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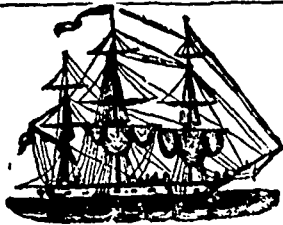
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 22ND AUGUST, 1846.

[No. 17.]

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 22ND AUGUST, 1846.

MONTREAL BOARD OF TRADE AND 'QUEBEC GAZETTE.'

In our last number we inserted a Report of the Montreal Board of Trade on the state of Canada, particularly as affected by the new commercial policy of Great Britain.

That document, from its intrinsic merit, as well as from the importance of the topics treated on, has doubtless engaged the serious attention of our readers, and we trust that it will be widely diffused not only in this Province but in the Mother Country. The public owe a debt of gratitude to the Montreal Board of Trade, for so promptly acting on the suggestion which we ventured to throw out, and for giving the weight of their character and influence to the principles which the Free Trade Association set forth in their Report on the same subject, dated 17th July last. We trust that the course pursued by the Montreal Board of Trade will be followed by all the other Boards of Trade in the Province; since it is to the combination of these public Boards, comprising as they do within their circle a large portion of the wealth and intelligence of the country, that we mainly look for a reformation of the abuses of our commercial system.

We think that the Montreal Board of Trade has done wisely in making a separate Report on those subjects which lie immediately within the sphere of action of the Imperial Government. To have intermingled questions which are within the province of our local Executive, would have embarrassed the discussion; and from the wide difference of opinion which prevails on such topics would perhaps have tended to prevent the attainment of the objects enumerated in the Report.

Let us not however be misunderstood. Concurrent with our claim on the British Government for the removal of all restrictions imposed by Imperial Acts on our commerce, must be our demands on the Provincial Government for a radical fiscal reform. The one is equally essential to our welfare with the other, and until both objects are gained we cannot look for commercial prosperity.

But, whilst we would by no means compromise or shrink from the expression of these opinions, we hold it prudent policy to avail ourselves of the assistance of those who are willing to further some, although they are opposed to other, of our aims. In this spirit we are quite willing to receive as coadjutor the worthy member for Durham, JOHN TREKERN WILLIAMS, Esq., who has recently enlightened his constituents on the subject of Free Trade; nothing doubting, that by the time we have succeeded with his assistance, in removing the impediments to our foreign trade imposed under the plea of protection to British shipping or manufactures, we shall also experience his valuable aid in the removal of those shackles imposed with a view to the protection of Canadian agriculture: or should we be disappointed in this expectation, at all events whilst thus unitedly fighting against protection we can mutually exclaim:

"Turn thou the mouth of thy artillery
As we will ours, against these saucy walls:
And when that we have dash'd them to the ground,
Why, then defy each other."

For the furtherance of the objects specified in the Report of the Montreal Board of Trade, we look with confidence as we have already stated to the other Boards of Trade in Canada. We rejoice to learn that in Canada West all these associated bodies are on the alert, and numerous representations, similar in their character to those which have gone forth from this city, will be transmitted to the Imperial Government.

Amidst the general movement, we ask: Will Quebec alone remain passive? Will her Board of Trade sit with folded arms, waiting to see what lucky circumstance in the chapter of accidents may occur to ward off the impending danger to her and our commerce? Is she not deeply interested in the question, whether the stream of commerce is to flow down the St. Lawrence, or be directed to the Hudson? Is she so confident of the continued monopoly of the Timber Trade—so free from all apprehensions of competition with the Baltic—as to make in her eyes every other branch of commerce insignificant and of no estimation? These are questions which it behoves her to ponder well, if she intends to maintain her present eminence, and still more if she determines fully to avail herself of her natural advantages in the commercial struggle with our enterprising neighbours in which we are about to embark.

It has been to us a subject of regret, since we entered on our career as public journalists, that we have experienced little sympathy or support in our objects from the inhabitants of Quebec. We have been, and are, loth to believe that any feeling of jealousy at the increase of the trade of Montreal, can have led to this estrangement. Sure we are at least, that, since our establishment we have never uttered one word that implied a preference of the interests of Montreal over those of Quebec, or indeed over those of any other city of Canada. All the measures we have advocated have been general in their character, and, to the best of our judgment, advantageous to the whole country. We have ever repudiated national or local preferences.

Again we ask, therefore, why is it that Quebec has stood aloof from us? If she differ from us, why has she not convinced us by argument of the erroneousness of our principles? If she agree with us, why does she not strengthen us with her assistance and support? In either case, we respectfully invite her to record her opinion. Surely the occasion is of sufficient importance to justify the invitation.

Since writing the foregoing observations, the *Quebec Gazette* of the 19th inst. has reached us, from which we gather that the Report of our Board of Trade has at least attracted the attention of the press of the sister city. We are glad to see this symptom of vitality in one of the members, and hope it may prove the precursor of renewed life and vigour through the whole body politic.

We infer from the article in the *Gazette* that the editor is an advocate for the continuance of the British Navigation Laws; but from the peculiar style in which he treats the subject, it is difficult to ascertain what are his actual opinions. We think most of our readers will admit that a *prima facie* case has been made out against the continuance of the operation of those laws in this colony, and that strong grounds have been assigned for our application for their repeal. It now behoves those who advocate their continuance to bring forward their case, and we venture to promise that when they do so we shall be prepared to rebut it.

The editor of the *Quebec Gazette* takes exception to the Report of the Montreal Board of Trade because they do not "trace out the probable causes of the comparative cheapness of the United States over Canadian vessels." We do not conceive it to have been any part of their duty to do so, the *onus probandi* clearly lies with the party claiming protection to demonstrate the grounds of their demand, and of this so acute a logician as the editor of the *Quebec Gazette* must be well aware.

The Board of Trade have done their duty—they have detailed facts which irrefragably prove that in various branches of our commerce we are heavily taxed in order to protect the British ship-owner, and they have shewn that the grounds on which alone such a monopoly could be defended, namely, an equivalent protection to our products in the British markets, no longer exists. They have demonstrated that without the burthen imposed on us by the British Navigation Laws is removed, this the great natural outlet for the products of the teeming West, and as such the natural source of our wealth will be of no avail; that our public work will sink into

decay, and be utterly useless; that not only the productions of the United States bordering on the Upper Lakes, but those on the Canadian side will be directed from the channel of the St. Lawrence, and pass through a foreign country.

