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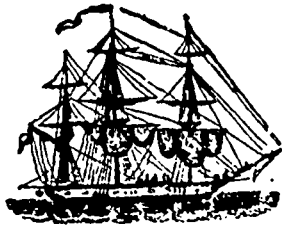
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 21ST NOVEMBER, 1846.

[No. 30.]

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 21ST NOVEMBER, 1846.

QUEBEC BOARD OF TRADE.

In another part of our paper will be found a Report of a Special Committee of the Quebec Board of Trade, on the Report of the Montreal Board of Trade dated 14th August last. As the mercantile community of Quebec, judging by this emanation from what we presume may be considered their commercial representative body, differ materially from their brethren in this city, in Toronto, in Hamilton, and we believe we may say in all the other commercial cities of the province, we have thought it right that our readers should have the means of judging the validity of their arguments in favour of their views.

It gives us pleasure to observe that on one point there is no difference of opinion between us,—namely, that the repeal of the duty of 3s per quarter now exacted on foreign wheat imported for our consumption is imperatively called for. It is to be regretted that there is not equal harmony on other subjects.

The Board of Trade of Quebec do not appear to entertain any very decided hostility to the modification or repeal of the Differential Duties by our Provincial Legislature, since such a power has been conceded to them by the Imperial Parliament; but they seem to prefer a partial modification to a total repeal, and this they state to be for "the maintenance of a sufficient revenue." We confess ourselves incapable of comprehending what they mean on this subject, inasmuch as we cannot see how Differential Duties can improve the revenue: their sole object being to encourage importation from one place in opposition to another, they act as a bounty to the country protected at the expense and to the loss of the revenue. If the duties from all countries were equalized, the maximum of revenue could be levied at the minimum of cost to the consumer. This we take to be the sound principle of taxation.

We scarcely think our Quebec friends have studied this subject of the Differential Duties. Indeed their main object appears to be to introduce their often-reiterated arguments in favour of protection to their Timber Trade, and their often-repeated complaints of the hard usage they have met with at the hands of the Home Government. Pouncing upon an unfortunate expression in the Report of the Montreal Board of Trade in which allusion is made to "timber and a few other unimportant articles," they put the construction, neither justified by grammar nor the evident meaning of the writer, that the value of the Timber Trade is highly estimated by the Montreal Board of Trade, and they thereupon cite statistics which nobody ever dreamt of denying, to prove the extent and importance of that trade. Now to this we see no serious objection, except the disingenuous misconstruction of the passage in question, and the utter irrelevancy of the statement to the real question then under discussion, namely, the expediency or otherwise of repealing the Differential Duties within this province.

On more than one occasion the Quebec merchants have committed the error of confounding the question of protection in the mother country to our products, and protection in this country to Imperial products. The former is an Imperial question, which will be, and in fact has been, settled by the Imperial authorities, probably without reference to our opinions: while the latter is left to our Legislature, and is therefore a fit subject for discussion.

Our Quebec friends seem to entertain a morbid apprehension lest the repeal of the Differential Duties here should in some manner act on the British Ministry in inducing them to withdraw the protection from Colonial timber in Britain: but really if they will take the trouble to peruse the opinions of British statesmen of all shades of politics on the occasion of passing the British Possessions Act of last session, we think they will be satisfied that no such consequences will follow,—in fact, that all that is asked in favour of British produce is that it may not be placed in a more unfavourable footing than Foreign.

There do appear to be some strange inconsistencies in the Quebec Board of Trade's Report, which we merely remark on *passant* to give them an opportunity of explaining, and which we presume they will find no difficulty in doing, since the subject is one which they evidently have at heart, and have therefore probably profoundly studied. For instance, in answer to the Montreal Board of Trade, they estimate the protection on timber secured to this province, at 15s. per load, as £250,000 per annum, and having thus warmed our gratitude to the British Government, in the next sentence they cool it by remarking, "this protection is, however, unfortunately more nominal than real, the Baltic merchants having an advantage in freights of about 20s. per load, virtually leaving a premium of 5s. per load in favour of the foreigner." Again, we are told that because the price of Foreign timber has not declined to any extent since the diminution of duty in Britain, the difference has been so much taken from the British revenue to put into the pockets of the foreigners; yet in the same sentence it is admitted that the consumption of timber has enormously increased, a fact which, whether a consequence or not of the reduction of duty, sufficiently accounts for the maintenance of the price. As to the loss to the British revenue, the returns to Parliament shew that the duties on timber, which in 1843 were £611,495, in 1845 were £1,012,105.

The Report of the Quebec Board of Trade, whilst ostentatiously proclaiming the gain to the foreigner by the reduction of duty in Britain, is studiously silent as to the fact that Colonial timber of every description, we believe, commands a higher price in the British market now than it did previous to the reduction of 9s. per load in 1842, and that whilst the increase in Foreign timber and deals entered for home consumption in 1845, over 1842, amounted to only 458,817 loads, in Colonial it amounted to 706,659 loads.

These facts will, we trust, prove some consolation to such of our readers as may have been led to entertain apprehensions for the future prosperity of our Timber Trade.

On the subject of the British Navigation Law, it would appear that the Quebec Board of Trade entertain decidedly different opinions from those which the advocates of Free Trade maintain. As with Differential Duties, so with Navigation Laws, there is an obvious indisposition to grapple with the main question. It is supposed, and an argument is attempted to be based upon it, that the Montreal Board of Trade was not aware that Colonial vessels are entitled to the privileges of vessels built in Britain. Really this is childish. Every school-boy will inform the writers of the Quebec Board of Trade Report that a Colonial-built ship is British, and the whole scope of the argument of the Montreal Board of Trade is directed just as much against the monopoly of the Colonial as the British shipowner.

We are not about in the present number to reiterate the objections which we have urged in terms so various against the British Navigation Laws, but shall content ourselves with referring to the remark in the Quebec Board of Trade's Report that we can build vessels cheaper than they can be constructed in Great Britain or the United States. We admit such to be the case, and we ask what reason then for protection to our shipowners? What have they to apprehend from competition with foreigners?

Again, the Quebec Board of Trade account for the comparative cheapness of freights from New York to Britain by the fact that the amount of freight from Britain is so great as to make the outward trip the most profitable part of the voyage, and consequently the return freight can be afforded to be taken low; whereas to Canada, the greater part of the vessels coming out in ballast, the return voyage is the principal source of profit to the

owner. This also we admit to be true to a certain extent, but not sufficiently to account for the enormous occasional disproportion in freights in the respective places; but what does it prove? The expediency of putting our trade on such a footing as that we may obtain for vessels riding to our ports also a large amount of outward freights: and this, we believe, may be done through the modification of the British Navigation Laws and the opening of the St. Lawrence to foreigners.

