in the United States and Europe, including Insurance, Partnership, Prime and Agent, Bills of Exchange, Sale, Guaranty, Bankruptcy, Shipping and Navigation, &c. and whatever else shall tend to develop the resources of the country and the world, and illustrate the various topics bearing upon commerce and Commercial Literature; and we may venture to say that no work heretofore published, embraces in its pages so large an amount of information on all the subjects, as the fourteen volumes now completed.

Our means of obtaining the value of "The Merchants' Magazine and Commercial Review" are constantly increasing, and, with new sources of information, an extending correspondence abroad, and other facilities which several years' devotion to a single object have enabled us to make available, we shall be able to render the work a perfect vade mecum for the Merchant and Manufacturer, as well as to the Statesman and Political Economist, and indeed, all who desire information on the multifarious operations of business life.

GLOBE INSURANCE CO. OF LONDON

LIFE, FIRE, AND ANNUITIES.

CAPITAL, ONE MILLION STERLING, The whole paid up and invested, therefore affording to the Proprietors security against further calls, and to the Assured an immediate available fund for the payment of the most extensive losses; and therefore no person insured by THIS COMPANY is liable to be called upon to contribute towards the losses of others, as with Societies established on the principle of MUTUAL INSURANCE. No Entrance Money or Admission Fees required from persons effecting Life Insurances.

Officers in the Army or Navy are not charged with any additional Premium, unless called into active service. Policies for the whole term of Life will be purchased on Terms to be agreed on with the parties interested, should they be desirous of surrendering them to the Company.

The undersigned are authorized to insure Fire and Life Risks on very advantageous terms, and to settle Losses without referring them to England.

Consulting Physician,—Dr. CRAWFORD, Montreal  
RYAN, CHAPMAN & CO.  
Agents for Canada, MONTREAL  
1st Mar. 1846

"CANADA" WINDOW GLASS.

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

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

THE Subscribers have constantly on hand.—  
FLOUR, INDIAN MEAL, CODFISH,  
PORK, BUTTER, CHEESE,  
SALMON, 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 Street.

COMMISSION AGENCY.

THE undersigned beg to inform Purchasers in the QUEBEC MARKET that they are prepared to execute ORDERS for FISH, OIL, or WEST INDIA PRODUCE, at a Moderate Commission.

ALPURT & GLASS.  
Quebec, 3rd Sept. 1846.

JOHN LEEMING, AUCTIONEER.

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

"THE CANADIAN ECONOMIST,"

A Weekly Newspaper, DEVOTED TO THE INTERESTS OF COMMERCE  
PRICE of Subscription, 10s. per Annum,—payable in advance.

RATES OF ADVERTISING.

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

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

AGENTS FOR THE "ECONOMIST"

Upper Canada.

- LONDON, . . . . . Mr Thomas Craig, Bookseller.
- WOODSTOCK, . . . . . Mr James Laycock.
- BRANTFORD, . . . . . James Wilkes, Esq.
- HAMILTON, . . . . . Messrs. Ramsay & McKendrick.
- PORT DOVER, . . . . . Mr Alfred Hookwell.
- TORONTO, . . . . . Mr James F. Westland.
- WHITBY, . . . . . Mr G. Gavin Burns.
- DARLINGTON, . . . . . Mr Josiah F. Marsh.
- PORT HOPE, . . . . . David Smart, Esq.
- BELLEVILLE, . . . . . John Ross, Esq.
- COBURG, . . . . . Mr Lewis.
- KEMPLEVILLE, . . . . . Joseph Leeming Esq.
- PETERBOROUGH, . . . . . W. S. Conger Esq.
- KINGSTON, . . . . . Messrs. Ramsay & McKendrick.
- BROCKVILLE, . . . . . W. B. Wells, Esq.
- FRENCHTON, . . . . . Mr L. N. Patton.
- CORNWALL, . . . . . Mr John B. Smith.
- MARLBOROUGH, . . . . . Mr John Wright.

Lower Canada.

- ST. JOHN'S, . . . . . Messrs. Malt & Patten.
- THREE RIVERS, . . . . . Mr Stubbs, Bookeller.
- QUEBEC, . . . . . Mr. William Lano, Exchange.

PRINTED FOR THE COMMITTEE OF THE Montreal Free Trade Association,

PONOGUUE & MANTZ, PRINTERS.