Can the editor of the *Quebec Gazette* deny these to be facts, and can he shut his eyes to their consequences? The trade of the country annihilated; our cities sinking into mere villages; those busy streets, now swarming with an active population, overrun with grass, silent and deserted; those splendid edifices erected with so much labour and expense, untenanted and sinking into decay; those wharves at which navies now ride in safety, discharging and receiving their cargoes, useless and dilapidated; our merchants bankrupts, our revenues destroyed, and the public creditors unpaid!

This may be considered and probably is an over-wrought picture, but it is difficult to say how disastrous may be the consequences, if we do not properly avail ourselves of the short period intervening before the small modicum of protection now afforded in Britain be withdrawn. It is as impossible as useless to disguise the fact, that there are great difficulties in the way, but they may we hope and believe be overcome by the united exertions of the whole community. The Report of the Montreal Board of Trade has specified certain reforms which we, in common with its framers, believe to be essential to our future existence as a commercial country; they have placed their opinions before the public and abide the decision of the tribunal to which they have appealed. Let those who believe their statement of the dangers and the remedies to be true, support their views,—let those who differ from them state the ground of their objections, and the remedies which they in like manner would prescribe.

COLONIAL MISGOVERNMENT.

THE BOARD OF WORKS AND THE CROWN-LANDS DEPARTMENT.

On the 14th instant a notice was issued from the Crown-Lands Department from which we make the following extract:

"N.B.—In consequence of the present depressed state of the Timber Trade, the quantity of Timber to be cut per square mile has been reduced for this season from 1000 to 500 feet."

When our eye fell upon the above quotation, our first impression was that of doubt—doubt that such a notice was put forth in a British colony, under the authority of a Minister of the Crown! There it was, however, and its authenticity was unquestionable.

In the mother country, we see the leading statesmen of the day, and the highest Ministers of State, vieing with each other in the noble task of rendering industry and commerce free from limit or restrictions, and proclaiming to the world with boldness and sincerity their confidence in the soundness of the maxim that "every man is the best judge of his own interests," and that it is unwise in Governments to fetter or limit the discretion of the productive classes. But in Canada the maxim is reversed. Mr. Papineau, a Minister of the Crown, thinks he knows best what amount of timber should be prepared annually for the Quebec market, and because it has this year suffered a temporary depression, he wills that for the ensuing season 500 feet only shall be cut where formerly it was allowed to fell 1000! Will the British nation believe it? What will they think of a Colonial Minister who interferes with trade to render an important commodity dear, while they are doing everything on their side to render it cheap? Let it be proclaimed in time throughout the Baltic that a Canadian Minister has determined to limit the quantity of timber that shall be prepared here for the market for next season, in order that full advantage may be taken of his extraordinary wisdom!

Let Peel and Russell, whom the world at present looks up to and confides in as guides on all questions of national policy, and particularly as regards the development of industry and commerce. Peel and Russell who, proclaim the doctrine that industry can regulate itself without the interference of Government, and that supply and demand will always, in the long run, find their natural level;—let these statesmen, we say, henceforth hide their diminished heads, for, behold, a greater than they has appeared in this hemisphere, the luminary at the head of the Crown-Lands Department of this Colony! who, without reference to causes, without enquiry of any kind whatever, without consulting those who have contracts to fulfil, or those who contemplate making contracts for the future, without taking the trouble possibly to think of the effects of his absurd and injurious meddling, takes upon himself to cure a temporary depression in the Timber market by limiting the means of production! Let the public look to it in time. Who knows but some meddling spirit of the Ministry may next attempt to cure the depression in the Flour market by limiting by some unheard-of means the operations of millers, forwarders, farmers, and every one else concerned in the business? We repeat, that such absurd meddling as Mr. Papineau's should be looked to in time, to prevent such encroachments on the rights of industry being carried farther, through the ignorance of men holding high political appointments, and whose only punishment unfortunately is an indignant dismissal from office after the injury has been done.

In the foregoing lines we have condemned the conduct of a meddling spirit in the Ministry. We must now take up a very different subject—a drowsy one.

There is a Department in existence known as the Board of Works, and at its head is a person called the "Chief Commissioner." What this gentleman has been about this summer it is impossible for those not acquainted with the secrets of his office to discover. He was heard of some time since as being among his constituents, canvassing for his reelection. That, however, was got through satisfactorily, and we have since been expecting a sign from the Board of Works of an active, intelligent man being at its head. But we have been disappointed: no sign has yet been given. The new Commissioner is, we fear, what we have long suspected, incompetent in every respect—except public integrity, in which he is stainless—for the arduous duties of the office he has undertaken.

Would a competent, energetic public officer have allowed the best part of this summer to pass away without determining what was to be done for the deepening of Lake St. Peter? The commercial fate of this important city hangs in a great measure on the early, we might almost say the immediate, completion of a channel of at least 16 feet water through Lake St. Peter, and the Legislature in its late session did its duty in appropriating the necessary funds for that purpose, throwing the responsibility on the Government of deciding whether the old natural channel should be deepened, or whether the dredging of an entirely new channel should be prosecuted. This journal has repeatedly expressed the opinion that the old channel is that which should be made perfect, founding its opinion upon the following grounds:

1st. The work can be done in much less time.

2nd. It can be done at much less expense.

3rd. When completed there it will be a channel 1500 feet wide, instead of one only 150 feet wide; the only difference in the other respects between the two being that the new channel would be straight, while the old one is slightly curved, and about a mile and a half longer,—differences to which we believe practical men attach little or no weight, or respecting which differences authorities are so equally divided as to render it difficult to decide between them.

Thus all the Government has to do is simply to decide which of these two channels shall be rendered available for the commerce of this city; yet half the summer has elapsed and no decision has been come to! Nay, no steps even have been taken to obtain correct information upon the subject.

We call upon our fellow-citizens, therefore, to arouse themselves, and take their affairs into their own hands. Let them call upon the incompetent, the apparently idle men at the head of the responsible departments of the Government to do their duty, and to do us justice. Are the best interests of this city to be jeopardized, because an indolent, timid man at the head of the Board of Works has not head enough to adopt the proper means of obtaining sufficient information to enable the Government to decide which channel shall be prosecuted to completion! We trust that our fellow-citizens will speak out on this subject, and that the drowsy gentleman at the head of the Board of Works will be shamed into doing his duty, if he be insensible, as he appears to be, to higher and worthier motives.