The illustration of the impolicy of the Navigation Laws so forcibly stated in the Report of the Montreal Board of Trade in the case of our trade with Cuba, &c., is attempted to be got over by the Quebec Board, but in vain. The fact stands unassailed that in the present state of our commercial relations our only means of getting a cargo of sugar is by sending a vessel in ballast for it, thus ensuring the expense of *two* voyages; whereas had we the privilege of hiring a foreign vessel, we should only incur the cost of *one*. The answer of the Quebec Board of Trade, (borrowed from the *Montreal Gazette*) is curious; namely, that the sugar can be imported, through the American Drawback Law, *via* the United States Canals. That is merely a reiteration of, not an answer to, our objection, which is, that our Upper Canadian brethren, and indeed ourselves, are enabled to draw our supplies by foreign vessels through foreign canals cheaper than through our own canals, and that thus our formidable commercial rival New York is aggrandized at our expense.

But the continuance of the British Navigation Laws is advocated by the Quebec Board of Trade as an equivalent for the sums of money expended by the British nation on this Province. We admit no such plea, nor would Great Britain venture to make use of it. She, for certain reasons of state, thinks proper to maintain a military force on this continent, but it is at her option at any moment to increase, diminish, or totally to withdraw it; and she has long since admitted, in the most solemn manner, that she has no right to tax us one sixpence for its support. And is she to do that indirectly which the constitution forbids to be done directly? If so, at least let us come to some distinct understanding of the terms of the compact! Let us know the precise amount of protection to be afforded to British shipping, in consideration of the precise amount of military expenditure within the Province! When the two sides of the account are thus stated, we shall be better enabled to judge whether the advantage on our side is so great as the Quebec Board of Trade wish us to believe: nay, we may perhaps even come to the conclusion that it would be better to be directly taxed for the maintenance of our military defences, than to suffer the loss of our commerce, the decay of our public works, and the decline of our revenue, which we believe must result from the restrictions imposed on us by the British Navigation Laws.

As to the balance of trade, the Quebec Board of Trade need trouble themselves little about it: the value of our exports will adjust themselves to that of our imports without the intervention of any extraneous aid. There is little fear of the foreign merchant sending us more property than we have the means of paying for. As to our means of raising the funds necessary for the support of our civil government, and our other necessary expenditure, if we rely on other resources than those which we have within ourselves, and which it only needs an enlightened spirit and sound judgment on the part of our statesmen to make available to a much greater extent than they are at present—we trust to a broken reed. On whole past history abundantly proves the folly of expecting a continuance of commercial protection in any shape from the mother country; and had we sooner discovered this fact, and relied on our own exertions instead of trusting to others, we are satisfied that this would have been a far more prosperous country than it now is.

On the free navigation of the St. Lawrence, our Quebec friends abstain from giving an opinion, because, as they state, the subject is better understood by the Imperial Government, "as involving principles and interests of great magnitude and vast importance to the whole empire." We wonder then how they venture to give an opinion on the British Navigation Laws generally. That surely is also a question of great importance to the whole empire, and involves most important principles; nay, it is so general in its character, and so closely connected with the national policy, that we may well imagine it has occupied the serious attention of British statesmen. The question of the free navigation of the St. Lawrence, on the other hand, is one—although doubtless it also involves high considerations of national policy, which form a fit subject for grave deliberation on the part of the British minister—which appeals directly to the feelings of every inhabitant of Canada, because by it his pecuniary interests are most immediately affected. We can, therefore, scarcely conceive the possibility of any individual connected with our commerce—still less of any public body representing the greatest shipping port of the country—remaining neutral during the agitation of such a question. We will admit that the national question may be better understood by the British Government than by us; but we doubt if the provincial question—that on which our very existence as a commercial country depends—is at all known in Britain; and we rejoice that no such overstrained feelings of delicacy as those

which govern our Quebec friends, have deterred the Boards of Trade of the other commercial cities of the Province from expressing their opinions. We moreover confidently rely that the Provincial Legislature will, at its next session, lend its influence in the same cause, and obtain the object at which the majority of the inhabitants of all parts of Canada, unless it be Quebec, aim,—the FREE NAVIGATION OF THE ST. LAWRENCE. By that time, we trust, our Quebec friends will have matured their opinions.

THE PROVINCIAL TARIFF.

Having at length succeeded in arousing public attention to the serious injuries inflicted on our commerce and industry by the operation of the Navigation Laws, and, by force of argument and facts, compelled our opponents, the *Montreal Gazette* in particular, to acknowledge in the most unequivocal language that "commercially they are totally indefensible"! and consequently incompatible, in their present state, with a full degree of colonial prosperity;—having, we say, established these important truths, and wrung the admission from our most violent opponents, we consider ourselves now at liberty to revert to the subject of the Provincial Tariff, a topic scarcely, if at all, inferior in importance to the Navigation Laws, in its bearings upon the well being of the people of this Province.

In our present number, it will be our endeavor to lay before our readers the rough sketch of such a tariff scheme as would, in our opinion, meet the general concurrence of Free Traders, throughout the Province. It will illustrate on the one hand, what we understand by a Free Trade Tariff; and, on the other, that such a scheme might be instantly adopted by the country without endangering the credit or impairing the annual revenue of the Province.—Nay, we venture to assert it will show that, while we diminish taxes, the presumption is altogether in favor of our thereby increasing our available revenue.

Let us however at the outset, again endeavor to set some of our contemporaries in the Western part of the Province right as to our views upon taxation. Some of them still persist, we observe in alleging that we wish at once, and *per saltum*, to resort to a system of *direct taxation*. We have repeatedly and plainly repudiated that intention. Our doctrine has been, that looking upon both direct and indirect taxation as the same in principle, as falling directly upon income, we consider the adoption of either system should depend entirely on the following grounds:—1st. Its practicability; 2nd. The comparative expense of collection; and 3rd. The comparative convenience to the community at large.

We know that the indirect system is practicable; we know its expense, and we know it is convenient; and till those who advocate the opposite system come forward and *prove* its superiority, we consider ourselves justified in refusing to adopt it, although we are aware it has some influential advocates, both here and elsewhere. Our opposition to it, however, as will be seen by what we have stated, is not positive or active, but passive. We are open to conviction, and ready to examine any scheme founded on the principle of *direct taxation* that may be put before the country.

In the meantime we shall endeavor to explain our own views. We see nothing at variance with Free Trade, in a well regulated Tariff of Custom House Duties. What we object to is a Tariff calculated to limit or prohibit importations,—a duty that has the effect of artificially raising the price of commodities far above the mere amount of duty levied upon them. Take, for instance, the article of pork. It is well known that the Province requires to import fully as much again for its consumption as it produces. The duty is about 11s. per barrel. What then is the effect? The consumer not only pays 11s. per barrel to the revenue on the quantity imported for his use, but pays perhaps fully the same sum *in extra price* upon the whole quantity he consumes of *domestic production*. Thus, for instance, for a barrel of American mess pork, he pays, we will suppose, first 50s. as the prime cost, then 11s. to the revenue for duty, making the total cost, 61s. Now as there cannot be two market prices for the same commodity, it follows that he must, under these circumstances, pay the *domestic* producer 61s. also, for his barrel of pork; while, on the other hand if there were no duty, it is clear the consumer would pay only 50s. *all round*, for his supplies. We object then to such a duty, from its obviously unjust and injurious effects; inasmuch as it not only compels a certain part of the community to contribute to the revenue, (which none can object to,) but also to contribute in perhaps an equal ratio to his fellow subject, which is manifestly unjust.

