

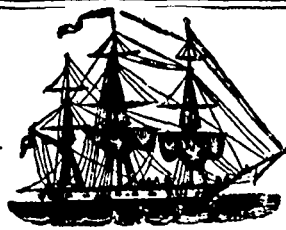
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# CANADIAN ECONOMIST.



## FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 3RD OCTOBER, 1846.

[No. 23.

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## THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 3RD OCTOBER, 1846.

### MONTREAL GAZETTE.

Three entire columns of the *Montreal Gazette* devoted to the *Economist*, with a sort of promise to return to the subject in a day or two! Really we feel highly honoured by such a notice of our publication, especially from one who has apparently rested so long wrapped up in the garment of self-sufficiency, occasionally, and at intervals, propounding *ex cathedra* opinions on Free Trade and the Navigation Laws, replete with all the ambiguity of the oracles of old. But at length the Sibyl is inspired; and no longer satisfied to be rated as a hairless old woman, gives vent to her sacred fury, and pours out the vials of her wrath on our devoted heads!

Such a hurricane of vituperation it was never our lot to encounter, and how we have "bided the pelting of the pitiless storm" we are really at a loss to conceive. We had some inkling of the tempest which was brewing, when we ventured last week to call for the reasons of the Editor; and he has fully verified our prophecy; amply supplying his dearth of argument by a most copious flood of abuse. As the latter commodity is one in which we do not wish to deal, we shall leave to him the monopoly of the market, and pass to the consideration of such passages in his remarks as we may consider at all worthy of our notice, and this we shall do as much as possible without reference to those extraneous ornaments with which he has thought fit to load his observations.

In the first instance, we endeavoured to give a different meaning to the passage in his paper of the 21st ultimo, which we refuted in our last. His original assertion was, that we quoted with approbation from the *Miner*, "that it is a just and moderate demand that the colony should regulate its own tariff, without being subject to the delays and inconveniences of the royal sanction." In reply, we stated, that we made no such quotation from the *Miner*, nor any allusion to its being "a just and moderate demand, &c.," but that we extracted a letter which had appeared in that paper, and introduced it by some laudatory remarks. How does the *Gazette* reply to this direct contradiction? Forced to shift his ground, he now says, that because we characterized the letter in question as *admirable*, and because the writer of it asserts "that it is a just and moderate demand that the colony should regulate its tariff without being subject to the delay and inconveniences of the royal sanction," we therefore unreservedly espoused, "not only the commercial, but the political sentiments of the writer." To use the expression of this admirable logician, could a more "contemptible sophism" be uttered? How did we make ourselves responsible for every expression in that letter? The editor of the *Gazette* knows well we did not, nay we could not, since in the same letter there is to be found a distinct disclaimer on the part of the writer of agreement with all our principles. We should insult the understanding of our readers were we to enlarge on this subject; we have said enough to show the shameless manner in which the editor of the *Montreal Gazette* seeks to cloke his former misrepresentations.

The next topic calls down the especial ire of the editor: and at this we do not wonder, since a more complete exposure of impudent quackery and pretension has seldom been made than that which we presented to the derision of the public, when we irrefragably proved

that he was not the first to raise his voice against the repudiation of the public debt, but that we first stood up in defence of the public credit, even when assailed by that Government of which he is *par excellence* the organ,—in other words, the subservient hireling! We well know that his masters winced under the castigation they then received at our hands; and from that epoch we date the hostility, at first latent, but now avowed, which the *Montreal Gazette* evinces to the *Economist*. It would not have answered at that time to have stigmatized our observations on the Governor's Despatch as "libellous": public opinion went along with us too strongly in the opinions we gave, and he therefore discreetly reserved the display of his angry feelings to a more convenient season.

