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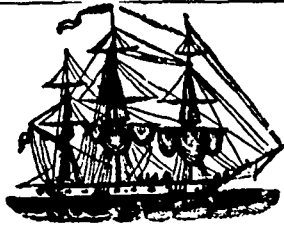
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 1st AUGUST, 1846.

[No. 14.

CONTENTS.

- | | |
|--|---|
| 1.—The Free Navigation of the St. Lawrence. | 7.—Letter to the Right Hon. Earl Grey. |
| 2.—The Times on Protection. | 8.—Miscellaneous Extracts. |
| 3.—Speech of an English Bishop on the Corn Laws. | 9.—Intelligence—General and Local |
| 4.—State of Trade in Jamaica. | 10.—Shipping Intelligence. |
| 5.—Portland Railroad. | 11.—Markets.—English, New York, and Montreal. |
| 6.—Imports at the Port of St. Johns, &c. | 12.—Prices Current, &c. |
| | 13.—Advertisements. |

THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 1st AUGUST, 1846.

THE FREE NAVIGATION OF THE ST. LAWRENCE.

Our readers will excuse us if we continue to give more than ordinary prominence to the question of the Navigation Laws, as in our estimation it is one of the most important questions affecting the interests of Canada. If we were asked, What measures would you consider necessary to enable this colony to accommodate itself to the altered circumstances of its relations with the Mother Country? the first measure we would suggest in reply would be, *the Free Navigation of the St. Lawrence*. Nay, so much value do we attach to this measure, that without it all other remedial acts whatsoever, however well devised and however advantageous in their application, we should consider as but abortive attempts to re-mold and mature our commercial system.

With the origin of the Navigation Acts of England, most of our readers, we believe, are acquainted. They were enacted during the Long Parliament, out of a spirit of rivalry to Holland, whose commercial navy was then in the meridian of its prosperity, inspiring England with a well-grounded jealousy.

These acts may be considered in a two-fold aspect,—political and economical. In their political character, they have been regarded by the highest authorities as the wisest ever enacted by a British Parliament. The effect of these laws was undoubtedly to augment the naval power of England, and it is by their operation that she has been enabled to assert the proud title of “mistress of the seas.”

Viewed in their economical aspect, on the other hand, these laws have been declared by the same high authorities to be expensive and injurious. Embodying as they do in its full extent the protective principle, their natural effect is to burden commerce, and thus increase the cost of production; for whatever saving might be effected by the employment of foreign tonnage, and which is precluded by these acts, virtually amounts to a tax on the industry of the country.

It will be readily admitted, however, by all parties, that there are interests of a country more important than those involving pounds, shillings, and pence; and that many cases may occur in which considerations purely economical must be subordinated to the higher considerations of political expediency.

The Navigation Acts of England we believe to form a case of that description. The prime object in view in the enactment of these laws was to increase power, rather than wealth; and for the accomplishment of that object certainly no wiser legislation could have been resorted to than the very laws in question.

Whether the time has arrived, or will ever arrive, when England can afford to dispense with her Navigation Acts, throw open her ports to the flags of all nations, and defy universal competition, it is not our object at this time to enquire.

The none question with us must be, Is Canada entitled to seek a relaxation of these laws in her favour? Now, in our estimation, we must be able to shew the most solid and substantial grounds for demanding such a concession from England, before we have the slightest chance of succeeding.

We are not of those who suppose that England will readily yield us this concession. The Navigation Acts are held by her too sacred to be lightly touched. That we have special and sufficient grounds for demanding the concession, we do not doubt, and trust to be able to shew; but we state it as our belief,—and it is this which gives

the question its greatest importance in our eyes,—that we shall only succeed in wringing that concession from England after long and persevering agitation, and after shewing such a determination to assert our rights, as will make it plain to her that there remain only the two hard alternatives,—CONCESSION or DISAFFECTION.

Now there are two special grounds on which we think we are entitled to demand from England a relaxation of those laws, and it will be found that Canada is the only colony of Great Britain that can urge the same claims upon her consideration.

First, In consequence of the long and rigorous winters to which we are subjected, our navigation is entirely suspended for nearly six months of the year. This circumstance prevents us in a great measure from holding vessels of our own, so that we are almost exclusively dependant on outward supply. Again, our export trade is, by the same circumstances, hurried and forced, so that we are exposed in an imminent degree to injurious fluctuations of freight, consequent on the unsteady supply of tonnage.

Does this state of things apply to any other dependency of Great Britain? At the West Indies, the Cape of Good Hope, East India, and Anstralia, they labour under no such disadvantages. With a navigation available at all seasons of the year, they have a constant and regular supply of ships, with moderate freights; injurious enhancements in the cost of freights being exceptions, and not the rule.

Secondly, Canada is a carrying country. What we mean by this is, that such are her internal navigable resources, and geographical position, that she is obviously adapted to conduct a carrying trade of great magnitude. She does not fulfil her natural destiny, unless she secures and retains that trade. Not only the produce of her own soil, but the boundless produce of the *Far West*, should seek an outlet by her waters to the ocean. And how is she to secure that trade? Obviously by giving every facility for the cheap conveyance of that produce seawards.

If, therefore, it can be shewn that so long as we are restricted to British shipping we are unable to offer such facilities, but that the expense of internal forwarding and seagoing freights continues so high as to force the produce of the West to seek some other channel to the Atlantic; and if, further, it can be shewn that the inviting of free competition in the navigation of the St. Lawrence, would so reduce the cost of forwarding of freight, as would make the route through Canada the cheapest route for the conveyance of merchandise to the sea; then are we entitled on this ground also to demand from the British Government a relaxation of the Navigation Laws in our favour.

In our opinion, all these premises can be substantiated. In regard to the first,—our being unable, under the present restrictive system, to secure the carrying trade of the produce of the West,—it is sufficient to glance at the comparative cost of forwarding by Montreal and by New York. We gave the figures in a former number, but but we repeat them here, as the subject cannot be too fully and too frequently before the public.

Cost of transporting a barrel of flour from any port on Lake Ontario to New York, - - - - -	2s. 9d.
From New York to Liverpool, - - - - -	2s. 6d.
	—5s. 3d.
From any Port on Lake Ontario to Montreal, -	2s. 6d.
From Montreal to Liverpool, average rate this year, - - - - -	5s. 1½d. stg.
	—8s. 10d.

Difference in favour of New York, - - - - - 3s. 7d.

There is thus a difference in favour of the route by New York of 3s. 7d. per barrel; a difference more than counterbalancing the differential duty in England, and which, when that duty is equalized at the expiration of three years, would render it impossible for Canada to compete with her powerful rival on the other side of the line.

In regard to the other premise, that free competition in the navigation of the St. Lawrence would so reduce the cost of carrying in Canada, and of freights to England, as would secure a preference for the Canadian route, we can of course have no absolute proof that such would be the case until the trial is made. Still the presumption amounts almost to a certainty. We have evidence in the extremely low rates of charges on the Erie and Oswego canals, and throughout the whole route to New York, of what our American neighbours can do; and we have every reason to believe that were American skill and enterprize directed unrestrictedly to forwarding

on the St. Lawrence, such reductions would take place in the expense of conveyance, as even the most sanguine in their anticipations would not venture to predict. On the other hand, the admission of American seagoing vessels to our ports, must, in the nature of things, reduce freights at Montreal and Quebec to something like the level at New York, making allowance for the natural difference of expense. It has been objected that American vessels cannot be sailed more cheaply than British; and there would be something pertinent in the objection were the freights which we are compelled to pay under the present system merely at living prices; but the truth is, owing to the scarcity of ships, we have been obliged, particularly of late, to pay about double the price that would remunerate the owner; so that, granting the truth of the assertion that British ships can be sailed as cheap as American, we would still secure almost all the advantage we seek by simply having an additional supply of vessels.