FREE TRADE IN CANADA WEST.

We have this week received the result of the labours of our Agent in Canada West, and have reason, on the whole, to be gratified with the support extended to the *Economist* in that division of the province. Nearly two hundred new subscribers have been added to our list, and there is now scarcely a town or village from Cornwall to London to which several copies of the *Economist* do not find their way.

Nor is this all. Gratifying as the success of the *Economist* is to us personally, we regard as of infinitely more importance the strength which our cause must receive from the active co-operation of the different mercantile bodies to be found in the Upper Province. We have frequently said, and now repeat, that it is only by union and decision on the part of all classes that speedy attention will be paid to our claims which the state of our trade imperatively requires, and that we shall receive from the Imperial Government a full concession of our Free-Trade demands. In this, as in all other matters, every thing depends on unanimity, and on the zeal and discretion with which our cause is conducted. If there should be division between us, arising from geographical position, or what may be supposed to be rival interests, the reforms we ask for may be postponed long after the time they could be of any use to us, and the commerce of the country pass wholly out of our hands. If, on the other hand, every section of the province is found equally intent on these reforms, it is no less certain that they will be conceded, and that, with their concession, the evils we now see threatening us will be averted.

And here we would beg to refer to a suspicion which seems to exist in certain quarters, that the question of Free Trade, as far as

the *Economist* is concerned, is exclusively a Montreal question, and that it is only with a view to force trade this way that we have taken the course we have done. But this we positively deny. Montreal must take her chance with the rest of the province, and can only hope for success by putting herself in a position to compete with the cheapest of those who may enter the arena against her. We do consider, indeed, that she possesses great natural advantages, and these advantages we wish to see improved to the utmost. But it is impossible that she can be supported to the prejudice of the rest of the community; and if it should eventually turn out that in the race of competition she finds herself left behind, deeply as we should regret the result, we should not be prepared to oppose it.

We are glad to learn from our Agent that a strong disposition to establish Branch Associations exists, and that in several places steps were about being taken to effect that object. We have more than once referred to the importance of these Branch Associations as a means of making known the views of the inhabitants of all sections of the Province, so that we may go to the Government armed with the unanimous expression of the entire Colony. At the present moment everything else sinks into insignificance when compared with the great question of Free Trade, and not a moment should be lost in demanding from the Ministry—both Imperial and Provincial—the repeal of all restrictive and protective laws. We would urge on the different Boards of Trade and Agricultural Societies particularly, the necessity of acting immediately in this matter, and shall be happy to lend every assistance in our power, either in the way of affording information or otherwise, to enable them to do so with success.

In conclusion, we give a list of the Agents for the *Economist* who have been appointed throughout the province:—

CANADA WEST.

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

CANADA EAST.

- ST. JOHNS.....Messrs Mott & Pattee.
- THREE RIVERS.....Mr. Stubbs.
- QUEBEC.....Mr. William Lane.

TORONTO BOARD OF TRADE.

Draft of Petition of the Toronto Board of Trade to the Queen's Most Excellent Majesty, on the subjects of the Repeal of the British Navigation Laws so far as regards Canada, and of the Imperial Differential Duties on the Imports of Canada; as approved by the Council, and intended to be submitted for adoption at a General Meeting of the Board.

MAY IT PLEASE YOUR MAJESTY:

The Petition of the Toronto Board of Trade most humbly sheweth:

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 alteration in the Corn Laws of your Majesty's kingdom, elected 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 equaled 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 agriculturists 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, have not been realized by them; the exorbi-

tant 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 quite adequate to neutralise 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 export 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 6s. to 6s. sterling; whilst, at the same times, freights have been obtained from the ports 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 ports 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, threatened with insolvency, alike from its shipment or its retention, were reduced to a state of despair; 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 general feeling of deep dissatisfaction therewith has arisen, and now possesses the entire minds of your Majesty's Canadian subjects, without distinction of class or party. The farmers 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 burdens imposed on their trade by the Navigation Laws were neutralised, 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 construction of canals capable of giving passage to vessels of large dimensions, under the expectation 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 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 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 also such alterations in the present imperial Colonial customs as may render the trade of this Province with the Mother tariff Country one of fair reciprocity.

Toronto, 15th August, 1846.

HOW TO MEET FREE TRADE.

We give below the copy of a letter which John Tucker Williams, Esq., M.P.P., has addressed to his constituents. It shews the progress which Free-Trade opinions are making in this colony even amongst those whose political feelings incline them most strongly in the opposite direction. Mr. Williams is a Protectionist of the old school, and evidently regards Free Trade with no friendly eye. He speaks of it as something yielded to "external pressure," meaning evidently that it is not supported by the reflective wisdom of the country, which he seems to think looks to the sliding-scale alone as the only sound principle to ensure to the producer a fair remunerative price for the outlay, skill, and labour, he has expended in his business. With these opinions of Mr. Williams it is not our business to quarrel. It is enough for us that the hon. gentleman is content to receive Free Trade with all its evils, as he believes them to be, and that, far from yielding to what he considers the gloomy prospect before us, he sees in it only an argument for fresh energy and fresh exertion. This is just the spirit we wish to see awakened in the country; for we feel satisfied that it will help us over infinitely greater difficulties than ever Free Trade is likely to throw in our way. It encourages us to hope, too, that the view taken by Mr. Williams will be entertained generally by his political friends, and that we shall find all classes of politicians in the country intent on pursuing the course it has been our business to endeavour to incite them to.

In respect to the practical measures recommended by Mr. Williams, we need scarcely say that they are generally those which have been advocated by the *Economist*. We must except, however, the remarks which appear under the head "thirdly," respecting the loan to Great Britain. We cannot agree with Mr. Williams that we are "morally and equitably exonerated from the responsibility of this engagement," and deny, as we have before denied, that the improvements of our internal communications were undertaken solely on the strength of our protected trade with the mother country. With this exception, we agree with the views expressed by Mr. Williams, and trust that his example will be followed by gentlemen like himself possessing influence in the country:—

TO THE AGRICULTURISTS OF THE COUNTY OF DURHAM.