The duties, on the other hand, to which we can see no objection, are such as are levied on sugar, tea, wines, &c., because there being none of these commodities produced in the province,

it follows clearly, that the price of such to the consumer is merely enhanced by the amount of duty paid on them, inasmuch as the whole quantity consumed must necessarily be imported. The only question, then, in such case should be, What rate of duty will yield the largest return to the revenue? In constructing our tariff, therefore, we shall maintain the principle that duties should be laid exclusively, if practicable, on such articles *alone* as are not produced to any extent in the province. We must acknowledge, however, that practically we do not think this principle can be perfectly carried out. For instance, we do not think it possible to avoid taxing imported cottons, woollens, and such like manufactures, yet we know a few cotton, woollen, and other manufactories, have already sprung into existence, and hence, we are aware, any duty upon such imported goods must necessarily tend to enhance the market price of the domestic manufacture. As yet, however, the quantity of the latter is unimportant, and may, therefore, for the present, be disregarded as too insignificant to be noticed, or, at all events, to be allowed to defeat the principle of a scheme.

Having now explained what duties we object to, and what we consider unobjectionable, our next step will be to shew that our principles may be immediately adopted with safety to the revenue and great benefit to the public.

We will suppose, to effect the purpose we have in view, the existing duties, both imperial and provincial, repealed, and a uniform revenue tariff substituted, in conformity with free trade notions. For the basis of our argument, we will adopt the importations of 1845, as affording a fair criterion of the average consumption of imported articles, having arrived at the conclusion, after making a careful comparison with several previous years, that it is so. It may be added too, that the importations are more likely to increase than diminish hereafter, for various reasons:—such as, first, the natural increase of population and wealth; and, secondly, increased consumption from diminished cost.

Referring then to a parliamentary return alluded to in a former number, we find that duties were paid in 1845 on the following articles and quantities:—

1. Sugar, Raw and Bastard,	lbs.....	8,162,667
2. Do. Refined,	lbs.....	1,736,502
3. Spirits,	galls.....	361,563
4. Wines,	do.....	224,562
5. Teas,	lbs.....	2,444,624
6. Tobacco,	lbs.....	2,842,262
7. Coffee,	lbs.....	691,287
8. Molasses,	36-467 cwt. 1 qr. 17 lbs.	
9. Salt,	tons.....	12,151
Do.	barrels.....	17,066
10. Goods paying <i>ad valorem</i> duty (Quebec and Montreal)	£2,598,288	6 2
11. Goods paying <i>ad valorem</i> duty, imported at all other ports in Canada, estimated at... ..	500,000	0 0

NOTE.—The latter estimate is necessary as the returns before us give the quantity imported at Quebec and Montreal, *alone*.

Total,	£3,098,288	6 2
12. Free Goods, Montreal and Quebec.....	48,544	19 0
Do. other places, estimated (for the reason stated in above note,)nt.....	12,000	0 0
	£3,158,833	5 2

Now, the duties we would propose to levy on the foregoing articles, in lieu of the *differential* and provincial duties now levied, would be as follows: (with this proviso, however, that we are not now placing before the country a *perfect* scheme, to which the Free-trade Association, of which we are the organ, is irrevocably committed, but merely a sketch, founded upon those sound principles of political economy which the Association recognizes as natural truths, and desire to see incorporated in our financial and commercial systems) viz. :—

1. On Sugar, Raw and Bastard,	per cwt.	12s. 6d.
2. Do. Refined,	lb.....	2d.
3. Spirits,	gall.....	2s.
4. Wines—common, under £10 pipe,	gall.....	4d.
Do. Other kinds,	2s.
5. Teas,	lb.....	2d.
6. Tobacco,	lb.....	1d.
7. Coffee,	lb.....	1d.
8. Molasses,	cwt.....	4s.
9. Salt,	ton.....	5s.
10, 11, and 12.—Goods paying <i>ad valorem</i> duty of 6 p. cent.		

We believe that the above scale of duties may, in some instances, be altered to advantage—some reduced and others augmented. But on the other hand, were we to alter them much, our present purpose would be impaired, if not defeated; that is, we could not so satisfactorily shew that a uniform revenue tariff might be instantaneously adopted without deranging the finances of the country, or giving a violent shock to mercantile arrangements.

For instance, the duty on sugar is precisely what has been levied this year, with its objectionable feature removed,—that is, instead of charging 7s. 6d. per cwt. on British West India sugar, and 12s. 6d. per cwt. on foreign, we propose to subject *all alike* to the latter duty.

Again, the duty on tea we make 2d per lb. all round, instead of 1d. per lb. on what is imported by sea, and 2d per lb. on what is imported inland, it being at variance, in our opinion, with sound principles, to attempt to force trade out of its natural channels by artificial restrictions.

On wines and spirits, it will be remarked, we deviate materially from the existing system; and we would also particularly draw attention to the fact, that in our present estimate, we entirely exclude from the calculation *all agricultural produce whatsoever*, viz. beef, pork, wheat, flour, cattle, poultry, and such like; and we would fain, also, on principle, have excluded all raw materials required for domestic industry. We found it impossible, however, to separate the latter from the mass of goods paying *ad valorem* duty; and we must, therefore, endeavor hereafter to estimate their value, and allow for the duty.

We wish our readers, however, to understand distinctly that we place agricultural produce and raw materials for domestic industry on the same footing, our reasons for which we shall enter into at large in a future number.

Meantime, we subjoin a table shewing that the foregoing scheme would afford us an ample revenue:—

1. Raw and Bastard Sugars....at 12s 6d per cwt.....	£ 47,225	16 5
2. Refined do 2d. per lb.	14,470	17 0
3. Spirits..... 2s. per. gall.	36,956	16 0
4. Wines, Common, 100,000 galls. 4d. per gall.	1,666	13 4
Other kinds, 124,562 " 2s. per gall.	12,456	4 0
5. Teas..... 2d. per lb.	20,371	17 4
6. Tobacco..... 1d. per lb.	11,842	15 2
7. Coffee..... 1d. per lb.	2,680	7 3
8. Molasses..... 4s per cwt.	7,293	9 8
9. Salt..... 5s. per ton.	3,464	5 0
	158,629	1 2
10. } Goods paying <i>ad val.</i> duty, £3,098,288 6 2 <i>etc.</i>		
11. } Equal, at the new Par of Exchange, to.....	£3,769,384	2 5 cy.
at 6 per cent.....	226,175	0 10
	£38,480	3 0

Converted into currency at the new Par of Exch. gives £168,178 6 5

Our readers will observe that we have not included *free goods* in the above table. We believe that the bulk of such goods are imported for the use of the troops, and may therefore be allowed to remain free. At all events, it raises a distinct question, which we have no wish to enter into at present.

They will also observe that by our proposed moderate scale of duties, calculated upon the usual importations of the country, a larger revenue can be raised than is absolutely required,—the whole amount required, as we have shown in a previous number, being only £439,000! while our scheme gives about £50,000 additional—a triumphant conclusion, we conceive, in favour of a Free-Trade Tariff!