On these two special grounds, Canada, we think, is entitled to demand from England the free navigation of the St. Lawrence. Her case, we have endeavoured to show, is an exception to that of all other colonies. It is not our business to inquire whether England could wisely dispense with these laws altogether. We find them to be inapplicable to the physical condition of this country, under the new commercial policy which has been thrust upon her; and we must respectfully, yet firmly, demand to be exempted from their operation.

There is another general ground which, although it may not confer such a claim upon us, at all events goes to support that claim. We are now to be deprived of all protection for our commodities in the markets of England; why, then, should England seek from us protection for her shipping? It may be answered that she still takes upon herself the burden of our defence against foreign arms; and we admit there is something in the reply. It was because of this circumstance, and the sacredness attached by her to the Navigation Acts as a part of her policy, that we chose to place in the foreground the two special grounds which we think entitle us to a relaxation of those laws; rather than this general ground, which may be urged by all the colonies indiscriminately; so that, were she to concede the demand on that ground, she would have to concede it to all, and thus commit the most serious breach in the integrity of those laws. Still, we repeat, if at this general ground does not confer, it at all events strengthens, our claim; and we trust that England will not so far test the loyalty of her Canadian subjects, as by a refusal to concede the free navigation of the St. Lawrence, compel them to weigh the advantages of a political protection, which on examination may be found to be more nominal than real, against the disadvantages of a law which is crippling the commerce, crushing the energies, and wasting the resources of this colony.

In this paper, we have attempted to discuss the question as between us and England. In our next, we will direct an appeal to our fellow-colonists, pointing out the evils entailed on us by the Navigation Laws, and suggesting the proper course of action for their removal.

THE 'TIMES' ON PROTECTION.

"We cannot for the life of us, discover what they [the Free Trade Association] are making such a noise about, and above all, why they should be continually speaking of a party here under the nickname of Protectionists. Don Quixotte's attack on the windmill, which he mistook for a giant, was sufficiently absurd; but in the Don's case there *was* a windmill. The Montreal Free Trade Association make both the windmill and the giant, both being equally imaginary. But still this hallucination of theirs is not the less mischievous, as the Government and Parliament of England may be led to believe that there really is a strong Protectionist party amongst the Montreal merchants—nine-tenths of whom are, with respect to our Provincial commerce, as much Protectionists as they are Mormons. The only Protectionists we know in this country are, first, the farmers; and, secondly, the few persons engaged in the carrying trade. The farmer would willingly forego the advantages they suppose themselves to derive from the Agricultural Protection Bill, should the markets of the United States be opened to Canadian produce; and steps must be taken to place the carrying business on a different footing from that in which it now is, if we hope to retain any portion whatever of the commerce of the West, or even of the Province itself. These are the reforms which we now want in Canada; and we would gently hint that the *Economist* would be better employed in attacking these monster grievances than in making themselves and others believe that *difficulties* exist amongst our merchants, which certainly do not exist to any extent."
—*Montreal Times*.

It is very evident from the above, that we must all along have mistaken the writings in some of the newspapers, the letters of Mr. Isaac Buchanan, the Address of the House of Assembly, and the still more recent and more objectionable Despatch of the Governor General to the late Colonial Minister. That the merchants of Montreal as a body were Protectionists, we could not, of course, for a moment suppose, nor have we ever stated it—but we certainly have supposed that there was a very large class in all communities of the Province who were so, and whose influence extends over the Press, the Legislature, and even to the head of the Government itself. If we are not very much mistaken,

even the *Montreal Times* has laid it down as a postulate that Protection and Colonial dependence go together, thereby suggesting the inference that Protection is a law of our political nature, and that we cannot exist without it. It is certainly rather singular after this, to find the same writer wondering why the *Economist* "should be continually speaking of a party here under the nickname of Protectionists."

We are, however, glad to find that the *Times* has changed its opinions, and that it takes such a favorable view of Free Trade matters. We have no doubt our contemporary has been converted by the *Economist*, although we will be bound he will not own it. And in regard to the "monster grievances" to which he refers, we can assure him we have not lost sight of them, and shall continue to attack them, as we have hitherto done, with all the vigor we are able. Will the *Times* lend us its assistance? Although we do not make Don Quixotte's mistake, and take our contemporary for a giant, we shall be very happy to have his aid.

SPEECH OF AN ENGLISH BISHOP ON THE CORN LAWS.

Amongst the different speeches made in the House of Lords in the course of the debate on the Corn Bill, none attracted more attention than those delivered by the Bishops. That of Dr. Wilberforce, Bishop of Oxford, in particular, has been pronounced most admirable, both in its matter and the manner of delivery. This prominent member of the Episcopal Bench, is a son of the celebrated Wilberforce, and is the youngest Bishop of the English Protestant Church. His age is about forty, and his promotion has been singularly rapid. A short time ago, he was Archdeacon of Surry, then Dean of Westminster, and, about the commencement of the present year, owing, it is said, to the favour of her Majesty, he was made Bishop of Oxford. His style of speaking is very showy; but then it is based on solid arguments, accompanied by a boldness of spirit, and a freshness of heart, that are most grateful to the hearer. Several times during his speech, the Protectionist Peers attempted to put him down by smiles, laughter, sarcastic cheers, &c.; but he was not to be daunted, and each time turned and met these interruptions with a spirit and dignity that showed the natural temper of his mind.

The following is an extract from his speech:—

"Mr. Lords, it is because I think that the condition of the poor is such as to require some such measure as this, that I am an advocate in its behalf. But, my lords, I said there was another reason for the silence of the clergy. I believe that many of them, many who are acquainted with this state of society, are looking forward to this measure because, from the effects it will produce, they will minister to a happier, more contented, better provided, elevated peasantry [Hear! hear!]. I know that they who live amongst that class, who do not see them only upon the days of forced festivity, drinking out of empty glasses "health to their landlord, and prosperity to agriculture" [Hear! hear! and laughter], they who see them amongst their homes and trials, who visit them when they lie on the bed of fever and of death—I know that those men, for I myself was fifteen or sixteen years one of them, are continually grieved in their hearts at sights of wretchedness which they cannot alleviate, and wants to which they can only administer by spiritual consolation. I believe, my lords, that the other side of the hypothesis of Lord Bacon is made good in England. I believe, my lords, that the absolute necessity of this measure can be proved. I know that the clergy of this country believe that the state of the great mass of the labouring population and of the peasantry of England is such that they cannot desire it long to continue as it is [Hear! hear!]. They see other mouths to provide for, and no work likely to be found to furnish them with food; they see these things practically,—and looking round for a remedy, they believe it will be found in anything that increases the general prosperity of the country [Hear! hear!]. But some noble lords say that this measure will not increase the prosperity of the country; that our best markets for our manufactures, our home markets, will be injured, and that we shall suffer more than any body else [Hear! hear!]. The noble lord cheers that, and I will join in it, because if it be so what becomes of the argument brought forward with the usual eloquence and power of the noble Earl who, at the beginning of this debate, told us to calculate on the step we were taking, for it is irremediable for us and our posterity. Why? Because you give way to some strong necessity and admit to a share of power persons heretofore excluded, there is no retracing of your steps, because the persons to whom you give this power will be strong enough to keep it. But the noble lord says you are altogether in mistake about this measure. It will be ruin to the manufacturers and agriculturists. Then I ask, my lords, who is the third party to maintain this measure [Hear!]? Why is it to be irremediable? If it is found that the home markets will be ruined by this measure, will any one of those who claimed this concession stand up in the House of Commons and ask that it might be continued? If the manufacturers are on the brink of ruin, if agriculture is on the verge of destruction, they will forget their past discussions and ask that this measure shall not continue. They will have found the evil of this experiment, and the utmost harm will be that you will have to retrace your steps, and re-enact the former law [Hear! hear!]. Therefore, this argument, my lords, is clearly most destructive to the other argument from which the opposite side of the house draw their conclusions. The two cannot be held together by any rational man. Therefore, with the utmost