GENTLEMEN,—The numerous private communications addressed to me, (subsequent to the close of the last session of Parliament,) from various sections of your extended constituency, on the all-engrossing subject of the recent abrogation, and ultimate abolition, of the British Corn-Laws, and the influence anticipated therefrom in the price of Canadian wheat, render it a work of no inconsiderable labour to give each individual so addressing me a separate and distinct reply; I therefore avail myself of the more convenient medium of the public press to answer them collectively.

The adoption of the sliding-scale of duties on the import of wheat into Britain, in proportion to its prices in that market, appeared to me to be based on a sound principle, namely, to ensure to the producer a fair remunerative price only, for the outlay, skill, and labour in his avocation. That principle of legislation, if rightly applied to every other branch of national industry, would in my opinion have been productive of national prosperity. The Imperial Parliament, however, yielding to external pressure, have abrogated the principle, and adopted a system of ultimate free trade in this essential article of our commerce, the consequences of which are so severely felt with us, by the serious diminution of its value of 2s. 6d. per bushel within the short period of six months; and this depression in price, be it remembered, has taken place at a time when it was universally conceded that a scanty crop pervaded Europe. What the reduction in the price of the article may be when Europe is blessed with a bountiful harvest, it may be difficult to determine, but calculations thereon may be conjectured from what is stated on the authority of the most reputable journals that have widely disseminated the information, without creating from any quarter, an attempt at refutation, namely, that a prime article may now be obtained in the ports of Wallachia, at the low price of 1s. 3d. per bushel; the prospect before you, therefore, does not appear the most encouraging.

Are we then to imagine that our efforts are powerless to diminish the impending gloom, and are we to remain supine and inactive under the pressure, conceiving the infliction remediless? or, rather, are we not stimulated to renewed exertion and incited to fresh activity by the obstacle that presents itself for the active energies of our nature to surmount? Rely on it, much may be accomplished by active exertion rightly applied; and I, therefore, proceed to recommend to your notice the following practical measures of relief:—

First, We are to adopt every modern improvement in the science of agriculture, by which we may realise the greatest return at the least cost.

Secondly, We are to countenance and support the formation and establishment of Joint Stock Companies, having for their object the facilitating our intercourse with the interior, and diminishing the price of transit; and encourage all Associations and individual Establishments for manufacturing articles essential to our wants, and particularly the brighter fabrics of cotton and woollens, for by so doing you will create a domestic consumption for your productions, and render yourselves independent of purchasing similar articles of import.

Thirdly, We may justly claim exemption from the re-payment of the loan guaranteed by Great Britain, because it was expressly stipulated by the Parent State that the entire sum should be expended in improving our internal communications; to drive through the channels of the St. Lawrence the traffic of the western territories; and, when near its final completion, in obedience to such stipulation, an Act of the Imperial Parliament (arising out of a great domestic State exigency, and adverse to Colonial interests) virtually diverts that traffic into a more direct, more expeditious, and less expensive route. We are, therefore, morally and equitably exonerated from the responsibility of this engagement.

Fourthly, We may rightfully demand an immediate repeal of all all differential duties on imports into the Province, on the principle that if Canadian wheat have not a preference over the foreign article in the British market, neither may British manufactures have a preference in the Canadian market.

Fifthly, We may in justice claim an important modification from the oppressive operation of the monopoly of the existing Navigation Laws, by which monopoly the freight-charge on Canadian products (by being restricted to the employment of British shipping only) are maintained at the cost of 100 per cent, over and above the remunerating rate.

And, *Lastly*, We claim the right of perfect reciprocity of principle in our commercial intercourse with the neighbouring Republic. If the agricultural productions of that country may be imported into this Province free, or at a mere nominal duty, similar productions from this country ought to be permitted to be introduced into the United States on the like terms.

By individually and collectively striving to attain these desirable results Canada will yet prosper.

I have the honor to be, Gentlemen,
Your devoted Representative,
JOHN TUCKER WILLIAMS.

THE 'TORONTO COLONIST' ON FREE TRADE.

In another part of to-day's *Economist* we give the report of the Toronto Board of Trade, and in connection with that report we now copy the remarks of the *Toronto Colonist*, which has until lately distinguished itself by a stubborn opposition to Free-Trade doctrines. The final passing of Sir Robt. Peel's measure has, however, as it might naturally be expected to do, effected a change in these opinions, and rendered the *Colonist* as zealous in its demands for the abolition of all restrictions as the most enthusiastic amongst the Free-Traders.

The following is a portion of an article inserted in the last number of that paper :—

"The removal of protection from colonial products in the British markets, and the reduction of the colonists in regard to commercial privileges to a level in every respect with foreigners, must divert the attention of the inhabitants of British North America from that fixed purpose to carry on a reciprocal trade with the mother country, for the mutual benefit of both, which has for years, under the beneficial operation of the protective colonial system, been a distinguishing feature in their commercial operations; and lead them to regard with less favour than formerly those Imperial laws which in any way have a tendency to restrict their commercial intercourse with other countries,—be these navigation laws, or acts imposing differential duties, or whatever else you may please to cite.

The doctrine has been proclaimed throughout the British Empire, stamped with the highest authority, that there are to be hereafter no duties imposed or levied for protection, but only for revenue. The principle, once adopted, must be fully carried out. The English corn grower has the same right to a continuance of legislative protection as the English ship-owner; and to deprive the former of it, while it is continued to the latter, is manifestly unjust.

The levying of differential duties, after the open avowal by the Imperial authorities of the principles we have referred to, is in direct violation of those principles. It is affording a premium to one class of producers or traders, at the expense of another; and it is a practical denial of the right to buy in the cheapest and sell in the dearest markets.

If it be the sole object, under the new Peel doctrine, to levy customs duties for revenue purposes alone, and not at all for protection, there ought, and must be, at once a complete equalization of all duties. And judging from the course of events, unless such an equalization be very speedily accomplished, so far at least as the action of the Imperial Parliament is necessary for that purpose, we will not be greatly surprised at seeing the right of the Imperial Parliament to impose duties at all on the Canadian frontier, questioned and repudiated.