THE POST-OFFICE DEPARTMENT.
No 3

No point is more strongly insisted on in the Report of the Post-office Commission, than the erroneousness of the principle which would look to provincial legislation as the means of reforming the department. Speaking of the Post-office Bill of 1834, the Commissioners observe:—

“It was prepared unfortunately with a view to its being submitted for enactment to each of the colonial legislatures, an error sufficient in itself to have rendered the success of the project almost impossible. There was an admitted necessity for uniformity in the leading features of the system, as well in its relations with the several provinces as with the other parts of the empire; but it was too much to expect that all those independent, not to say conflicting, legislatures, each more or less ignorant of the subject, and some influenced by no friendly spirit, would have agreed upon all the details of a very complicated plan. When colonies begin to legislate, one of their first impulses is to make even an unnecessary display of independence, by acting to the full extent of their powers; and we have seen, accordingly, that in every province where the subject was taken up at all, the parliament evinced a strong desire for an independent post-office; overlooking, in their love of self-assertion, all the obstructions, incongruities, and extravagance, which must necessarily be produced by a conflict of many provincial departments, each having separate officers, accounts, contracts, rates, and regulations, of its own. The result of this attempt has already been described,—it failed completely.

“But even if it had succeeded, the proposed measure was calculated to afford only an incomplete remedy for existing defects, whilst, on the other hand, it would have introduced difficulties from which the present system is free. To erect a post-office, which in each particular colony would be the creature of its own legislative act, would have been an admission that the paramount authority is vested in the provincial governments, whilst the details

of the measure inconsistently denied to them the smallest share of practical control over the administration of the department. No single legislature, even notwithstanding the concession of this important principle, could have introduced further changes, however necessary, in a system, the very existence of which depended on its unbroken uniformity throughout the whole of the provinces. The head of the department, with enlarged authority, would have become more independent than ever of provincial control. He would, it is true, according to the letter of the law, be still subordinate to the Post-master General; but the authority of the latter would have been impaired, and the control which he is supposed to exercise, virtually abandoned in principle, would soon have become perfectly illusory in practice."

Rejecting thus decidedly the plan of provincial post-office legislation, and indeed regarding imperial legislation as not requisite, in view of the large powers vested in the Lords of the Treasury and Post-master General by the imperial act of the 3rd and 4th Victoria,—the Commission was, however, far from satisfied at the state of things which it found existing, or inclined to leave it unamended.

According to the Report, the "leading defects" in the constitution of the department, were two in number: the one, "the want of uniformity in the principles upon which it is conducted by two Deputy Post-masters General, of co-ordinate and independent authority;" the other, "the absence not only of responsibility to the executive or representative authorities in the colonies, but of all real responsibility to the head of the department in England." The detail given in the Report, of the thousand-and-one incongruities of practice prevailing in the Halifax as compared with the Quebec charge, most unquestionably bears out the first count of this indictment. And for the second, it is enough to observe, as the Report does, that the commissions and instructions of the Deputy Post-masters General, recognized no local authority to whom they should report, or from whom they should receive instructions; that although they may have sometimes in practice communicated somewhat more with the provincial authorities than the theory of the system would suggest, such communication was always of an irregular and unsatisfactory character; and their responsibility to their chief, the Post-master General in London, could not but be in effect nearly nominal, their ordinary proceedings not admitting of real supervision by so distant an authority, and his decisions even upon larger matters,—appeals from and complaints against them not excepted,—from a sort of necessity of the case, proceeding upon their statements and suggestions, in the main, if not altogether.

To remedy this two-fold defect, the Commission proposed, in the first place, that the whole Post-office Department for British North America should be put under one Deputy Post-master General, resident (of course) ordinarily at the seat of government in Canada, with a sufficient staff of Post-office Surveyors under him, one of whom should be stationed at the seat of government of Nova Scotia, and another at that of New Brunswick; and, in the second place, that there should be introduced into his commission or instructions, a clause "requiring him to obey, in all things lawful, the orders of the Governor General, as well as those of the Lords of the Treasury and the Post-master General,"—a clause under the authority of which, the Governor General would, of course, secure, as well for the executives of the other provinces as for that of Canada, an administrative control over the department within their respective limits, which would suffice to subject the whole system and its officers, to a thoroughly efficient oversight, and yet could not possibly clash with that of the imperial authorities, or interfere with the general uniformity of the rule required for the well-working of the department.

The practice of remitting a surplus post-office revenue to England, is also unreservedly condemned. "This is a point," says the Report, "on which the public wishes have been so decidedly expressed, that we should have no hope of any arrangement from which this principle (the giving up any such surplus to provincial uses) was excluded, being satisfactory to the people of British North America."

On the other hand, however, the counter-project that has been entertained by many, of distributing such surplus between the provinces, as an item of their revenue, is equally condemned. The Commissioners considered that no attempt ought to be made to obtain from the department any surplus whatever. The Post office, in their view, should support itself, and no more. To extend its operations permanently beyond its means, so as to make the department dependent on other taxation for its maintenance, they argue, would not be safe; to keep them so far within its means as to derive a revenue from it,—in other words, to levy a tax to be applied to other uses of Government, upon correspondence by mail,—they argue, would be unwise in the extreme.

With this view of the general position of the department, as "a self sustaining institution," it follows, of course, that they rejected the project of a uniform rate of postage for all distances. To be uniform, a rate must be low; for nothing but a low rate can be levied, from the necessity of the case, for short distances. In Great Britain the uniform rate fixed upon was accordingly one penny. But there, the whole average cost of a single letter was

proved, before the change was made, to be less than one farthing. In Canada, on the contrary, the Commission found from the returns made to it, that the average cost of each single letter was (in currency) about five pence halfpenny. The lowest existing rate—complained of with reason, as too high for short distances—was four pence halfpenny. To raise it was out of the question; and to take a uniform rate below it—on the principles laid down by the Commissioners—not less so.

The scale recommended by the Commissioners was the following:—

Under 30 miles,	2d. cy.
From 30 to 80 miles,	4d. "
From 80 to 200 miles,	6d. "
From 200 to 300 miles,	9d. "
Over 300,	1s "

And with this scale they recommended the adoption of the weight system, as already established at home. The adoption of the two changes they regarded as not likely to cause any material loss of revenue, even for the time, and as almost certain before long to raise the revenue of the department beyond its former amount.

Newspaper postage they proposed, of course, to bring into the general revenue of the department—from which it never ought to have been diverted; and they recommended a uniform rate of a halfpenny currency on each paper, to be prepaid or not, at the option of the parties. For other printed matter, they proposed a uniform rate of a penny an ounce within the Provinces; and if from Great Britain, some rate greatly lower than the letter postage charge actually levied on it.

SHIP CANAL TO NEW YORK FROM THE UPPER LAKES.

We have much pleasure in giving to our readers the following extract from a letter received from a gentleman in Oswego, N.Y., whose opinions are entitled to the highest consideration:—

OSWEGO, 13th November, 1846.

To _____, Esq.