We will not stop to notice the special pleading by which this notorious despatch is attempted to be palliated—defended it could not be, even in this age of brass—but we pass to the accusation made against us of "insulting and grossly misrepresenting the Queen's Representative, and, indirectly, his Ministers." The best answer we can make to this calumny is to be found in our own words in commenting on this very despatch, and which will we trust satisfy our readers that the editor of the *Gazette* is as ignorant of constitutional law and usage in Great Britain, and of the true operation of Responsible Government within this colony, as he is of the ordinary courtesies which ought to obtain in the discussion of questions such as those which form the difference between him and us. Our remarks (see *Economist* No. 10, of 4th July last) were as follows:

"It is, we presume, unnecessary to remind our readers, that this document must be considered, in a constitutional point of view, as the production, not of His Excellency, but of his responsible advisers; and consequently that the freedom we shall use in examining it, dictated as it will be by a sense of duty to the cause which we advocate, will not be construed by any as disrespectful to the Representative of our Sovereign. We also request our readers to give credit to our assertion, that in commenting with some severity on the Ministers' Despatch, we attack them, not as a Ministry, but as the opponents of Free Trade. For political parties in this Province we care not a rush, except in so far as they may respectively conduce to obtain for us the objects of our confederacy,—namely, the removal, so far as is consistent with a due regard to the public revenue, of all restrictions on our commercial intercourse with all nations."

But we find another railing accusation brought against us, namely, that we have since changed our course on this subject of the repudiation of the public debt, and winked at, nay, tacitly encouraged, its advocacy by others who are designated as our "allies of the press," and especially by Captain WILLIAMS, the Member for Durham.

To this, our answer shall be brief and conclusive. In the first place, we are linked to no party amongst the public press, and the editor of the *Gazette* well knows that the Free-Trade Association enlists amongst its members persons whose opinions on political subjects are "wide as the poles asunder," the only bond of union being that for which they are publicly associated. We therefore disclaim the responsibility of any articles which may emanate from any other press than our own. We are happy, however, to be able to add, that the doctrines maintained in our answer to the Governor's Despatch have been repeated on more than one occasion during that time when we are accused of letting them sleep, and more especially when, to use the words of the *Gazette*, "the Member for Durham [Captain WILLIAMS] proposed relief from the debt as a reasonable thing,"—as the following passage from the *Economist*, No. 17, 22nd August, will prove:—

"In respect to the practical measures recommended by Mr. Williams, we need scarcely say that they are, generally, those which have been advocated by the *Economist*. We must except, however, the remarks which appear under the head 'Thirdly,' respecting the loan to Great Britain. We cannot agree with Mr. Williams that we are 'morally and equitably exonerated from the responsibility of this engagement,' and deny, as we have before denied, that the improvements of our internal communications were undertaken solely on the strength of our protected trade with the mother country."

Are you answered now, Mr. Editor of the *Gazette*? You have, either ignorantly or wilfully, misrepresented our conduct—take either horn of the dilemma; and your readers will now judge of your fitness to guide and direct the public mind. Be advised by us: imitate the example of your brethren of the Press—*whom you do not name*—but who, you say, have "blushed and repented."

We think our readers will agree with us that is a waste of time and paper to occupy further, to any considerable extent, our columns with the lucubrations of the editor of the *Gazette: le jeu n'en vaut pas la chandelle*. We shall, therefore, curtail as much as possible our additional remarks; and this will the more easily be done, since throughout the three columns of the *Gazette*, there is not a single argument on the subjects either of Agricultural Protection, Differential Duties, or the Navigation Laws. These are points altogether out of the question in a controversy with us. It is true, he admits that we have some pretensions to be "leaders of the movement" as respects the Navigation Laws, but the Differential Duties are the exclusive property of the *Pilot*, and Agricultural Protection of himself; the few crumbs which fall from the rich man's table having been gathered by the *Courier*, *Times*, and *Quebec Gazette*. What presumption, then, in us to dare to write on such subjects, it is really an infraction of copyright! And still more, what folly in the public to drink from the muddy stream of the "Economist," when they can have access, by paying, to the living waters of the *Gazette*!

We cannot wonder at the anger of the editor of the *Gazette*, that the public, "deaf to the voice of the clamour, clam he never so wisely," should persist in reading the "Economist," although full, as he asserts, of "vague generalities and unmeaning common places." Certes if words could kill we should no longer exist. Our conduct, if we are to believe the *Gazette*, has been the most extraordinary, and our course the most erratic that can be conceived: during the short period of our existence, we have "fraternized most lovingly with the enemies of British influence and of the mercantile interests," whilst, at the same time, we have put ourselves "forward in the character of leaders of the mercantile interest," and by dint of boldness of assertion and self laudation persuaded "ourselves, and perhaps some others, that we are so": we have paraded our "own exceeding nicety of political morality to the conservative," and yet we have conciliated the "revolutionary party, by insulting and grossly misrepresenting the Queen's representative, and indirectly his ministers": we have taken a lesson "of wisdom from the ex-member for Oxford," Mr. HICKS, and of good faith from the sitting member for Durham, Captain Williams; our "vacuity of moral courage and political honesty" has drawn on us the open reproach of the *Pilot*, yet this same *Pilot* and ourselves have exchanged "doses of flattery enough, as the vulgar [*i. e.*, the editor of the *Gazette*] say, to choke a dog."