The Imperial Duties levied on goods brought into Canada from the United States, are "differential," as compared with similar goods brought from Great Britain into Canada via the St. Lawrence. The continuance of such a system can no longer be justified, unless the intention be to preach one doctrine and to practice another. It is in fact a protection in favour of Great Britain and the St. Lawrence, at the expense of the inhabitants of Canada, and the United States, from which latter, but for the differential border duty, the Upper Canadians would advantageously import the articles or commodities in question.

The Imperial authorities and the people of England must be aware that the open expression of such sentiments in Canada is one of the effects which must inevitably have followed the withdrawal from the colonies of the Imperial protection; and that once withdrawn, the colonists will not patiently endure the burden of the Imperial differential duties.

The tariff must be so revised, having reference entirely to revenue, as to equalize all duties, no matter from what country, or by what route imported; and the trader will thus be enabled to supply the legitimate demand in the colonial markets from the cheapest and most advantageous sources, without being forced by compulsory enactments into particular channels of transportation.

In thus claiming exemption from differential duties, and demanding the full exercise of the privileges which from recent proceedings in the Imperial Parliament, we must regard as our undoubted right, viz., to carry on our traffic with the world, unmolested by those inconvenient schedules of duties called "differential" which are sometimes appended to acts of parliament, we at the same time insist on the application of the same same principle to the route of transport, and to the vessels or other vehicles, in which we are to import or export.

We demand the right of finding our way with our products, to the British markets, by such route and in such bottoms, as to the exporters may at the time seem most advantageous. We demand, in deference to the recent Imperial policy, to be allowed the free choice of route and of vessel. The St. Lawrence canal and the Erie canal, both connect our inland lakes with the ocean. We demand the right of choosing the most advantageous for our traffic, and export and import trade.—To deprive us of this, is at variance with the avowed Imperial policy; and, whatever privilege may be authoritatively conferred on the St. Lawrence route, over that of the Erie canal and New York, amounts to nothing more nor less, than a premium to sustain the former, at the expense of the energies of the industrious inhabitants of Upper Canada; and is analogous to, and in every respect as objectionable, and opposed to the Free Trade theory, as the imposition of differential duties.

In Free Trade there is no national protection—no national interest. It implies a sort of social compact, in which all nations are alike involved; in which, if honourably carried out, no nation avowing the principle, can act contrary to it, from even the most urgent necessity. A nation is, in this respect, deprived of the advantage of acting for its own benefit, irrespective of other sovereignties. It renounces in fact, the analogous right of managing its own affairs, which it ought to enjoy, with reference to other governments, which an individual family enjoys, with respect to the community of which it forms part. For the consequences which may result from the adoption of this new policy, the Imperial authorities are only responsible. We are only desirous of availing ourselves, as Canadians, of the free and unfettered exercise of the system.

We demand, therefore, as a consequence of the new Imperial policy, the free navigation of the St. Lawrence, to the whole world, the removal of all differential duties imposed by Imperial authority on the inhabitants of Canada; and the recognition and reception of our exports to Great Britain, on as favorable terms by the Erie canal and the port of New York, as by the St. Lawrence, and Quebec and Montreal, or if you will, Portland. We demand these rights as a consequence of the recent Imperial changes; and when we are fairly and freely in the possession and exercise of them, we will have evidence of the practice of the statesmen of the present day, being in accordance with their professions."

PORTLAND RAILWAY—PUBLIC OPINION IN QUEBEC.

We are very glad that the illiberal sentiments expressed towards the projected Atlantic and St. Lawrence Railway by the Editor of the *Quebec Mercury*, are not—as we refused to believe them to be—generally entertained by the inhabitants of our sister city; and, as a proof, we subjoin some remarks on the same subject, furnished by the correspondent of the *Montreal Times* newspaper, who is evidently above the little jealous feeling manifested by the *Mercury* writer, and who sees, as every intelligent man must see, that not one locality alone, but every locality, will benefit by the accomplishment of so extensive and national a work as the Portland Railroad :—

"Public opinion here has begun to manifest itself somewhat favourable towards the Atlantic and St. Lawrence Railway; and the proceedings of the late monster meeting at Montreal have been looked upon more with a feeling of satisfaction than regret. Not that all idea of the abandonment of the great Halifax scheme is even contemplated, but because certain changes which have recently taken place in England have somewhat altered the aspect of affairs. The project of establishing an immense chain of railroad communication between this province and Nova Scotia was started previous to its being known that the system of protection as heretofore enjoyed would be so completely abandoned as it is about to be. That the scheme then offered advantages which it cannot, under any circumstances, offer now, cannot be denied; and that it would have tended to connect still more closely than at present the British North American Provinces, there scarcely was a doubt. And while it was admitted that the prospects of its paying as a commercial speculation was somewhat chimerical, still it was considered that as a great military undertaking its advantages to the possessions of the British Crown on this continent would be such as to warrant the Imperial Legislature in aiding its construction. In the latter point of view this scheme must yet be viewed as one of no ordinary importance.

Military requirements and commercial interests seldom go together; and whether the plan of Government and private individuals being associated in a kind of joint-stock company for the furtherance of such an undertaking is a wise measure, or otherwise, it would be presumptuous for me to say. But I do think, and I believe others think, that commerce thrives best under the guidance of business men. Great military countries are seldom great trading countries, as for instance France and Russia. The United States, the least warlike of all existing nations, has perhaps made the most rapid strides, in a commercial point of view, of any country in the world. Her great works have all been accomplished by private joint-stock companies—have been the result of private energy, talent, and enterprise. Even in England, too, the land of our birth, this has of late years been the case. Some of her vessels of war have been constructed by contract with private individuals, cheaper, it is believed, than when the work has been performed by the salaried employers of Government.

Protection having been taken away, it is necessary for our commercial well-being that Canada should have as much intercourse with foreigners as possible, and it is believed that the construction of the Saint Lawrence and Atlantic Railroad would conduce to this end. In conjunction with the undertaking, many persons in this city are looking forward to the proposed Melbourne Railway as a branch of it which will not only connect Quebec with the fertile Eastern Townships, but will enable her to participate in the advantages of the Montreal and Portland road.

Before dropping the subject, I may be permitted to urge the necessity of the shareholders in the Melbourne line exerting themselves to bring about their object. The bill for incorporating the company, either from stupidity or neglect, was allowed to fall through last session. But it is to be hoped that, at the next meeting of the Legislature, the company will strive to impress upon our representatives the necessity of the measure, and that, in the meantime, the shareholders will take such preliminary steps as will tend to forward the design."