SIR,—I take the liberty to draw your attention to the route from the St. Lawrence, for propellers and sailing vessels of the size now used on the Upper Lakes, to New York city. Please look at the map, and at a glance of the eye the feasibility of a ship canal 8 or 9 feet deep, from Lachine to the deep waters of Lake Champlain, and from Whitehall to Troy, will be perceived by you, and that too at a cost within the reach of an incorporated company, if permission can be obtained from Canada and the State of New York, to construct such a work.

The every day increasing commerce of the West, will soon require all the avenues to market that can possibly be opened, from the Rocky Mountains and beyond, no route can compete with that via the Lakes, in safety, cheapness, and promptitude. If the propellers can reach Montreal and New York, freights to both places will be cheaper than by any other route, and Montreal, as a market, will become the popular destination of western produce.

I need not point out to you that this work would secure you a very great income for your Canadian canals, and greatly benefit your Province, but particularly the City of Montreal.

Please reflect on these hints, and excuse the liberty I have taken in addressing them to you.

Very respectfully yours,

C. J. B.

We fully agree with the above, that every possible avenue to the ocean from the West will be required, and that the present mode of transit by the Erie Canal is quite inadequate for the business which the impetus of England's Free-Trade policy will give to the production of agricultural produce in the West. No one who has not travelled through the Western States can form the least idea of what the fertility of its soil and the energy of its inhabitants are capable of producing. We are of opinion, however, that the Portland Rail-Road, if properly constructed upon the wide-gauge principle, will successfully compete with the proposed Ship Canal from Lachine, provided the said road can be connected by means of a Bridge across the St. Lawrence, with our Canals. The relative distances of each route will be as follows (as nearly as possible from recollection):—

BY THE ERIE CANAL.	
From Cleveland to Buffalo,	150
Buffalo to Albany (Canal),	362
Albany to New York,	145
Two transshipments, 362 miles by Canal, cargo 700 brls.	657

BY LAKE CHAMPLAIN.	
Cleveland to Welland Canal,	150
Welland Canal,	24
Thence to Lachine,	390
Lachine to St. Johns,	18
St. Johns to Whitehall,	140
Whitehall to Albany,	78
Albany to New York,	145
No transshipment, 156 miles by Canal, cargo 3500 brls.	915

BY PORTLAND RAILROAD.	
Cleveland to Montreal,	511
Montreal to Portland (Railroad),	250

791

One transshipment, 57 miles Canal, cargo to Montreal 3500 brls.

To cover the advantage of there being no transshipment by the proposed route via Lake Champlain, we have a saving of about 134 miles by Railroad to Portland, from a transshipment taking place here; and when at Portland, produce is nearer England by about 300 miles than if sent via New York. We must not forget too, that ere long we expect to have a line of Railroad to connect Michigan at Detroit with Montreal. When this chain of Railroad shall have been completed, the merchant will be enabled to make shipments of produce one month earlier and one month than at present, or than could possibly be done by Canal navigation. We should like to see this subject discussed by our contemporaries.

QUEBEC BOARD OF TRADE.

The Special Committee to whom was referred the Report of the Council of the Board of Trade of Montreal, dated 14th August last, "appointed to examine and enquire into the state of the trade "of the Province," &c., offer the following

REPORT.

Your Committee have earnestly endeavored to give to the Report in question an attentive and dispassionate consideration, not only from its having emanated from so highly respectable and intelligent a body as the Board of Trade of Montreal, but also from the subject being one deeply affecting the interests and the future prosperity and welfare of the whole Province of Canada. Your Committee, therefore, regret that their opinions should be, in many essential particulars, at variance with the conclusions therein adopted.

The principal objects of the Report are stated to be,—

- 1st. The Repeal of the Imperial differential duties.
 - 2nd. The Repeal of the 3s frontier duty on American wheat.
 - 3rd. Such a modification of the British navigation laws as will leave us free to employ, at our option, the cheapest vessels we can procure, whether they be British or Foreign.
- Lastly, The removal of all restrictions that now operate against the free trade of the St. Lawrence.

First, then, as regards differential duties, the Imperial Parliament having passed an act authorizing the Colonial Legislatures to repeal them in whole or in part, your Committee desire to see a repeal or modification of such of these duties as may be considered most burdensome, having due regard, however, to the selection of such articles as might hold out a reasonable prospect of increased consumption, and to the maintenance of a sufficient revenue. The Montreal Board of Trade have come to the conclusion that Timber is an unimportant article of our export. This branch of our trade alone affords employment to about three-fourths of the whole shipping engaged in the Canada trade, and the farmer a market on the spot for a very large portion of his agricultural produce; and estimating the protection proposed to be secured to us at the lowest scale of 15s. per load, it will produce upwards of £350,000 per annum,—or more than three times the amount of the differential duties complained of as being so oppressive. This protection is, however, unfortunately more nominal than real, the Baltic merchants having an advantage over us in freights of about 20s. per load, virtually leaving a premium of 5s. per load in favor of the foreigner. The increased consumption of timber in England after the changes of 1842, has been, by many, attributed to the reduction of duties, but as there has since been little or no reduction in the British markets in the prices of foreign timber, it is evident the difference goes into the pockets of foreigners instead of as heretofore contributing to the British revenue. The increased consumption must, therefore, chiefly be ascribed, to the enormously increased demand for the construction of Railways, the opening of the China trade, &c. &c. &c., and the consequent improvement in the Mother Country in all her elements of national prosperity, and not to the reduction of duties. These fortuitous circumstances came most opportunely to aid the colonists to meet the changes of 1842; how they are to bear those now coming into operation, remains to be seen.

Secondly. Your Committee concur with the Montreal Board of Trade in desiring the repeal of the duty of three shillings per quarter levied on wheat imported from the United States into this Colony for consumption, the altered circumstances arising from the recent changes in the commercial policy of England rendering such duty now unnecessary and impolitic; and they also agree in the opinion that as the Colony raises a large surplus of wheat and other agricultural productions for exportation, the value of the surplus to be exported must regulate the value of the whole to the producer.

Thirdly. Your Committee now approach the important question of a modification of the Navigation Laws. The Montreal Board of Trade state in their Report that these Laws are so framed as to give an absolute monopoly of the carrying trade of Canada to British shipowners, which assertion is, to a certain extent, contradicted by the very extracts they themselves have published from the laws in question.—They also seem to forget that this so called monopoly is given not only to British, but also to Colonial shipowners, and that as colonists they are permitted to build vessels without restriction or limitation, which are immediately admitted to all the privileges enjoyed by British shipping. Vessels can