These, surely, are antitheses hard to reconcile; and we could only do so on the supposition that we had really acted in so prudent a manner as to enlist on our side men of every class and of every shade of politics. But, no! the *Gazette* assures us—and who can gainsay his words—that we are the "least politic of philosophers, and least philosophic of politicians." But we must leave him to explain his own incongruities, since their elucidation is altogether beyond our capacity.

There is one point on which, however, he has condescended to be explicit: he has charged us with misusing the funds entrusted to us in "the circulation of calumnious imputations on three leading promoters of a rail-road, including the Member for this city, one of the foremost, steady, and most intelligent friends of Free Trade in the Province." We certainly admire this virtuous indignation bursting forth copiously, after having been pent up upwards of a fortnight in the confines of his breast, and the more especially since it is in favour of one whom, as President of the Board of Trade, he, a short time since, rather roughly handled; but we scarcely think the present object of his eulogy will thank him for his interference, as we have too high an opinion of his good sense to believe that he is so thin-skinned as to feel annoyed at what is evidently nothing more than a good-humoured squib. We are now, for the first time, made aware that immaculate virtue and disinterestedness are to be supposed the invariable characteristics of every one connected with a public trust, and that the bare supposition that private interest may influence such occasionally, is calumnious. Convenient doctrine, certainly, and most befitting a *Government organ*! We should be glad that the Editor would explain what he means by accusing us of misusing the funds entrusted to us. Have we any belonging to him or any of his friends?

We believe we have touched on most of the leading points alluded to in the *Monreal Gazette*; there are others which are beneath our notice. We will not condescend to bandy epithets; and nicknames such as "the Philosophers of St. Sacrament-street," are easily coined, and "shew a most pitiful ambition in the man who uses them." In the employment of these we leave the Editor of the *Gazette* undisputed master of the field.

### DOMESTIC MANUFACTURES.

We have been favoured with Statistical Tables, exhibiting the present state of the manufactures and population of Lowell, the "Manchester of America." This city, which, twenty years ago, had not a "local habitation and a name," lies on the south side of the Merrimac river, below Pawtucket Falls, and at the junction of the Concord river with the Merrimac, about 25 miles N.N.W. of

Boston, to which it is connected by one of the most substantial rail-roads in the United States, 25 miles in length, and costing about two millions of dollars.

As we think our readers would be interested with some account of this remarkable place, we shall take the liberty of giving an abstract of the information we have gleaned.

In 1820, Lowell constituted a part of Chelmsford, and the present territory of Lowell (only two miles square), then contained less than 200 inhabitants, and the valuation of property did not exceed £25,000. In 1826, it was incorporated as a town, and having received a small addition from Tewkesbury, it obtained in 1836 the charter of a city. In 1844, it contained a population of 25,163 inhabitants.

There are eleven Incorporated Manufacturing Companies in Lowell, having 33 mills. Independent of these are two Companies, which have print-works and dye-houses, and, together, produce 13,750,000 yards of dyed and printed cloth annually. The eleven incorporated companies have a capital of £2,887,500. The goods manufactured at these mills are sheetings, flannels, drillings, prints, shittings, negro-cloth, carpets, rugs, broadcloths, water-proof woollens and cassimeres. The value of cotton goods produced, annually, by these companies amounts to about £1,000,000; woollen goods, to about £250,000; carpetings and rugs, to about £100,000. Cotton consumed per week, 527,000lbs; wool consumed per week, 31,000lbs. There are 12,850 tons of anthracite coal consumed in these mills annually, and 3,570 cords of wood; the consumption of oil annually is 87,310 gallons; of potato starch 550 tons; of flour starch 100,000lbs. All the buildings are warmed by steam and hot air furnaces.

"The 'Lowell Machine Shop,' included among the 33 mills, can furnish machinery complete for a mill of 6,000 spindles in three months, and a mill can be built in the same time."