deference to those who differ from me, but with a full determination not to act upon the judgment of others, but to the best of my poor ability to judge for myself upon the subject under discussion, I am prepared, for one, to risk the dangers, and, as I hope, to partake of the benefits, of the experiment you are now invited to make. It would ill become me, my lords, and it is most alien to my feelings, to suppose that your lordships were influenced by any motive of fear upon this measure. If any strong motive be brought to bias your decision, there is but one motive or fear which your lordships have any danger of falling into, and that is the fear of being thought afraid [Hear! hear! hear!] I believe that this is the fear your lordships should, more than any other, guard against---that you should not, for fear of being thought, out of fear, to have changed your purpose, refuse to show that the time is come when that which might once be useful, has become noxious; for let me remind your lordships of one of the arguments mentioned in this debate from an agricultural quarter, but in a manner which seemed to me not to savour of any great agricultural faith. The argument was this: "Protection is the course you pursue with regard to everything else. You nurse carefully and protect the tender fruits of the earth; and you ought to do the same with this tender plant, the agriculture of England." I do not think that our agriculture is so tender an exotic; and I have no doubt that, free from the shackles of protection, it will assert its own indigenous strength and power [Hear!]. But, my lords, I am a protector of native industry [ironical cheers from the cross-benches]; and, in spite of the cheer of the noble duke, of which I am as little afraid as of his arguments [a laugh], I again assert the same thing [Hear!], and I say that we, on this side of the question, are the true protectors of native industry; for what is that true protection? Simply to bring it into the field, and enable it to maintain a wholesome competition with the foreigner. Such is the course with respect to the great manufacturers of this country. In the commencement of those manufactures, they were sheltered with protection, even as you would place a glass upon a tender seedling [Hear! hear!]; but as soon as they had asserted their native strength, and had based themselves upon the habits and minds of the people, that protection was found to be an impediment to their growth, and was withdrawn. When Mr. Burke said he would raise the woollen manufactures of England until they supplied the markets of the world, by raising foreign competition, he was met by clamour, to which even in this house we have not been altogether strangers this evening [laughter]. He was told he was going to exterminate our manufactures. But the truth of his prophecy was proved, because it was based upon the eternal truths that govern all human conduct and human things [loud cries of "Hear! hear!"]. You must provide for human necessities by human exertions, by human skill. You must teach men that they must depend upon their own right arm, their own moral habits, their own genius, and the ever-favouring providence of God. You must teach them to compete with the world, and not, by your system of protection, to destroy that object. Make it worth while for that native industry to meet that of the world, and you will be the true protectors of that native industry [Hear! hear! hear!]. You will make it as sure as it ever can be now, for who can depend upon any legislation, when any rash Minister (as we are told), at the sacrifice of place, of everything which a party man esteems of the highest value, but fulfilling that which his conscience tells him he ought to fulfil, in order to provide the necessities of life for a great nation, which Providence has placed under his government, may abandon it at any moment? In spite, then, of those dense cheers, I venture to say that I and the noble lords who think with me, are, and will one day be acknowledged to be, the true protectors of the native industry of the English people; and, believing this, I would most earnestly beseech you not to be led away by that taking declamation which has tickled our ears [a laugh]. I hope your lordships will not be misled by the splendid declamation with which we have been favoured. What is declamation? Is it not painting in the most glowing colours certain propositions, which, when they come to be tried and examined, prove to be rottenness and delusion [cries of "Hear! hear!"]; telling you that you are about to do that which the most parricidal Englishman could not have admitted into his brain, and then proving them by saying that wheat was sold in the Liverpool market at 15s. per quarter, and then, when the fact comes to be examined, it crumbles away, and you find that 15s. was 25s. on the spot in a distant port, to which was to be added the expense of freight, the outlay of capital, and that the wheat was also of inferior quality [Hear! hear! and a laugh]. I entreat your lordships not to be led away by any such declamation, delightful to hear, but not matter upon which Englishmen and English statesmen should draw their conclusions. I do believe, my lords, that there is in the minds of the people of this country a deep-seated conviction, a firm persuasion, that your lordships will in this, as in other matters, gravely, soberly, and wisely consult, not for your own interests, but for the best interests of the whole nation. Here, my lords, is your strength, and I do beseech you not to sink its foundations. Her Majesty's Government has been said to be mainly culpable in that it did not send back to the electoral classes this question for decision before calling upon Parliament to settle it. My lords, such a course I believe would have been alike unworthy of English statesmen acting on an enlightened view of their duties, and contrary to the essence of the constitution. I believe the very principle of representation as settled by the constitution of this country, to be that the electoral body, when they elect, should leave to the judgment and discretion of their representatives for a limited time the decision of those questions which may arise and call for decision during that period, and I think, therefore, with respect to any separate question, of such a nature as that it can easily be made matter of divers representations addressed to and acting mainly on the feelings of those who have to decide in elections, that such a question is one which would be reserved by the theory of the constitution, not for the decision of the electoral body, but would be left to the decision of the elected. It had been stated to their lordships that this question was mixed up with a multitude of questions of political economy; but if so, how alien was such a question from the habits that could alone lead to a proper decision of it on the part of the people? How surely, at an election, would it be carried by appealing to the feelings and passions, and

not by the sober exercise of cool, calm judgment; how certainly would it be decided by appeals from one side and the other to those particular prejudices, feelings, and passions, by which, of all others, it was most undesirable, for the welfare of the nation, that such a question should be settled. Therefore, my lords, I think it would have been unworthy of a great statesman to have taken this course, and have flinched from calling upon Parliament for a decision upon this question---flinched, first from a regard for himself, and then from a regard for your lordships. I think it would have been unworthy of a great statesman, after having satisfied himself by cogent arguments and reasons, to have said, "I dare not rest on them; I must risk a dangerous convulsion, which will reach to every county and borough in England, in order to set the question at rest." What would that have been---what else could it necessarily have been---but to set class against class in a struggle of a doubtful issue; what but to tell the manufacturer, "Now is the moment for you to try all your strength", and to tell the agriculturist, "Now is the time for you to raise your loud shout for protection to agriculture"? My lords, it cannot be doubted that the effect would have been to cause this question to be decided as a great party question, instead of deciding it by the dictates of the wisdom of the best-informed minds, if the Government had gone to the country, instead of coming to Parliament for the settlement of it. Sit on this question, then, my lords, I beseech you, divested of party feeling; sit on it judicially, not as the representatives of one interest or another, not as owners of rents [Hear! hear!], not as owners of land, not as owners of unappropriate tithes who are about to suffer by the change; but as the natural heads of the great English people, in whose welfare your whole welfare is necessarily bound up, in whose success you must succeed, and in whose prosperity you must prosper [Hear! hear! hear!]. Remember, I beseech you, that the labouring classes of this country look to you, in the patient endurance of long-continued suffering---suffering which, I am sure, no other class of men but the English peasantry could be found to endure with patience---but with the anxious hope that you are about to do something to assuage that hard and consuming suffering. Do not disappoint the expectations that they have built upon your known justice. Do not, above all, mistake the greatness of that suffering for apathy to that which is passing around them. Do not read the signs of the times so. Never was there in this country, a time in which there was less outbreaking dissatisfaction, but that is not because the labouring classes are apathetic with respect to their condition, but the reason is, because they believe that those who have the power have also the inclination to do something for the improvement of their situation. Beware, my lords, of disappointing those expectations. Show the people of this country that your decision of this question is based on the broad and grand principle of justice to all, not on the narrow one of advantage to a few. In coming to this decision on those broad grounds, you will set on the firmest and broadest foundations the authority of this assembly. In this assembly, I believe, is laid the main ground of British liberty. Show that you are ready to make any sacrifice---if sacrifice there be---of that which has been only given to classes for the benefit of the people around. Your power is indeed great; but there are some things which it cannot effect. It cannot stand, my lords, against the rising tide of a great nation's conviction. Do not think, therefore, that even you can set your curule chairs on the edge of the rising waters, and think that you can bid them, on a principle of hereditary prescription, recede and fall back from your feet. Do not, my lords, set this house in a position in which it shall seem to represent the hereditary wealth, and not the hereditary justice, wisdom, and virtue, of this mighty people [cheers]."