be built here cheaper than in the United States or Great Britain, and their construction affords profitable employment to a large portion of our population and great encouragement to many branches of our trade and commerce. The Montreal Board of Trade have disingenuously selected New York and Montreal for a comparison of freights from these ports respectively to Liverpool, overlooking the fact that the New York trade with Liverpool is almost exclusively carried on by their packet ships, which chiefly depend on their outward freights from Liverpool, and generally have large numbers of passengers both ways, whereas the great proportion of vessels engaged in the Canada trade, from our exports vastly exceeding our imports, are of necessity obliged to come out in ballast. When British vessels obtain outward cargoes, they do and can afford to take freights, even from New York to Liverpool, as low as American vessels, and in the Southern ports of the United States where ships of both countries are on an equal footing, the greater part of the carrying trade is actually performed by British and Colonial shipping. But if the British shipowner under the Navigation Laws does really enjoy an advantageous and beneficial monopoly of the carrying trade of Canada, it appears singular that so large a portion of British and Colonial tonnage should be engaged in successful competition with foreign vessels in all other quarters of the globe. As regards our internal carrying trade, your Committee are of opinion that some relaxation might safely and advantageously be consented to, especially as this is more a local than a national question. Every encouragement and facility ought to be afforded to draw the vast products of the great western countries through our magnificent inland waters and splendid canals. From the most accurate information your Committee have been able to obtain, they are convinced that the rates of freight of sugar from Cuba to Boston and New York generally, exceed 2s. per cwt.; is it therefore to be supposed that American vessels would carry it to Canada by a much longer and more intricate voyage, for a lower or even the same rate as to the ports above mentioned? If it is considered of importance to carry on a direct trade with Cuba, all the difficulties, real or imaginary, set forth in the Report, might be obviated by commencing the voyage in Canada instead of Cuba, with an outward cargo in British or Colonial vessels, which your committee affirm can, even under our Navigation Laws, be sailed as cheaply as vessels of the United States. As long, however, as the American Drawback Law remains in force, allowing sugars, &c., to come by the shorter and less expensive route from the United States, your committee believe that importations *via* the St. Lawrence, will not take place to any extent, unless the improvements, now in progress, to facilitate our internal carrying trade, enable us to enter into successful competition with our neighbours. The Report of the Montreal Board of Trade says: "Why should Canada be thus limited to British shipping? What equivalent in trade does England now afford her for that injurious restriction? None, absolutely none." Supposing our trade does suffer some slight injury and inconvenience from restrictions originally imposed for the benefit of the whole Empire, surely some equivalent may be found in the enormous sums of money annually expended by England in this country. The balance of trade, even now, is against us, but dry up this prolific source of our wealth, and where are the means to be found to defray the cost of our Civil Government and other necessary expenditure? Recourse must then be had to heavy direct taxation, to which a large portion of our population will never tamely submit.

4th. Your committee abstain from giving an opinion as to the removal of all the restrictions that now operate against the free navigation of the St. Lawrence, believing that that question is better understood by the Imperial Government, as involving principles and interests of great magnitude and vast importance to the whole Empire.

COOLING DOWN—PROGRESS OF OPINIONS.—We really must compliment our contemporary of the *Gazette* on the extraordinary change which has lately come over his opinions on the subject of the Navigation Laws. It was only in September last that he would not listen to the proposal for a modification of those laws, stigmatizing it as "PREPOSTEROUS, UNREASONABLE AND ABSURD,"—a demand to be placed "much in the same category with Repeal of the Union." At that time the Editor of the *Gazette* declared his "solemn conviction" that "England will never abandon her Navigation Laws until she has determined to abandon her Colonial system, nor abandon it in any Colony until she has determined to abandon that Colony." Latterly, however, a great change has come over the spirit of our contemporary's dream. He will no longer "argue for the Navigation Laws": on the contrary, he has "great doubts of their wisdom." "Commercially," he adds, "they are totally indefensible." He thinks "there can be no objection to the inhabitants of this colony petitioning, as British subjects, for their repeal," and is extremely anxious not to be supposed "opposed to the proposal for their abandonment." Was there ever a more decided convert, and ought not the *Economist* to be exceedingly proud to have reformed so refractory a pupil? Can there be a doubt that we have made the stout Government organ come into our opinion? And yet he has talked largely, too, and abused us not a little. But we forgive him, and only trust that he will use what little influence he has with his masters to bring them round likewise to the side of truth and reason.

ENGLISH NEWS.

The English mail, brought by the *Acadia*, was received in Montreal yesterday. The steamer herself arrived at Boston on Tuesday morning. Her intelligence had been partly forestalled by the *Great Western*, which made New York harbour a few hours before her. We learn by this arrival that the duty on foreign corn has fallen to its lowest point under the new tariff, viz., 4s. a quarter, and that the Government have determined, after instituting inquiries, not to open the ports. It is supposed from this that the supplies on hand are sufficient for the wants of the nation, and that things are not quite so bad as they have been represented. "In the absence of specific information," says the *London Spectator*, "the decision of the Cabinet must be regarded as a reassurance on the score of supplies for the winter. It is to be presumed that Ministers have made themselves masters of the attainable knowledge on the subject, and know quite well enough that the opening of the ports would be needless. On the face of it, such a measure would be reasonable in a time of scarcity; but if not necessary, it would be, in fact, impolitic, since nothing but necessity could warrant an unsettlement of the law, with all the risk of a Protectionist reaction." The supplies received from the United States had been very considerable, the entries at the Liverpool Custom-house for one day being equal to seventy-five thousand bushels of wheat. In France, also, it is stated that the stock of grain is larger than people's fears led them to believe, and prices have, in consequence, receded. The same result has been observed in England. At Mark-lane on Monday preceding the sailing of the steamer, the fall in the better descriptions of flour was as much as 4s. a sack, and at the Liverpool market on the day following, there was a decline of 2s. 6d. per barrel on United States and Canadian flour. The *Economist* attributes this fall to the news of a decline in the American market, which had been received just before, and observes, "It will, however, be remembered, that accounts of the most important advance in this market had not then been received in the United States, and it is therefore more than probable that we shall receive accounts of further advances in that market by the next two or three mails." The state of Ireland is still the principal subject of discussion with the English press, and is conducted with a view to practical objects. Notwithstanding the efforts of agitators, it would seem that the prospects of that country are less gloomy than they were, although the task undertaken by the Government is no easy one, and its wisdom doubtful. The *Spectator* says, "It seems now tolerably plain that Government have ascertained that there will be such a supply of food in the country, and have provided such employment of the people at wages, as to have guarded against starvation. There is subsistence for the people, and none who will work need starve."

Parliament has been further prorogued from the 4th of November to 12th January next. The inconvenience of meeting at the present time, when the personal exertions of the English and Irish members are required in alleviating sufferings in their own neighbourhoods, is said to have principally induced this decision. Lord John Russell has addressed a letter to the Duke of Leinster, which has been published, on the present state of Ireland. It points out the duty of the Irish landlords. Touching "reproductive labour," Lord John avows that Government expected to see the landed proprietors begin improvements on their own account, and in that case only surplus labour would have been employed on public works; and he laments the "wrong direction" which has been given to the Laborer-rate Act. He exposes the absurd tasks demanded from Government, such as maintaining an unusual rate of wages, and keeping down food to the usual prices. What Government cannot do, individuals and societies might; they may buy food, and sell it at a moderate rate. Lord John inculcates diligence and hearty co-operation amongst all classes, especially in considering what kind of agricultural products can in future be substituted for the precarious potato crop. France has been visited by terrible inundations, which have caused a great loss of life and property. On the banks of the Loire, the water rose even to the fourth and fifth stories of the houses. A portion of the French press is exhibiting a bad feeling towards Great Britain, in consequence of the supposed opposition of our Government to the marriage of the Duke of Montpensier with the sister of the Queen of Spain. It is noticed also that both countries are extending their marine, but that this has any other object beyond keeping up this great arm of national defence is most unlikely. The day when nations made war on such shallow pretences as royal marriages is, we trust, passed for ever. Amongst the recent imports to Liverpool from Calcutta, has been a hundred bags of flour, the produce of the East Indies. At the time of the sailing of the *Acadia*, Lord Elgin was in London, but we see nothing said either of his rumoured alliance or his departure for this colony.