There are other manufactures in Lowell, of wrapping paper, hats and caps, carriages, locks, candles, &c. &c. &c., which turn out stock to the amount of near £100,000 annually. Education keeps pace with the population. Libraries, reading-rooms, banks, savings' institution, and mutual insurance companies, all engage a share of public attention, and are well supported. The amount on deposit in the savings' institution in April, 1845, was something over £177,000; a large portion of this amount belongs to the operatives in the mills. The average amount of wages paid per month is £44,100. The average wages of females, clear of board, per week, is 10s.; but some of them earn double that sum. The average wages of males, clear of board, per day, is 4s.

It is worthy of remark, that the mechanics here have formed an association, and erected a costly brick edifice, called "Mechanics' Hall," which has a fine lecture-room, and in which regular courses of lectures are annually delivered by the most able and popular lecturers. It has a valuable library, of 3,300 volumes, and an extensive reading-room, which is always open, besides a fine mineralogical cabinet.

Cottons which, twenty years ago, would have cost 1s. 6d. the yard, can now be purchased for 3d. the yard.

We give this sketch of Lowell, not so much to gratify curiosity as to shew what has been done by our neighbours, and hence leave it to be inferred what could be done by ourselves, if public attention were once awakened to the subject. But let it be plainly understood that we only speak of such manufactures as we can produce cheaper for ourselves than they can be obtained from abroad, and we neither advocate nor desire to see manufactures forced in this country as they have been in the United States. It is our duty as well as our interest to avail ourselves of the natural advantages we possess, but it would be only a source of present loss and future inconvenience if we were to attempt more.

We now turn to Canada—

Probably there is no place in Canada more favourably situated for manufactures than Chambly. The water-power there is not only abundant for an indefinite number of mills, but it can be made available at the least possible expense, and the access to Chambly is most direct and cheap. The raw material of cotton can be shipped at New York and reach Chambly without a re-shipping, there being a continuous water communication throughout. The only impediment to the navigation of the Richelieu river, up to the Chambly Basin—the shoals at St. Ours—is about being removed. As cheapness and facility of access are important considerations in the location of manufactures, it will at once be seen that Chambly possesses these advantages in an eminent degree, and its vicinity to Montreal gives it a feature characteristic of Lowell—its contiguity to the great market of the country.

Through the politeness of the proprietor of the cotton factory at Chambly, we are put in possession of such statistics regarding it, and the locality, as enable us to state that in respect to labour and fuel, it has a decided advantage over Lowell. As regards the cotton-factory building, the proprietor states, that "it is seventy-eight feet long and forty-five feet wide, three stories high, and is capable of containing seventy looms, besides the other machinery requisite for manufacturing cotton. There are, as yet, only twenty-four looms in operation; but it is in contemplation to fill up the factory this fall." The building is warmed by steam, and it has a force-pump in the cellar "capable of throwing water into any of the rooms in the event of fire." The freight of raw cotton from New York

varies from 25s. to 27s. 6d. per ton. A partial dam is constructed, by which this factory is supplied with water-power, in connexion with an extensive grist mill, a woollen cloth factory, and a cotton wadding and hatting factory. To increase the intercourse with the country, Mr. Yule, the Seigneur, is constructing a bridge across the Richelieu river, just above the village of Chambly, which will be completed in the month of November.

## HISTORY OF THE POST OFFICE DEPARTMENT IN CANADA.

We have obtained an early copy of the Report of the Commissioners appointed to inquire into the affairs of the Post Office in British North America, printed by order of the Legislative Assembly. This Report was made in December, 1811, but has hitherto been kept from the public, though frequently demanded. The copy from which we extract has come into our hands at too late an hour to enable us to do more than give the extract which follows, and which, whilst it presents a brief history of the Department itself, marks the progress of the Colony within the same period.

In future numbers we shall take up Post Office Reform, for which the data are furnished by this Report.