The Corporation of Kingston has, it seems, resolved to impose a tax on all descriptions of vessels entering the port of that city, according to the following scale:--

Steam Boats,--First Class,	5s. for every Trip, or	£10 0 a-year.
Do. --Second Class,	3s. "	or 7 10 "
Do. --Third Class,	2s. 6d. "	or 5 0 "
Steam propellers,--First Class,	2s. 6d. "	or 5 0 "
On all other Classes,	2s. 6d. "	or 3 0 "
Sail vessels of 300 tons burthen,	3s. "	or 3 0 "
Do. of 150 "	2s. "	or 2 0 "
Do. of 100 "	1s. "	or 1 0 "

On every 50 tons over the above rates of tonnage, 6d. a trip, or 10s. a-year additional.

Sail vessels of 50 tons burthen, 1s. 3d. a trip, or 20s. a-year.

On every 25 tons over the above, 3d. a trip, or 5s. a-year additional.

There are about 60 steamboats--of which 10 are propellers--of various sizes and powers, that this year ply between Kingston and the different ports on the Lakes and River, and on an average about 5 sail vessels arrive daily at the harbour. By the imposition of this tax, a yearly revenue will be obtained amounting to about from £425 to £450. "Although this sum," observes the *Chronicle and Gazette*, "would be a very important addition to the income of the city in its present exhausted state, yet we should doubt very much the policy of it being raised by this means. Although the sum levied on each vessel will not be very great, if paid by the year, yet it will have a direct tendency to discourage the shipping trade of the port, and may form a precedent for a yet heavier impost. Besides, we do not see on what ground the Corporation can form a pretext for levying this tax. All the present improvements of the harbour are the work and property of private individuals, erected for their own accommodation and the furtherance of their shipping trade; and the Corporation, by taking advantage of these improvements, created by private industry and private capital, as an apology for the imposition of this tax, will be absolutely injuring the individuals by whose spirited exertions they were erected."

A STATEMENT OF IMPORTS AT THE PORT OF ST. JOHNS,

For the Quarter ending, 5th July, 1846.

[FURNISHED FOR THE "ECONOMIST."]

ARTICLES.	ARTICLES.
Horses..... 10	Men's Shoes of Leather, pairs.. 67
Lambs..... 1	Boys' Boots of do. do.. 5
Oxen..... 5	Leather Manufactures, not
Pigs, (sucking)..... 2	described..... £903 7 6
Hogs..... 12	Linen Manufactures.. 138 17 7
Sheep..... 22	Beer and Ale, gallons..... 429
Ashes, value..... £118 16 0	Cider, gallons..... 16272
Dye Woods..... 156 14 6	Maccaroni and Vermicelli, lbs, 2407
Biscuit and Crackers, barrels.. 273	Machinery..... £2597 6 0
Books, value..... £2115 8 5	Mahogany..... 222 9 5
Burr Stones, value... 88 0 0	Medicines..... 802 1 10
Candles, (Sperm,) lbs..... 1632	Molasses..... 3879 cwt. 3 qrs. 2 lbs.
Carriages..... £ 367 19 0	Onkum..... £31 11 9
Clocks and Watches. 2235 0 8	Oil, Olive, gallons..... 412
Coals, tons..... 30	Oil, Fish, do..... 7993
Cocoa..... 6 cwt. 3 lbs.	Oil, Palm..... £511 14 9
Chocolate, lbs..... 496	Oils, Chemical..... 403 15 1
Coffee, green, 1100 cwt. 3 qrs. 1 lb.	Paper Manufactures... 1416 5 2
Coffee, roasted, 21 " 0 " 18 "	Pickles and Sauces... 8 1/2 4
Coin..... £8087 0 0	Playing Cards..... 9 0 3
Cordage, lbs..... 38579	Potatoes, bushels..... 134
Corks, value..... £ 212 7 1	Butter..... 50 cwt. 2 qrs. 19 lbs.
Cotton Manufactures. 1967 12 3	Cheese..... 158 do. 1 do. 13 do.
Cotton Wool..... 480 6 6	Lard, lbs..... 28193
Drugs..... 1108 8 11	Bacon & Ham, 93 cwt. 1 qr. 9 lbs
Essences..... 419 0 9	Pork, salted... 308 do. 3 do. 20 do.
Fanning Mills..... 5 13 10	Other Meats, do. 26 do. 3 do. 6 do.
Oysters, Lobsters, and	Rice..... 3599 do. 3 do. 23 do.
Turtle..... 29 19 6	Rum, gallons..... 2 1/2
Fish, dried..... 49 cwt. 8 lbs.	Seeds, Carlen..... £101 12 5
Fish, salted, bbl..... 3	Seed, oil or kinds..... 175 12 6
Flour, (Wheat,) bbls..... 24	Silk Manufactures... 1261 8 6
Almonds, bbls..... 16526	Soap..... 180 10 1
Apples, bushels..... 888 1/2	Soda Ash..... 35 16 9
Apples, dried, bushels..... 8 1/2	Spermaceti, lbs..... 5
Figs..... 7 cwt. 8 lbs.	Cassia, lbs..... 5163
Nuts, lbs..... 44297	Cinnamon, lbs..... 8 1/2
Rasins lbs..... 21756	Cloves, lbs..... 3
Fruit, unenumerated, £2227 7 5	Mace, lbs..... 2
Furs & Skins, undressed, 746 13 1	Pepper of all kinds, lbs..... 4374
Fruit, preserved, lbs..... 3829	Spirits, except Rum, gallons..... 7
Glass Manufactures... £1125 19 1	Cordials, gallons..... 41
Indian Corn, bushels..... 100	Sugar, refined, lbs..... 15
Beans, bushels..... 19	Sugar, unrefined.. 1307 cwt. 18 lbs.
Meal, of all kinds, lbs..... 2613	Syrups, gallons..... 439
Wheat, bushels..... 20	Tallow..... 1294 cwt. 3 lbs.
Gums and Resins... £ 122 2 9	Tea, lbs..... 185060
Hardware..... 3503 5 8	Tobacco, unmanufactured,
Hemp..... 342 cwt. 1 qr. 5 lbs.	lbs..... 228027
Hides, Raw..... 12368	Tobacco, manufactured, lbs. 574686
Hops, lbs..... 1015	Segars, lbs..... 6089
India Rubber Boots & Shoes, pairs, 174	Snuff, lbs..... 639
Goat Skins, dressed, dozens, 127 12	Trees and Plants... £87 4 6
Lamb & Sheep's Skins, dressed,	Vegetables, except Potatoes, 8 5 0
dozens..... 243 4 12	Wines, gallons..... 877
Calf Skins, dressed, lbs..... 2977	Ash Timber, feet..... 250
Upper Leather, lbs..... 2420	Pine Plank, feet..... 469
Sole do. do..... 10079	Cordwood, cords..... 351
Leather, not described. £148 9 8	Woolen Manufactures, £2557 19 3
Women's Boots of Leather, pairs, 123	All other articles not enumerated,
Do. do of other stuffs, do, 123	valued at..... £9490 7 6
Men's Boots of Leather, pairs.. 22	

ARTICLES IMPORTED FOR WAREHOUSING AT THE PORTS OF QUEBEC AND MONTREAL.