Our usual summary of Provincial and Local Intelligence is omitted from want of room. We are obliged, for the same reason, to defer till our next issue, an article on the Preparation of Provisions for the English market, as well as the Quarterly Statement of Imports at St. John's, and several other items, which were designed for this day's *Economist*.

THE MARKETS.

ENGLISH.

The news by the steamer of the 4th November, reached us last evening. The weather had been fine, and the large arrivals from the Continent and the United States had the effect of depressing the Corn Market, so that Wheat had receded in value 2s. to 3s. per quarter, and Flour 1s. to 2s. per barrel—on late quotations. Gene-

ral business seems to be good, and the apprehensions of manufacturers and others, of corn and provisions reaching famine prices, were giving way to a conviction that there would be no serious derangement of the usual course of events. Below we annex prices of our various articles of export:—

Canada White Wheat, 8s 9d. to 9s. 3d. Mixed, 8s. to 8s 6d. Flour, Fine, 33s. Extra, 31s.
Yellow Pine, 17d. to 17½d. Red Pine, 22l. to 23d. Elm, 21d. to 22l. Oak, 2s. 6d. to 2s. 9d. Deals, £10 10s to £11 10s.
Pipe Staves, 13s to 14d.
Pease, 45s to 50s. Oatmeal, 40s. to 42s. Indian Corn, 56s to 58s.
Sour Flour, 30s.
Pot Ashes, 27s. 6d. Pearls, 27s. 6d.

(Written for the Economist.)

NEW YORK.

16th Nov. 1846.

ASHES are in demand at \$5 75 for Pearls and \$5 25 for Pots. FLOUR.—The advance in freights, heavy arrivals, and unfavourable weather, have influenced prices, and we quote best Genesee at \$5 9¼ to \$6. Export from 1st to 10th Nov. 24,893 brls.

WHEAT has slightly declined. Large sales have been made at \$1 10 to \$1 16 for best Western, and \$1 20 to \$1 25 for prime Genesee, for shipment.

CORN is in request at 70 to 80 cents for North-western yellow.

PROVISIONS are rather dull. Several parcels for Canadian account had been taken at \$10 to \$10 25 for Mess, but Prime was dull. New Prime Beef was held at \$6, and Mess at \$8.

FREIGHTS continue active. 14d. has been paid for Wheat to Liverpool, and 4s. 3d. for Flour, without prospect of any decline. EXCHANGE on London 7 to 7½ per cent prem.

[By Telegraph.]

BUFFALO.

16th Nov. 1846.

FLOUR.—Receipts heavy. Sales quick at \$1 25 to \$1 37½.

WHEAT.—Illinois 66c., best Ohio 73c.

Nothing doing in PROVISIONS.

FREIGHTS.—Flour to Albany \$1 18½; Wheat to New York 40 cents; Corn to ditto, 36 cents.

CANAL TOLLS.—The aggregate amount received for tolls from the commencement of navigation to 7th Nov. inclusive, \$2,483,586
During the same period in 1845, 2,365,957

Increase, \$117,629

(Reported for the Economist.)

CLEVELAND.

Nov. 7, 1846.

WHEAT.—The market opened this week with a very dull feeling. 62½ cents was all the best samples would command. Subsequently, however, owing to an arrival of vessels, it much improved, and all that arrived found buyers at 66 to 68 cents from boat. The light receipts of the last three days (only 20,000 bush.) and a report that farmers had stopped bringing out their wheat in the interior, further improved the tone, and several purchases were made at 70 cents, from store.—Receipts, 83,725 bush.

FLOUR.—Sales of fair to favorite brands at \$1 to \$1 12½ per brl.—Receipts, 13,993 brls.

CORN.—Quite neglected—no sales.—Receipts, 10,784 bush.

PORK.—No sales—no stock.—Receipts, 10,784 bush.

FREIGHT.—To Buffalo: Wheat, 11 c; Flour, 10 c.—To Oswego: Wheat, 25 c; Flour, \$1.—To N. York: Flour, \$1 62½.—Kingston: no Canadian vessels loaded—much wanted.

C. McDONALD & Co.

MONTREAL. Friday Evening, 20th Nov.

ASHES.—The demand for shipment, this fall, is now over, and no price has as yet been fixed for purchases for spring shipment. We quote Pots and Pearls at 23s.

FLOUR.—Continues to decline, not so much from any change in the English markets, as from the fact that stocks must be held over winter. Several large transactions have been made during the week at prices from 30s. to 23s. 6d.—at which latter rate the market closed to-day.

WHEAT.—All that has yet come forward has been placed *ex barge* at 5s. 6d.; but, as future receipts must go into store—with a view to shipment next spring,—we may expect a decline corresponding to the expense of storage and insurance.

PEASE—are held, at 4s. 3d.

FLAXSEED—sells for 4s. 6d. per minot.

PROVISIONS.—There have been considerable arrivals of Mess, from New York, notwithstanding which, the stock is not heavy, and we quote the price of New York inspection at \$11½. Prime and Prime Mess are quite dull without any demand,—prices nominal at \$10½ & \$8½.

TALLOW—is in demand at 6½d. per lb.—stock not heavy.

FREIGHTS.—There is only one vessel in port, for sea,—the *Vigilant*, and she is engaged. Closing rates were, 5s. to 5s. 3d. for Flour to Liverpool and Glasgow, and 12s. to 12s. 6d. per minot for Wheat.

NOTICE.

ON and after the 15th instant, the Subscribers will charge the undermentioned RATES OF FREIGHT, from Kingston and places below, to Montreal.

Flour.....	3 0	per barrel
Pork.....	4 6	per barrel
Ashes.....	7 8	per barrel
Wheat.....	0 10 1/2	per 62 lbs.

And other articles in proportion.

Insurance, as usual, will be charged on all property downwards, in addition to the Freight

H. JONES & Co.
R. U. INNES.

Agent for the Quebec Forwarding Co.
MACPHERSON, CRANE & Co.
HOOKER, HOLTON & Co.

Montreal, Nov. 11, 1846.



NOTICE.

To the Claimants for Rebellion Losses in Lower Canada, whose names are included in the Schedule published in the Canada Gazette, dated 10th October, 1846.

RECEIVER GENERAL'S Office,
Montreal, 9th October, 1846.