"The first Deputy Post-Master General resident in Canada was Hugh Finlay. We find by an advertisement in the Quebec Gazette, published July the 23rd. 1767, that in that year he was performing under Franklin the duties of Post-Master at Quebec. The commission by which he was appointed Deputy Post-Master General is dated 7th July, 1784, one year after the peace with America; and as it is known that the British Government did not, during the war which broke out a few months after his dismissal, appoint any successor to Franklin, it is certain that Mr. Finlay was the first Deputy Post-Master General in Canada. He is designated in the commission as "Deputy Post-Master General of His Majesty's Province of Canada," from which it would appear that the Lower Provinces were not included in his charge. An Almanac published at Quebec in the year 1791, represents the condition of the department in that year as follows:

"Hugh Finlay, Esquire, Deputy Post-Master General. Post-Masters—Mr. E. Edwards, Montreal, L.C.; Mr. Samuel Sills, Three Rivers, L.C.; Mr. Louis Amé, Berthier, L.C.; Mr. Samuel Anderson, Cornwall, U.C.; Mr. John Munro, Matilda, U.C.; Mr. John Jones, Augusta, U.C.; Mr. Peter Clarke, Kingston, U.C.; Mr. Joseph Edwards, Niagara, U.C.; Mr. George Leitch, Detroit, U.C.; Mr. — Mitchell, Michilimackinac, U.C.; Mr. Hugh Munro, Baie des Chaleurs, L.C."

There was a monthly mail despatched from Falmouth for Quebec; and once a month an English mail was despatched from Quebec, sometimes via Halifax, sometimes via New York. Between Quebec and Halifax there was in summer a mail every fifteen days; and in winter, once a month. There was a monthly mail for the "establishments above Montreal"; and for the establishments of Gaspé, the Baie des Chaleurs, &c., a mail was despatched as occasion offered. The couriers left Quebec and Montreal every Monday and Thursday at four o'clock in the afternoon, and reached their destination, unless prevented by the state of the roads, on Wednesdays and Saturdays.

In the years 1796 and 1798 we find precisely the same number of Post-Offices, and generally the same amount of post accommodation as in 1791.

Mr. Finlay was succeeded in 1800 by Mr. George Heriot. In 1803 Upper Canada had eight Post-Offices, but the mails were not more frequent than in 1771. In 1804 there were in Lower Canada five Post-Offices; in Upper Canada, nine; in Nova Scotia, six; in Cape Breton, one; in Prince Edward's Island, one; and in New Brunswick, four.

Mr. Wood, the Post-Master at Cornwall in Upper Canada, and the oldest employé in the Post-Office, thus describes the condition of the establishment in the Upper Province in the year 1807: "When I first took charge of the office at this place in 1807, I believe the mail was carried only four times in the year from Quebec to Amherstburgh, and that on the back of an old Canadian pedestrian, who performed his trip once in three months. The arrival of this despatch was hailed with joy amongst the then contented and loyal inhabitants throughout the country."

We have before us several commissions issued by Mr. Heriot to Post-Masters in Nova-Scotia, in which he styles himself "Deputy Post-Master General for the Provinces of Upper and Lower Canada, Nova Scotia, and New Brunswick, in North America, and the dependencies." The absence of his own commission deprives us of the power of stating by what authority he made those appointments and adopted that designation. If under that commission the Lower Provinces belonged to his charge as well as Canada, it would appear that the connection did not last very long. We are informed that on Mr. Daniel Sutherland's appointment to succeed Mr. Heriot in the year 1816, he found Nova Scotia and Prince Edward's Island wholly withdrawn from the Canada charge; but New Brunswick still continued to form part of it, the Post-Master for that province being commissioned at Quebec, and accounting directly with the Deputy Post-Master General there.

In the year 1817 Lower Canada had thirteen Post-Offices; Upper Canada, twelve; Nova Scotia, six; New Brunswick, three; and Prince Edward's Island, one. In this year the mails were running between Quebec and Montreal every day of the week except Sundays and Fridays; between Quebec and Halifax once a fortnight all the year round; between Quebec and Kingston, once a week; between Kingston and Toronto, once a week; between Toronto and Niagara, once a week; and between Toronto and Amherstburgh, once a fortnight.

In the year 1820 there were in Lower Canada twenty offices; in Upper Canada, nineteen; in Nova Scotia, six; in New Brunswick, three; and in Prince Edward's Island, one.