ARTICLES.	ARTICLES.
Calf Skins, dressed, lbs..... 3208	Perfumery..... £328 2 4
Coffee, Green, lbs..... 3129	Pork..... 979 cwt. 2 qrs. 8 lbs.
Cotton Manufactures. £871 11 3	Silk Manufactures... £316 14 4
Fancy Goods..... 61 2 5	Sugar, unrefined, 144 cwt. 1 qr. 25 lbs.
Hardware..... 112 11 8	Tea, lbs..... 12134
Lard, lbs..... 25690	Tobacco, manufactured, lbs.. 46619
Paper Manufactures.. £249 3 4	Watches..... £94 1 0

PORTLAND RAILWAY.—A meeting of the shareholders of this undertaking was held at Daley's Hotel on Thursday, at which a series of resolutions were passed, and a clear and able exposition of the affairs of the company made by the Chairman, the Hon. Geo. Moffatt, accompanied by an able and interesting report from Mr. Morton, the Superintendent Engineer. The resolutions on this occasion are bold, and to the purpose. They set forth that "unless a more correct appreciation of the merits of

this railroad be evinced in Canada, the enterprise cannot proceed for want of adequate means"; and call on the citizens to come forward with more energy than they have yet done, as "on the prosecution of this undertaking must now mainly depend the future prosperity of Montreal and its vicinity." In short, that unless something more is effected in the way of taking up stock, and paying for the instalments now due, the work must be abandoned. Finally, that no means might be left untried, a Committee was appointed to solicit subscriptions for shares, and whose business it will be to report to a future meeting of the shareholders, to be held on the 17th of August.

Thus, then, the question is about to be put fairly to the public, Shall this railroad proceed, or not. Hitherto, the apathy which has been exhibited, has, to say the least of it, been extraordinary. Although every one acknowledges that without an outlet to the ocean during the six months the St. Lawrence is closed, the trade, and with the trade the importance, of Montreal must decline, the number of shares subscribed for in this city is only 1678, and of this number, eleven individuals whose united property, at the lowest figure, amounts to £840,000, have subscribed the magnificent sum of £2335! Contrast this with what has been done in the Eastern Townships, amongst a needy population, and then let us confess that we have little to boast of on the score of public spirit. But it is high time some other course were taken. Hitherto the parties addressed have been few in numbers, though strong in wealth. They are not, however, the only parties interested. Every man who possesses the smallest amount of property, or has the least interest at stake, will suffer if this project be allowed to fall through. To the great body of the public, then, let the appeal be made,—to the tradesman, the mechanic, and artisan. We have much more faith in their energy and spirit, than in the calculating genius of would-be speculators. If it be once shown that without this railroad Montreal must suffer, we have little doubt the money will be found, though they have to follow the example of the people of Maine, some of whom pawned their property to furnish stock for the undertaking.

The following is, we believe, pretty nearly a correct statement of the distribution of the shares up to the present time: England, 2633; Quebec, 100; Montreal, 1678; Eastern Townships, 1681: in all, 6132 shares.

We have received a copy of a letter addressed in pamphlet form to the Right Hon. Earl Grey, Her Majesty's Principal Secretary of State for the Colonies, in which the political events of the last three years are professedly reviewed; and in which the Imperial Government is urged to repeal all differential duties, to throw open the navigation of the St. Lawrence, and to give up its control over the Canadian Post-Office Department. With the political portion of the work it is not our province to deal, but the suggestions respecting our commercial interests are too closely connected with the objects, we have in view not to find a place in our Journal. We therefore extract that portion of the pamphlet:—

Although I fear I have already trespassed too long on your Lordship's valuable time, there is a subject of deep importance to the Canadian people, which I cannot forbear alluding to,—I mean, the question of Free Trade. It is very evident from the tenor of your Lordship's speech that you labour under some misapprehension with regard to the state of feeling in Canada on this subject. You seem to consider that the majority in favour of the Canadian Government proposition of last session to allow American wheat to be ground in bond for exportation, free of duty, were in favour of Free Trade, and the minority opposed to it. If so, your Lordship is in error. Practically, there is not much difference of opinion in Canada regarding Free Trade. Here, doubtless, as elsewhere, there are Protectionists, and Free-Traders; but with regard to the repeal of the English Corn Laws, there was no member of the Legislature, no public journal, and no body of men, not even the Free-Trade Association of this city, that advocated it. Some were disposed to submit with a good grace to what they saw was inevitable, while others were inclined to send strong addresses and petitions on this subject. This, my Lord, is the real state of the case. A petition in favour of the repeal of the Corn Laws would not, in all probability, have received a signature in Canada. But then, my Lord, those who have predicted that we would all turn rebels, because the Corn Law was repealed, are greatly mistaken. There is very little despondency in Canada on the subject. The present holders of breadstuffs will suffer severely, because the purchases last winter were made at a time when the delusive cry of "famine" was in every mouth. When the present stocks are worked off, all will be right, and the merchants will have the advantage of a stender market in future. The question on which the division took place in our House of Assembly was the repeal of the frontier duty of 3s., which was thought by the minority, which opposed it, to be a very incomplete measure by itself. You have given the people of England Free Trade, my Lord, and we ask you to give it to us. We demand the repeal of all differential duties in favour of British manufactures, which are imposed by Imperial acts, and the free navigation of the St. Lawrence for vessels of all nations. In no other way, my Lord, can the commerce of the St. Lawrence be sustained. The freight of a barrel of flour from Montreal to Liverpool has been 6s. 3d. during the present season, while at New York it has been only 3s. If the press can be considered as an index of public opinion, all parties in Canada are in favour of the removal of these restrictions on our trade. And, my Lord, while I do not allow myself to anticipate any opposition to our demands from a Free-Trade Cabinet, I can scarcely believe that even the parties for whose benefit the present restrictions have been imposed, will endeavour to maintain them. Surely, my Lord, the British manufacturers, the free-traders of Manchester and the other manufacturing towns, will not claim protection for their cottons, their woollens, and their hardware. If they do, let the fact be proclaimed, let the agri-

culturists of Canada be given clearly to understand that though their wheat and flour is to be placed on the same footing as foreign in the English markets, they are nevertheless to be subjected to protective duties in favour of British manufactures. The case of the ship owner is a much clearer one. He, my Lord, must compete with foreign shipping under the Free-Trade system. Our products must be sent to the English markets either by the St. Lawrence or by New York; and as the English ship owner must compete with the foreigner at the latter port, he may as well do so in the St. Lawrence. But, my Lord, even if the British ship-owners should demand the continuance of their monopoly, will a Free Trade Cabinet lend them any countenance? We Canadians trust not: we entertain a confident hope that our reasonable demands will be acceded to; in which case, your Lordship need not apprehend any complaints from Canada on commercial subjects.

"There is, however, one monster grievance which I have left untouched, and regarding which I can assure your Lordship there is no difference of opinion among political parties,—I mean, the Post Office. I shall not take up your Lordship's time with any lengthened notice of this subject, especially as the remedy is a very simple one. Place the Post-Office under Provincial control; let its head be a member of our Administration; charge us with the packet postage, as you do the United States, and all will work well. Why, my Lord, seek to maintain Imperial control over this department? No good reason can be given for doing so.