THE RECEIVER GENERAL is authorized to issue DEBENTURES; redeemable in Twenty Years, for the liquidation of these Losses, in sums not less than Twenty five Pounds, Currency, bearing Interest at Six per Cent per Annum, as provided by the Act 4 Victoria, Cap 45, payable Yearly, on the 1st January. It is recommended to those individuals whose claims are under the sum above specified, that they should unite so as to make up the Minimum Amount of Debentures allowed to be issued.

The English and French papers in Montreal will insert the above for two weeks

NOTICE.

WE the Undersigned hereby give notice, that application will be made by us at the next meeting of the Legislature to obtain a CHARTER for the purpose of CONSTRUCTING A BRIDGE ACROSS THE ST. LAWRENCE, over from the South side of said River to a point on St. Paul's Island (Isle St. Paul), and from said Island to the North bank with right of way near the said Island, and from the North bank of the River to a convenient terminus on the Canal.

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| H. STEPHENS,
HUGH ALLAN,
JAMES C. PIERCE,
D. BAYLSON,
WILLIAM DOW,
JOHN LEVING,
W. M. LUNG,
J. B. SMITH,
J. FROTHINGHAM,
JNO YOUNG,
JOHN E. MILLS,
L. H. HOLTON,
D. L. MACDOUGALL,
BEND LYMAN,
R. CORSE,
DAVID TORRANCE. | ANDREW SHAW,
JAMES GILMOUR,
WM EDMONSTONE,
MOSES BAYN,
JOSEPH MASSON,
ROBERT MACKAY,
O. BERTHELLE,
W. J. DALL,
A. LALORQUE,
R. HART,
JOSEPH BOURRET,
A. M. DELISLE,
W. FRASER,
W. C. MERRILL,
JOHN J. DAV,
Geo. ELDER, Junr. |
|---|---|

Montreal, September 14, 1846.

ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

NOTICE.

THE STOCKHOLDERS of the St. Lawrence and Atlantic Rail-Road Company, having, at their Special General Meeting, held on the 2nd inst mt, unanimously resolved upon the resubscribe common amount of the Rail Road, whereby the Subscribers for Shares of Stock, conditional upon that resolve, & ceased subsequent to the 30th ultimo) have become absolute, the New Shares holders are requested to PAY the FIRST INSTALLMENT of £4 16s Currency per Share, to the Treasurer, at the Company's Office, 18, Little St. James Street.

By order of the Board,
THOMAS STEERS,
Secretary

Office of the St. Lawrence and Atlantic Rail-Road Company,
Montreal, 25th August, 1846.

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. Simeon Street.

WILLIAM HEDGE.

Montreal, 30th May, 1846.

OFFICES AND STORES TO LET—Apply to
MACDOUGALL & GLASS, BROKERS,
St. Francois Xavier Street.
9th May, 1846.

Sheffelds and Birmingham SHELF HARDWARE SELLING OFF AT GREATLY REDUCED PRICES.

THE Subscribers beg to announce, that, preparatory to the termination of their Co-Partnership by limitation, they will, on the 1st proximo, commence SELLING OFF the whole of their Extensive Stock of SHELF HARDWARE in Montreal, at prices which will afford a most favorable opportunity for Importers and the Trade in Eastern and Western Canada to replenish their Stocks.

BUDDEN & VENNOR.

ENGLISH CROWN AND SHEET WINDOW GLASS.

NOW IN STORE and Daily Expected TO ARRIVE—
3000 BOXES WINDOW GLASS, Extra Thick—all sizes,
60 CRATES 100. 16 to 21 oz. per foot.

BUDDEN & VENNOR.

Montreal, 25th September, 1846.

NOW OPENING, AND FOR SALE By the Subscribers:

ONE Thousand Pieces ALPACA LUSTRES,
2500 Pieces 3-4 and 6-4 Plain and Twilled CASHMERS,
1500 Pieces Black and Colored ORLEANS,
500 Pieces GALA PLAIDS,
1000 Pieces WINTER BONNET RIBBON.

August 22. **ALISON & CO.**

COMMISSION AGENCY.

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

ALPOT & GLASS.

Quebec, 3rd Sept. 1846.

NOTICE.

THE Partnership heretofore existing between HARRISON STEPHENS, JOHN YOUNG and ROMEO H. STEPHENS, under the Firm of STEPHENS, YOUNG & CO., was this day DISSOLVED by mutual consent.

All Debts due to and by the said Firm, will be settled by JOHN YOUNG and BENJAMIN HOLMES.

**HARRISON STEPHENS,
JOHN YOUNG,
ROMEO H. STEPHENS.**

Montreal, 31st August, 1846

NOTICE.

THE BUSINESS heretofore carried on by Messrs. HARRISON STEPHENS, JOHN YOUNG, and ROMEO H. STEPHENS, will be CONTINUED by the Firms STEPHENS, YOUNG & CO.

**JOHN YOUNG,
BENJAMIN HOLMES.**

Montreal, 31st August, 1846

FOR SALE.

TEAS: Twankay, Young Hyson, Gunpowde and Souchong, in boxes,
Molasses, Heavy,
Milk & Cognac Brandy,
Sicily Marsala Wine,
Boiled and Raw Lard Oil,
Olive Oil, English Glue,
Plug Tobacco, Pimento, and Pepper.

ALSO,
Patent Sperm Candles, from the Manufacturer
STEPHENS, YOUNG & CO.

20th August, 1846.

"CANADA" WINDOW GLASS.

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

EDWIN ATWATER,

24 May, 1846.

193, St. PAUL STREET

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

**D. P. JAMES,
W. W. JAMES.**

Montreal, 9th April, 1846.

THE Subscribers have constantly on hand.—

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

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

D. P. JAMES & CO.

Corner of St. Paul & St. Gill Streets.

FOR SALE.—2000 barrels PRIME MESS PORK, of excellent corn and quality.
9th Aug., 1846. **ALISON & CO.**

1846.

NORTHERN TRANSPORTATION LINE.

INSURED. ED

JAMES H. HOOKER AND OTHERS, Proprietors.

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

For Freight, apply to—Charles R. Jones and Pope Catlin, No. 31, Coenties Slip, New York; J. H. Hooker and L. A. Carleton, 153, River Street, Troy; H. A. Holcomb, 101, Pier, Albany; J. C. Pierce & Son and William Croft, St. John's, C. E.; Oliver Hascomb 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. Blount, 123, River Street, Troy; W. A. Travis, Whitehall; William Coote, St. John's, C. E.; J. C. Pierce & Son, St. John's, C. E.; Matthewson & Sinclair, 160, St. Paul Street, Montreal, C. E.

Mark Goods—Carr 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, of MONTREAL, of this Line.

Quebec, 6th May, 1846. **JOHN WILSON.**

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 Premium, unless called into active service.

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

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

Consulting Physician.—Dr. CRAWFORD, Montreal.

RYAN, CHAPMAN & CO.

Agents for Canada, MONTREAL.

1st May, 1846.

REMOVAL.

DOUGHERTY & MANTZ have REMOVED their Printing Establishment from Great St. James Street, to TRAVELER'S BARRIERS, 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. Simeon Street.

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

OFFICE.—No. 3, ST. SIMEON 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.