We wish not now to make any formal plea in favor of Free Trade, however useful it may be; but in conclusion we must tell the monopolists that they will not always have consumers to plunder and a country to impoverish. They have taken for their device the maxim of Herenschwand, who considered every economist as the enemy of the public welfare; and they are still, so far as progress is concerned, advanced no further than the system of the Venetian Sanuto. But in France, as elsewhere, this blockade of merchandise—which is virtually a blockade of genius and art—cannot endure for ever. The law of expansion is a universal law; it cannot yield to the French aristocracy of silk, wool, or iron, no more than to the English aristocracy of acres and of sugar hogsheads. There was a time when the academics would not allow blood to circulate in our veins; Harvey came and the blood circulated. There was a time when ideas were not allowed to circulate freely; the revolution came, and ideas circulated. We are still at a time when the pro-

ducts of nature and of industry are not allowed to circulate freely ; it is reserved for the League and its glorious chiefs to remove this last interdiction, and thus benefit the cause of humanity, of common sense, and of futurity.—*La Revue Britanique (Paris)*.

GENERAL INTELLIGENCE.

The English news brought by the steamer *Caledonia* was received in Montreal on Thursday afternoon. The most important feature is the reading of the Sugar Duties Bill by a very large majority,—the numbers being 265 to 135. There is no doubt, however, that the measure will be considerably modified in committee, and it was with that feeling that Sir Robert Peel gave it a qualified support. Public opinion, indeed, seems to think the change too abrupt, and that in the actual state of the West Indies, with a scarcity of labour, so sudden a transition would be terribly ruinous to the sugar proprietors. In our next number, we shall give on this subject a very well written letter by Mr. Grantley Berkeley, which has attracted a good deal of attention. Similar opinions have also been expressed by other writers not opposed generally to Free Trade, and these communications will, of course, have a strong influence on the public mind.

We give a summary of the remarks made by Sir R. Peel in the course of the debate:—

Sir R. Peel observed, that Lord G. Bentinck was perfectly correct in stating that he had announced at the commencement of the session a measure for the introduction of foreign sugar very different from that proposed by Lord J. Russell. That measure would have given greater encouragement than the present resolutions to the admission of free-labour sugar, and would have continued the exclusion of slave-labour sugar. He had always felt that this question of admitting slave-labour sugar was excepted from the category of free trade. He thought that this country stood in a special relation to the West India colonies. We had emancipated their slaves, and had given them an apparently magnificent compensation for the sacrifice of their property. Whether it was an adequate compensation was a matter of doubt ; but, he thought that as it might, it placed this country in a position of some difficulty with respect to the West Indies. He, had therefore, been of opinion that considerable time ought to be allowed to the West Indies before they were called on to compete with slave-labour sugar, and in that opinion he was confirmed by the *dictum* of Mr. Deacon Hume. We had also constituted ourselves the police of the sea for the suppression of slavery, and that increased the difficulty of our position. In all that had been said by Lord G. Bentinck respecting the abomination of the traffic in slaves, it was impossible not to agree. Nevertheless, entertaining such opinions, and having great apprehensions of the measure now proposed, and fearing that it would give a great stimulus to the slave-trade, he had come to the conclusion, though not without great hesitation and reluctance, that he must give it his support. In coming to that conclusion, he was obliged to consider the present situation of parties and the prospect of forming another Government. He agreed with Lord G. Bentinck, that no sham or delusive opposition ought to be offered to these resolutions, and that, if an opposition were offered to them, it ought to be one intended to be successful and fatal. He believed that by a combination of parties it would be possible to displace Lord J. Russell, or at any rate to prevent his success upon these duties. He felt that it was practicable to give the noble lord a temporary defeat on these resolutions ; but then he could not refrain from asking himself whether it would be consistent with his character to lend himself to such a combination, and his conviction was that it would not be consistent. Lord J. Russell had made a proposal for the final adjustment of this question, and he was not surprised that the noble lord had done so. The noble lord might have ajourned the consideration of it to another session ; but he thought that it was better that the noble lord had made it at once, as he would otherwise have kept the country in great uncertainty. He then reminded the House that those who compelled Lord John Russell to abdicate power were bound to ask themselves whether they were prepared to take it. Two Governments had existed in the last three weeks. Should a third be now formed ? On what principle ? Should it be on the principle of restoring the late Government ? He said " No." Should the Protectionists be called to power, who would not only defeat this measure, but would also revoke the measure which had just been passed ? The House and the country both said " No." Considering, then, that if an opposition were made to this measure, it ought not to be a sham, but, if possible, a successful opposition ; he declared that he was not prepared to take upon himself the responsibility and the consequences which must attend success. He, therefore, felt bound to support these resolutions, from a conviction that so long as uncertainty prevailed upon them there would not be that stimulus given to the employment of labour and capital in the British sugar colonies which was essential to their success. Entertaining a conviction that at no remote period these resolutions, if obstructed now, must be carried hereafter, and that the noble lord was best entitled to the credit of carrying them, he had come, though not without reluctance, to the conclusion to support them in principle, and not to embarrass the Government by any opposition to them in detail.

STATE OF THE CROPS IN CANADA WEST.—We learn from our Agent, who has just returned from a somewhat extended tour in that section of the Province, that the country was never in a more healthy state, than it is now, so far as the Crops are concerned. From London downwards, the fall wheat has been an abundant crop, and much more raised this season

than ever before ; and although about Hamilton and upwards, the *runt* has somewhat damaged it, and by some good judges supposed to have injured it to the extent of twenty-five per cent., yet there will be more than an usual yield, inasmuch as a much larger amount was seeded down. And the weather has been most propitious to the farmer for housing his grain. Never before, so far as our recollection serves, have we had such continued hot weather, and such an amount of it. The Crops have, in consequence, matured about two weeks earlier than usual. The spring wheat along the Northern shore of Lake Ontario is somewhat affected by the *fly*, and will not in many places be an average yield ; but its loss will be more than compensated by the heavy crop of fall wheat. The dry hot weather which has proved so favourable to the farmer for maturing and housing his grain, has in some sections of the Province seriously affected the pasture lands, say from Toronto downwards to Kingston and along the whole range of the Prince Edward District, the potatoe and oat crops are almost an entire failure ; but the great Western District will be enabled to make up for this deficiency in the smaller crops. The Indian corn, potatoes, and oats never looked better than they do this season from Hamilton to London, and, as we are told, still farther west. The farmers, however, throughout the country appeared to suffer from the want of a sufficiency of hands in harvesting the wheat ; but, from the long continued dry weather, we may reasonably conclude that this want, the present season, will not be very severely felt, and that the grain crop will be fully housed without damage to it.