STATE OF TRADE IN JAMAICA.—The following extract from the Trade Circular of Scott, Leacycraft & Co., of Jamaica, gives a gloomy account of the state of affairs in that island. The date is July 8:—

"Our market is at this moment in a much more depressed condition than it was but two weeks ago, and, feeling as it is under the effects of over-trading to an extent which has, until this period, been unknown here—suffering from the confined and narrowed state of the money market, which is producing prejudicial results on the stability of some dealers—and a continued want of confidence; feeling, we repeat, under all these adverse circumstances, we cannot picture to ourselves a worse position than that in which we are now placed.

"Unless shipments to this island shall entirely cease for at least three months a great portion of the goods now on hand must perish before they can be called into consumption. The supplies of all articles, but particularly of fish and bread stuffs are enormous. The stock of Flour is equal to six months' consumption,—whilst that of Pork, Soap, Lard, Butter, Meal, Rice, and Corn, are far beyond the necessities of the place. Further arrivals to meet the present over-stock, must entail disastrous results on the Shippers.—The fine rains, which have fallen within the last six or eight weeks, will also cause a yet further decline in the demand for bread stuffs, as there will be soon thrown into the market very large quantities of native ground provisions. We cannot too strongly impress upon Shippers in general, the absolute necessity which exists for refraining for some time to make further consignments to this market; and this it required not only as a means to revive the depressed and drooping condition of our trade, but also to enable their correspondents here to realize their accounts."

Mr. John T. Badgley has addressed a letter to the Editors of the City papers, with a view to show the advantages that may be derived in this country from the use of Wooden Railways on Prosser's plan. Mr. Badgley calculates that a Rail-road may be constructed from Montreal to Kingston, by this means, for £300,000; whereas, by the use of iron it could not be constructed for less than £1,188,000. The cost of laying a double line of road on Prosser's principle in Canada, is estimated at £700 per mile, which includes the cost of the wood, labour, hardening of the wood for the rails, and cost of the patent right. In the United States, it would seem, the average price of eighty-three Railways and branches, measuring 4218 miles in extent, is \$26,427 per mile, or £6,600.

Mr. Badgley insists strongly in his letter, on the importance of an effort being made to retain for Montreal the Western trade, and intimates that without a Rail-road, it will be impossible to overcome the obstacle interposed, in the shape of high freights, between the commerce of the two divisions of the Province.

REVENUES AND EXPENDITURES OF ENGLAND AND FRANCE.—The following contrast drawn by the Baron Charles Dupin, is highly complimentary to England, and is valuable as illustrating the principles upon which British legislation has been based:—

"In 1816, the British Government, in perfect peace, victorious and tranquil, spent £86,000,000 sterling, no part of which was applied to the extinction of the national debt.

In 1824, its expenditures exceeded £67,000,000. In 1844, the latest period to which the accounts have been completed, its expenditure was reduced to £55,000,000.

In 1816, the interest of the national debt amounted to £33,500,000; it is now reduced to £26,000,000, and £4,000,000 on temporary annuities, which are gradually disappearing year by year. Whilst Great Britain was obtaining these splendid results, she was effecting a vast reform in the manner and extent of her public burdens.

Between 1815 and 1841, a balance being struck between taxes increased and taxes diminished, this power has abolished an amount of £24,000,000 of taxation, and last year suppressed a further sum of £6,000,000.

The taxes abolished are those, especially, which paralyze industry, and oppose obstacles to the superiority of British commerce over that of other nations. In effecting this, do not imagine that England has abstained from carrying out gigantic enterprises, sustaining mighty struggles, and defending her wide-spread dominions with an armed hand. She possessed in India, in 1816, 80,000,000 of subjects; she now numbers 100,000,000. Canada revolted; the revolt was suppressed by force. Her will was contested in the Syrian question; her ships decided the matter. China resisted the odious commerce in opium; an expedition after the fashion of Cortes subdued the Celestial Empire. Two seas existed, the entrance of which was not under the command of England, the Chinese

Ocean and the Red Sea. Aden and Singapore have completed the chain of forts which bind the commerce of the world.

In 1816, England was, without exception, the state most heavily burdened by the weight of taxation. She is now, in proportion to her wealth, less taxed than France. Thirty years ago, England spent £80,000,000 sterling, while France spent but half. In 1844, England spent £55,000,000, whilst France expended £57,500,000.

Let us observe, at the same time, from one single fact, the enormous difference in the resources of the two countries for the supply of such heavy public burdens. Looking still at 1844, as a means of comparison, I find, says Baron Dupin, "that the commerce of England, favored by a skilful system of taxation, is so great, that the mere amount of the produce of the soil and industry of Great Britain sold to foreign nations, in eleven months, is equal to the total annual expenditures of the Treasury. On the other hand, in France, we only behold an unlimited increase in the taxation, and we have reached a point at which we require the amount of twenty-three months of the sale of our produce to foreigners to pay our expenditure, whilst eleven months, only, suffice to the English."

REDUCTION OF FARES ON ENGLISH RAILWAYS.—It appears from the last annual report from the Railway Department of the British Board of Trade, that on the Grand Junction Line, 98 miles long, the fares have been reduced, since the 1st of January, 1844, on the first-class, from 2s. 6d. to 17s.; and on the second, from 18s. to 14s. On the Great North of England, 45 miles long, first-class, from 13s. to 9s.; and on the second, from 9s. to 8s. On the Great Western, 118½ miles long, first-class, from 30s. to 27s. 6d.; second, from 21s. to 18s. 6d. On the Leeds and Selby, 6 miles long, first-class, from 2s. to 1s. 4d.; second, from 1s. 6d. to 1s. On the London and Birmingham, 112½ miles long, first-class, from 30s. to 23s.; second, from 20s. to 17s. On the London and Brighton, 50 miles long, first-class from 12s. to 10s.; second, from 8s. to 7s. 6d. On the London and Croydon, 10½ miles long, first-class, from 2s. 3d. to 1s. 3d.; second, from 1s. 9d. to 1s. On the Southwestern, 94 miles long, first-class, from 23s. 6d. to 19s. 6d.; and added a second-class at 15s. On the Manchester and Birmingham, 85 miles long, first-class, from 23s. to 15s.; second, from 17s. to 11s. 6d. On the Manchester and Leeds, 51 miles long, first-class, from 15s. to 11s.; second, from 9s. 6d. to 8s. 6d. On the Newcastle and Carlisle, 60 miles long first-class, from 16s. to 12s.; second, 12s. to 9d.; On the North Union, 22 miles long, first-class, from 8s. 6d. to 4s. 6d.; second, from 4s. to 3s. On the Southeastern, 88 miles long, first-class, from 18s. 6d. to 15s.; second, from 12s. to 10s. On the York and North Midland, 24 miles long, first-class, from 7s. to 6s.; second, from 5s. to 4s. 3d. In addition to these reductions, great facilities and reductions have been afforded by third-class carriages and return tickets, of which no note is taken. Since the close of the year, further reductions have taken place on some of the lines, which, of course, are not included in this report. On the following lines, no reductions have been made: Birmingham and Gloucester, Hull and Selby, Lancaster and Preston, Midland, and Preston and Wyre. The total length of new railways opened in 1844 was 195 miles 45½ chains; and in 1845, 293 miles 77 chains.

RECEIPTS OF ENGLISH RAILWAYS.—The *London Economist* furnishes the following table, showing by the amounts received the increase which has taken place in railway travelling, and in the transport of goods by railway, during the three years preceding June 30th, 1845:—

Yr. end g June 30.	Miles open.	Rec. fm. pass.	Rec. fm. goods, &c.	Total.
1843	1,798½	£3,110,257	£1,424,932	£4,535,189
1844	1,912½	3,439,294	1,635,380	5,074,674
1845	2,118½	3,976,311	2,333,373	6,209,714

The increase of traffic thus shown, is still progressing; a fact in favor of the system of low fares, which is becoming quite popular in England.