In our next, we propose to notice some features regarding Canada West we have not yet touched upon, illustrating her growth and increasing prosperity.

THE MARKETS.

ENGLISH.

We have dates by the steamer *Caledonia* to 4th instant. Some progress had been made in securing the corn in England. The weather had been variable, but a general opinion prevailed that the Wheat crop would be an average one, both in quantity and quality. The market for Wheat and Flour was heavy, and a reduction of 5s. per quarter on former, and 1s. per brl. on latter, was submitted to. We quote Canadian White Wheat at 40s. to 47s., and Red at 40s. to 44s. Sweet Canadian Flour 23s. to 26s., and Sour at 20s. to 22s. The potatoe disease is much more aggravated this year than last, and the crop will not equal half its former produce. With the exception of Pease, which will be much under an average, all other crops were good.

(Written for the Economist.)

NEW YORK. 18th August, 1846.

FLOUR.—The market during the past week has been dull, as holders have been unwilling sellers at the declining prices, and the difficulty in procuring freight has checked the operations of purchasers. One sale of Oswego for export was reported at \$3 91, but average quotation is \$1 for Genessee, of which prime brands would command a shade more. Southern Flour, as usual at this season of the year, is worth more than Western Canal, and sales have been made from \$1½ to \$1¼. There are no transactions to-day, as all parties are awaiting the arrival of the steamer of the 4th instant, now due.

WHEAT.—Without alteration, and prices are almost nominal.

ASHES.—Prices have improved within the last day or two, and we now quote \$3 50 to \$3 56 for Pots, and \$1 06¼ for Pearls.

PROVISIONS.—Beef is dull, without change in price. Pork is in better demand, and sales have been made at \$9¼ for Mess, and \$8 to \$8½ for Prime.

FREIGHT.—In consequence of a scarcity of vessels, the rates have advanced to 2s. 3d. per brl. for Liverpool, and 2s. 9d. for Glasgow, and Wheat 8d. per bushel.

EXCHANGES have improved, and 8¼ per cent. is now asked by the leading houses.

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

MONTREAL. Friday Evening, 21st Aug. The market is dull. We quote Pots at 21s. 9d., and Pearls 21s. to 21s. 3d.

FLOUR.—Sales of Fine have been made during the week at 21s. 1d. to 21s. 9d., of Extra quality 21s. 9d. to 21s. 11d., and of Superfine at 23s. The stock on hand here is quite heavy ; but the Canal has been closed since the 1st instant, and will not be reopened before the 15th September.

WHEAT.—No sales.

PROVISIONS.—A sale of 100 brls. of a favourite brand of Ohio-packed Mess has been made at \$13. Montreal inspected Mess brings \$13½, \$13½ by retail in small lots, but no large lots have been placed since our last. Prime Mess and Prime nominal at \$10½ to \$9½. Nothing doing in Beef.

FREIGHTS are nominal at 5s. 3d. per brl. to Liverpool. A vessel was chartered to-day at 5s. per brl. for London.

EXCHANGE on London 8¼ to 8½ per cent. for Private Bills at 90 days. Drafts on New York 1¼ per cent.

ST. LAWRENCE AND ATLANTIC RAILROAD.

THE Undersigned, being Proprietors of not less than One Hundred and Fifty Shares in the Capital Stock of the ST. LAWRENCE AND ATLANTIC RAILROAD COMPANY, hereby convene a SPECIAL GENERAL MEETING of the STOCKHOLDERS in the said Company, to be holden at the COMPANY'S OFFICES, No. 8, Little St. James Street, in the City of Montreal, on SATURDAY, the TWENTY-SECOND instant, at the hour of TWO o'clock, P.M., precisely, for the purpose of taking into consideration the then existing position of the affairs of the said Company, and of deciding upon the expediency of proceeding with the construction of the Road, or of taking measures for the legal abandonment of the undertaking.

Particular attention is requested to the fact, that this Meeting is convened in lieu of that intended to be held on the 17th instant, which is considered too early a date to mature the expected results of the Public Meeting to be held on the Champ de Mars on the 10th instant, and as not affording the legal notice required by the Act of Incorporation.

- G. MOFFATT.
- JOHN FROTHINGHAM.
- WILLIAM TWINAME.
- THOMAS URE.
- COLLIS ROSS & Co.
- JOHN TORRANCE & Co.
- JOHN YOUNG.
- CARLIER, COWAN & Co.
- JOSEPH JONES.
- T. A. STAYNER.
- COWAN & CROSS.
- THOS KAY & Co.
- TAIT, FOWLER & Co.
- D. L. MACPHERSON.
- ROBERT ARMOUR.

August 6, 1846.

Extract from the Minutes of the Board of Directors of the St. Lawrence and Atlantic Railroad Company, Monday, 3rd August, 1846.

WHEREAS at a Special General Meeting of the Stockholders in the ST. LAWRENCE AND ATLANTIC RAILROAD COMPANY, held at DALEY'S HOTEL, in this City, on THURSDAY, the THIRTIETH ultimo, it was

Resolved, That renewed efforts should be made to induce a more general support of the undertaking than has been extended to it, preparatory to another Special General Meeting of the Corporation, to be called for the express purpose of deciding whether the work shall be forthwith commenced, or of legally dissolving the Company, and it is expedient to make known that in the event of the abandonment of the Undertaking, no Contribution towards the expenses incurred will be required from persons subscribing for Stock since the said Meeting held on the 30th ultimo, therefore.

Resolved.—That in the event of its being determined, at the next Special General Meeting of the Shareholders, to dissolve the Company, the Subscribers for Shares subsequent to the 30th ultimo shall be exempt from the payment of any instalment thereon, or contribution towards the expenses incurred or to be incurred by the Corporation.

THOMAS STEERS,
Secretary and Treasurer.

Office of the St. Lawrence and Atlantic Railroad Company,
Montreal, Aug 6, 1846.

1846.

NORTHERN TRANSPORTATION LINE. INSURED.

JAMES H. HOOKER AND OTHERS, Proprietors.

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

For Freight, apply to—Charles B. Janes and Pope Catlin, No. 23, Coenties Slip, New York; J. H. Hooker and L. A. Carleton, 155, River Street, Troy; H. A. Holcomb, 101, Pier, Albany; J. C. Pierce & Son and William Coots, St. Johns, C. E.; Oliver Hasecote and W. S. Eddy, Whitehall; J. H. Hooker, 15, Long Wharf, Boston.

GEORGE BENT, MONTREAL.

N.B.—Boats of the above Line leave Coenties Slip, N. Y. daily, at 5 P.M.

1846. Northern Line. 1846.

TRAVIS & CO. PROPRIETORS.

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

For Freight apply to L. J. N. Stark, 33, Coenties Slip, New York; O. F. Mount, 133, River Street, Troy; W. A. Travis, Whitehall, William Coots, St. Johns, C. E.; J. C. Pierce & Son, St. Johns, C. E.; Matthewson & Sinclair, 160, St. Paul Street, Montreal, C. E.

Mark Goods—Care of Travis & Co.

N.B.—A Boat of the above Line leaves New York daily at 5 P.M.

PEOPLE'S LINE OF STEAM BOATS.

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

FOR SALE.

TEAES: Twankay, Young Hlyson, Gunpowder and Souchong, in boxes,
Molasses, Heavy,
Martel's Cognac Brandy,
Sicily Marsala Wine,
Boiled and Raw Lincseed Oils,
Olive Oil, English Glue,
Pung Tobacco, Pimento, and Pepper.

Patent Sperm Candles, from the Manufacturer.

STEPHENS, YOUNG & CO.

ALSO,
20th August, 1846.

FOR SALE BY THE SUBSCRIBERS.—

Bright Muscovado Sugar,
London Refined Sugar,
Cassia, in chests and mats,
Currants,
Hennessy and Martel's Brandy in qr, casks & hhd.
Do Kuyper's Gin,
Boiled and Raw Lincseed Oil, in qr. casks and hhd.

HARRISON & MACTAVISH.

2nd May, 1846.

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

ALISON & CO.

9th Aug., 1846.

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

ALISON & CO.

9th Aug., 1846.

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

ALISON & CO.

9th Aug., 1846.

ON SALE AND TO ARRIVE.

SEVEN THOUSAND Gallons LINSEED OIL,

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

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

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

WILLIAM LYMAN & CO.

2nd May, 1846.

192, St. Paul Street.

"CANADA" WINDOW GLASS.

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

EDWIN ATWATER,

2nd May, 1846.

193, St. PAUL STREET.

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

D. P. JANES,

Montreal, 9th April, 1846.

W. W. JANES.

THE Subscribers have constantly on hand.—

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

"A few Boxes Patent Hive HONEY, and a Choice Assortment of DRY GROCERIES, for the supply of Families.

D. P. JANES & CO.

Corner of St. Paul & McGill Streets.

BIRMINGHAM AGENCY.

THE SUBSCRIBER,

AGENT for SAML. A. GODDARD & CO. is to be found in the Rooms of the FREE TRADE ASSOCIATION, No. 3, St. Sacrement Street.

WILLIAM HEDGE.

Montreal, 30th May, 1846.

NEW WHOLESALE WAREHOUSE.

174, Notre Dame Street.

A & J. ARTHUR, having now completed their arrangements for carrying on a WHOLESALE DRY GOODS BUSINESS, in the Premises lately occupied by Messrs. Jav. Arthur & Co., beg to announce that they are now receiving a large and complete assortment of Seasonable Goods, all personally selected from the various markets of the United Kingdom.

A. & J. A., from their long experience in the Retail Trade of this country, connected with their knowledge of the Home Markets, flatter themselves that their Stock, on inspection, will give every satisfaction.
9th Mar. 1845.

OFFICES AND STORES TO LET.—

Apply to **MACDOUGALL & GLASS, BROKERS,** St. Francois Xavier Street.

9th May, 1846.

GLOBE INSURANCE CO. OF LONDON.

LIFE, FIRE, AND ANNUITIES.

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

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Policies for the whole term of Life will be purchased on Terms to be agreed on with the parties interested, should they be desirous of surrendering them to the Company.

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

Consulting Physician.—**DR. CRAWFORD, Montreal.**

RYAN, CHAPMAN & CO.

Agents for Canada,

1st May, 1846.

MONTREAL.

SUPERIOR PICKLES.

THE Subscribers have received by the PALMYRA, from London, a very Choice assortment of PICKLES, SAUCES, &c. from the celebrated house of CROSSE & BLACKWELL, Soho-square, Purveyors in ordinary to Her Majesty, to which they most respectfully invite the attention of the Nobility and Gentry of Montreal. The Sauces of Messrs. Crosse & Blackwell having for many years commended the most liberal patronage of the aristocracy of England, it is confidently hoped that they will give ample satisfaction here as articles of the most recherche and elegant description.

BENJ. WORKMAN & CO.

172, ST. PAUL STREET,

6th June.

Corner of Custom-House Square.

SITUATION WANTED.

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

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A Complete Assortment of every description of the best quality, and at very moderate prices,—including
Writing Paper, Note Paper, Envelopes of all sizes, Drawing Materials, &c. &c.
Just received and for sale by
June 20. **R. & C. CHALMERS.**

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LEDGERS, Journals, Day Books, Cash Books, &c., Ruled to any pattern and Bound in the very best style.
Printed Books Bound with neatness and dispatch.
June 20. **C. & R. CHALMERS.**

REMOVAL.

DONOGHUE & MANTZ have REMOVED their Printing Establishment from Great St. James Street, to THAYER'S BUILDING, No. 142, Notre Dame Street, two doors East of the French Cathedral.
Montreal, 9th May, 1846.

JOHN LEEMING,

AUCTIONEER,

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

C. J. DUNLOP,

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

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OFFICE,—No. 3, ST. SACREMENT STREET, where all Communications are requested to be directed.

Montreal, 16th May, 1846.

PRINTED FOR THE COMMITTEE OF THE

Montreal Free Trade Association.

DONOGHUE & MANTZ, PRINTERS.