THE COMMERCIAL VALUE OF INSECTS.—Commerce brings into the market almost every thing that has a being in the water, on the earth, and in the air; from the whale that spouts and foams in the great deep to the smallest insect that exists in the land. A late writer remarks with great justice that "the importance of insects to commerce is scarcely ever treated of. Great Britain does not pay less than a million of dollars annually for the dried carcasses of a tiny insect—the Cochineal. Gum Shellac, another insect product from India, is of scarcely less pecuniary value. A million and a half of human beings derive their sole support from the culture and manufacture of silk, and the silk-worm alone creates an annual circulating medium of between one hundred and fifty and two hundred millions of dollars. Half a million of dollars is annually spent in England alone for foreign honey; 10,000 hundred weight of wax is imported into that country each year. Then there are the gail-nuts of commerce, used for dyeing, and in the manufacture of ink, &c., whilst the cantharides, or Spanish fly, is an important insect to the medical practitioner. In this way, we see the importance of certain classes of the insect race, whilst in another view, the rest clear the air of noxious vapors, and are severally designed by nature for useful purposes, though we in our blindness, may not understand them.

AN ABSTRACT of the Nett Produce of the Revenue of Great Britain in the Years and Quarters ended the 5th of July, 1845 and 1846, showing the Increase or Decrease thereof.

YEARS ENDED JULY 5.

	1845.	1846.	Increase.	Decrease.
	£	£	£	£
Customs.....	19,807,044	17,688,461	2,118,583
Excise.....	12,074,999	12,025,112	49,887
Stamps.....	6,846,883	6,988,940	142,057	
Taxes.....	4,238,441	4,229,899	1,458	
Property Tax.....	5,261,954	5,183,912	78,024
Post Office.....	679,000	794,000	115,000	
Crown Lands.....	125,000	100,000	25,000
Miscellaneous.....	658,819	1,384,096	725,277	
Total Ord. Revenue.....	49,682,140	48,394,420	988,722	2,271,512
Imprest & other Moneys.....	410,145	215,523	194,622
Repayments of Advances.....	975,571	1,446,140	470,569	
Total Income.....	51,067,856	50,056,083	1,454,361	2,466,134
Deduct Increase.....				1,454,561
Decrease on the Year.....				1,011,773

QUARTERS ENDED JULY 5.

	1845.	1846.	Increase.	Decrease.
	£	£	£	£
Customs.....	4,499,548	4,523,391	28,843	
Excise.....	2,965,684	3,104,711	139,027	
Stamps.....	1,837,076	1,730,495	106,581
Taxes.....	2,000,567	2,006,427	5,860	
Property Tax.....	909,991	1,009,162	99,171	
Post Office.....	155,000	181,000	26,000	
Crown Lands.....	30,000	30,000
Miscellaneous.....	12,652	458,001	444,349	
Total Ord. Revenue....	12,411,518	13,013,187	738,250	136,581
Imprest & other Moneys.....	29,262	73,939	44,677	
Repayments of Advances.....	182,354	111,607	70,747
Total Income.....	12,623,134	13,198,733	782,927	207,328
Deduct Decrease.....				207,223
Increase on the Quarter.....			575,599	

The following are the concluding clauses of the protest of Lord Stanley, in which several other peers joined, against the passing of the new Corn Law :---

11. Because the removal of differential duties in favour of Canadian corn is at variance with the legislative encouragement held out to that colony by Parliament, on the faith of which the colonists have laid out large sums of money upon the improvement of their internal navigation; and because the removal of protection will divert the traffic of the interior from the St. Lawrence, and the British ports of Montreal and Quebec, to the foreign port of New York; thus throwing out of employment a large amount of British shipping, severing the commercial interests of Canada from those of the parent country, and connecting these interests most intimately with the United States of America.

12. Because the adoption of a similar system with regard to other articles of commerce, will tend to sever the strongest bond of union between this country and her colonies, will deprive the British merchant of that which is now his most certain market, and sap the foundation of that colonial system, to which, commercially and, politically, this country owes much of its present existence.

DECREASE OF THE MADERIA WINE TRADE.—The wine produce of the island of Maderia has remarkably decreased during the last four years. In 1845, only 2,669 pipes were obtained, against 3,012, 3,221, and 3,422 pipes in the years 1842-43-44. The exports in 1845 amounted to 2,823 pipes, viz.: 669 to the United States, 616 to England, 320 to Russia, 220 to Jamaica, 302 to France, 175 to the East Indies, 109 to Portugal (the mother country) 112 to various other countries.

CULTURE OF COTTON IN INDIA.—At a recent meeting of the Royal Asiatic Society, a communication was read from Professor Boyle, the botanist of the East India Company, detailing some farther results of the experimental trials for the culture of cotton in India. Since the last report of Dr. White, 30,000 acres have been put into cultivation; from one acre alone the produce was 700 pounds, and more was to be expected. All now required to make East India cotton a most valuable export commodity, he said, is the employment of European agents in the India markets, to select the best qualities.

BRITISH CUSTOM DUTIES IN INDIA.—From a recent Parliamentary paper it appears that the gross amount of the Custom Duties in India for the year 1843-4, was 1,68,43,932 rupees (£1,579,118) and the nett produce 1,37,25,553 rupees (£1,286,770.)

FIRST IMPORTATION OF AMERICAN POULTRY INTO ENGLAND.—It is stated in Wilmer and Smith's Times, that the Agerma, 500 tons, arrived at St. Catherine's Docks, on the 4th April, from Boston, with twenty-five cases of turkeys, geese, and capons; also six boxes of red reindeer of superior quality. They were packed in ice to preserve them. We believe this to be the first importation of the kind.

YANKEE NOTIONS IN ENGLAND.—Among the articles now exported largely to England from the United States, are clothes-pins, (which are carried over by hundreds of hogsheds,) ivory and wood combs, augers, gimlets, and cut-tacks.

FREE TRADE AND THE INSTITUTES.—"Commerce, by the Law of Nations," says Justinian in the Institutes, "ought to be open to all, and not turned to monopoly and the private gain of a few." And again the same Emperor has left this as a maxim—"Inquam est alios permittere, alios inhibere mercaturam"—It is bad to permit trade to some and to prohibit it to others." If these ideas had always been acted upon, how much more rapidly would not civilization have advanced, and the state of the world improved!

THE COST OF WAR.—Give me the money that has been spent in war, and I will purchase every foot of land on the globe. I will clothe every man, woman, and child, in an attire that kings and queens might be proud of. I will build a school-house on every hill-side, and in every valley, over the earth. I will supply that school-house with a competent teacher. I will build an academy in every town, and endow it; a college in every state, and fill it with able professors. I will crown every hill with a church consecrated to the promulgation of the gospel of peace; I will support in its pulpit an able teacher of righteousness: so that on every sabbath morning the chime on one hill shall answer to the chime on the other, around the earth's broad circumference, and the voice of prayer and the song of praise shall ascend as one universal offering to Heaven.—*Elihu Burritt.*

We have to acknowledge the receipt of Mr. George Boucherville's letter, and shall have much pleasure to furnish, as far as lies in our power, answers to his enquiries. As it demands time, however, to look up the necessary information, we must ask till next week to do this.

PORT OF MONTREAL.

ARRIVED.

JULY 29.—Brig *Mary*, Harrison, Glasgow, J. R. Orr.

CLEARED.

JULY 29.—Schr. *Nais*, Clements, Gloucester, G. Dempster.

THE MARKETS.

ENGLISH.

No later advices since our last.

(Written for the Economist.)

NEW YORK. 28th July, 1846.

FLOUR—rather heavy and receipts large. Sales of 3000 barrels Oswego for export, at \$1 12½c., at a freight to Liverpool of 1s. 9d. per barrel.

CORN—in good demand, at 54c. to 56c.

WHEAT.—Several lots in Market, no sales to report.

PROVISIONS.—Mess Pork in demand, at \$10 to \$10 12½c. Prime Pork, \$8 12½c.

EXCHANGE—on London, 7 to 7½ per cent., sterling.

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

MONTREAL. Friday Evening, 31st July.

ASHES.—We have no change to report since our last.

FLOUR.—The rates obtained during the week show a slight improvement. Sales—1000 barrels Fine at 21s. 2d., 297 at 21s., 3000 at 21s., and 350 Sour Fine at 18s. 6d. Mixed brands of Fine can be bought, at 20s. 3d. to 20s. 6d.

WHEAT.—Several small lots have been placed at from 4s. 2d. to 4s. 5d. per 60 lbs.

PROVISIONS.—Very little done since our last, except by retail. We quote Mess, at \$13 to \$13½. Prime Mess, at \$10½., and Prime, at \$9½ to \$9½. Cargo, at \$8½. We have not heard of any transactions.

TALLOW.—We have to notice a sale of 30,000 lbs., at 5½d.—3 months.

FREIGHTS—are not so firm. 4s. 6d. to Liverpool from Quebec has been accepted. To London from this Port, 5s. 9d. is asked; to Glasgow, 5s. 7½d.; and to Liverpool, 5s. 6d. Wheat, 9s. 6d. to 10s. per quarter. Ashes per ton, 35s. to 37s. 6d.

EXCHANGE—on London, 8 to 8½ per cent., 90 days. Drafts on New York 1½ per cent.

FIRE AT ST. JOHN'S, NEWFOUNDLAND.

THE COMMITTEE appointed at the PUBLIC MEETING held on Saturday the 4th instant to solicit aid for the sufferers by the late Fire at St. John's, Newfoundland, respectfully give notice that Contributions in Money, Provisions, Clothing, and Bedding, will be received at the Office of Mr. FRANCIS CAMPION, No. 11, St. Francois Xavier Street, where one or more Members of the Committee will be in attendance every day between the hours of Ten o'clock, A.M. and Four o'clock, P.M.

July 11, 1846.

SITUATION WANTED.

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

Montreal, 25th July, 1846.

LONDON STATIONARY.

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

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

Just received and for sale by

June 20. R. & C. CHALMERS.

BOOKBINDING.

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

Printed Books Bound with neatness and dispatch.

June 20. R. & C. CHALMERS.

1846.

NORTHERN TRANSPORTATION LINE.

INSURED.

JAMES H. HOOKER AND OTHERS, Proprietors.

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

For Freight, apply to—Charles B. Jones and Pope Catlin, No. 33, Coenties Slip, New-York; J. H. Hooker and L. A. Carleton, 155, River Street, Troy; H. A. Holcomb, 101, Pier, Albany; J. C. Pierce and Son and William Cooté, St. Johns, C. E.; Oliver Bascomb and W. S. Eddy, Whitehall; J. H. Hooker, 15, Long Wharf, Boston.

GEORGE BENT, MONTREAL.

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

BIRMINGHAM AGENCY.

THE SUBSCRIBER.

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

WILLIAM HEDGE.

Montreal, 30th Mar. 1846.

NEW HARDWARE, CUTLERY, &c.

THE Undersigned is NOW RECEIVING, per "ANNE," "AMITY," "MARK PALMER," and other vessels, a Spring supply of HARDWARE, CUTLERY, &c. which is very extensive, and will be sold low for Cash, or approved Notes. An early call is solicited.

JAMES FOX,

16th May, 1846. No. 10, ST. SACRAMENT STREET

NEW WHOLESALE WAREHOUSE.

174, Notre Dame Street.

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

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

9th May, 1845.

OFFICES AND STORES TO LET.

Apply to

MACDOUGALL & GLASS, BROKERS,
ST. FRANCOIS XAVIER STREET.

9th May, 1846

JOHN LEEMING,
AUCTIONEER,

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

C. J. DUNLOP,

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

FOR SALE.

TEAS: Twankny, Young Hyson, Gunpowder and Souchong, in boxes, Molasses, Heavy, Martel's Cognac Brandy, Sicily Marsala Wine, Boiled and Raw Linseed Oils, Olive Oil, English Glue, Plug Tobacco, Pimento, and Pepper.

ALSO,
Patent Sperm Candles, from the Manufacturer

STEPHENS, YOUNG & CO.

2nd May, 1846.

FOR SALE BY THE SUBSCRIBERS:—

Bright Muscovado Sugar, London Refined Sugar, Cassin, in chests and mats, Currants, Hennessy and Martel's Brandy in qr. casks & hlds. De Kuyper's Gin, Boiled and Raw Linseed Oil, in qr. casks and hlds.

HARRISON & MACTAVISH.

2nd May, 1846.

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

9th May, 1846. ALISON & CO.

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

9th May, 1846. ALISON & CO.

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

9th May, 1846. ALISON & CO.

ON SALE AND TO ARRIVE.

SEVEN THOUSAND Gallons LINSEED OIL,

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

ALSO, IN THE "SOUTHERN 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.

SUPERIOR PICKLES.

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

BENJ. WORKMAN & CO.

172, ST. PAUL STREET,

6th June. Corner of Custom-House Square.

"CANADA" WINDOW GLASS.

THE Subscriber is now prepared to supply Orders for all sizes and qualities of WINDOW GLASS, manufactured at the "Canada Glass Works," St. 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 & St. Gull Streets.

FOR SALE, EX "ALBION."

ONE Case MOODKEE ROBES and other FANCY DRESSES, from London, shipped per Clyde, for expedition.

ARMOUR, WHIEFORD & CO.

2nd May, 1846.

REMOVAL.

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

Montreal, 9th May, 1846.

OFFICE OF CROWN LANDS.



MONTREAL, 19th December, 1845.

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

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

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

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

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

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

Plans of the Property may be seen at this office.

N.B.—No part of the Purchase Money for the Forges will be received in Scrip.

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

PEOPLE'S LINE OF STEAM BOATS.

THE Public are informed that WILLIAM BRISTOW, Esquire, is appointed Agent, for MONTREAL, of this Line.

Quebec, 6th May, 1846. JOHN WILSON.

1846. Northern Line. 1846.

TRAVIS & CO. PROPRIETORS.

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

For Freight apply to L. J. N. Stark, 33, Coenties Slip, New York; O. F. Blount, 193, River Street, Troy; W. A. Travis, Whitehall; William Cooté, 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.

GLOBE INSURANCE CO. OF LONDON.

LIFE, FIRE, AND ANNUITIES.

CAPITAL, ONE MILLION STERLING. The whole paid up and invested, thereby affording to the Proprietors security against further calls, and to the Assured an immediate available fund for the payment of the most extensive losses; and therefore no person insured by this COMPANY is liable to be called upon to contribute towards the losses of others, as with Societies established on the principle of MUTUAL INSURANCE.

No Entrance Money or Admission Fees required from persons effecting Life Insurances.

Officers in the Army or Navy are not charged with any additional Premiums, 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 May, 1846.

"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 7/6d. 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. The price of a square of 24 lines is £4 per annum.

Office.—No. 3, ST. SACRAMENT STREET, where all Communications are requested to be directed.

Montreal, 16th May, 1846.

PRINTED FOR THE COMMITTEE OF THE

Montreal Free Trade Association.

DONOGHUE & MANTZ, PRINTERS.