Documents were fortunately discovered in the Post-Office at Quebec, which formed the basis of a very complete Return of the state of the Department in the Canadas and New Brunswick in the year 1824. From this it appears that there were then in the Canadas sixty-nine Post Offices; 1,992 miles of established Mail Road; the weekly travel of the Mail was 7,108 miles; the gross revenue was £14,504 6 11½, and the revenue remitted to England, after deducting £300, the supposed surplus for New Brunswick, £5,386 2 2.

At that time the population of the Canadas amounted to nearly 600,000 souls,—Lower Canada containing about 440,000 and Upper Canada 150,000.

In the year 1826 or 1827 a correspondence took place between Mr. Howe and Mr. Sutherland, on an application, as we are informed, made by the former gentleman to relieve Mr. Sutherland from the Superintendance of the New Brunswick branch of the Department. This arrangement, acquiesced in at the time by Mr. Sutherland, and approved by the Post-Master General, was subsequently carried into effect, but not until after the present Deputy Post-Master General had been appointed on the resignation of Mr. Sutherland. By a letter from Sir Francis Freeling, dated 12th December, 1827, Mr. Stayner was informed of his appointment as "Deputy Post-Master General of British North America." His commission and instructions, dated respectively the 5th and 10th May, 1828, designate him as Deputy Post-Master General of "the Provinces of Canada and New Brunswick, and their dependencies." In the autumn of 1828, the separation of nearly the whole of New Brunswick from the Canada charge was effected; and since that time Mr. Howe has continued to superintend the New Brunswick branch.

Returns received from the department at Quebec have enabled us to prepare a table, by which the condition of the Post Office in Canada in every year (except 1829 and 1830) from the year 1828 to 1840, is accurately shewn. On reference to this table, it will be found to present a detailed account of the gradual progress of the Department in all its more important branches; the gross revenue; the cost of transport; the increase of post accommodation; to which we have thought it might be useful to add a statement of the increase of population in the provinces during the corresponding periods.

In 1831 the number of Post Offices within the Quebec charge was 151; the number of miles of established mail road, 2,896; the number of miles travelled weekly, 12,313; the expense of carrying the mails, £6,720 18s. 5d.; the gross revenue, £21,190 10s.; and the net revenue, £9,524 17s. 6d. The population of Lower Canada was about 512,000, and that of Upper Canada 235,000; making with the portion of New Brunswick under the Quebec establishment, rather less than 760,000 souls.

In 1840 the number of Post Offices had increased to 398; the number of miles of established road was 5,736; the number of miles travelled weekly was 28,332; the expense of mail conveyance, £21,973 8s. 5d.; the gross revenue, £52,499 13s. 1d. The population of Lower Canada is now estimated at 662,000 and that of the Upper Province at 420,000 inhabitants; so that the entire population within that charge is about 1,100,000.

It will thus be perceived that between the years 1831 and 1840 the amount of revenue of the Department and the extent of Post Office accommodation have increased more rapidly than the population of the country. The number of Post Offices have increased 163 per cent; the number of miles of established mail road, nearly 100 per cent; the number of miles travelled weekly, upwards of 106 per cent; the yearly cost of mail conveyance, nearly 227 per cent; the gross revenue more than 150 per cent; and the net revenue nearly 105 per cent; while the whole population has increased on the ratio of not quite 45 per cent.

[COMMUNICATED.]

## LIMITED PARTNERSHIPS.

"C'est à proposément parler l'association du capital et de l'industrie. Une semblable association, soumise aux règles de l'équité, modérée dans son cours par des réserves, rend facile l'exécution de grandes entreprises auxquelles la société collective ne saurait atteindre."—*Dict. du Com. rec.*

Now that commercial legislation seems to engross the public view, and that *Free Trade*, if properly understood and carried out, will enable these Colonies to direct their energies to the subjects for which they are best adapted by nature, it has occurred to me that there is one matter well worthy the attention of some practical M. P., as one calculated to help greatly the proper development of our resources: those, especially of Canada East, fitted rather for Commerce and Manufactures than Agriculture. I allude to *Limited Partnerships*—which are partnerships formed between one or more individuals, managing and responsible partners, and one or more others, dormant partners. The former being responsible to the whole extent of their fortunes—the latter sharing in the profits, but responsible only to the extent of their shares,—that is, running no risk beyond that of losing the capital invested:—which, in the event of misfortune, they could only recover after all the liabilities of the concern had been met.

It is, I believe, well known that the principle of limited liability is already existing in the French law by which we are governed, but it might be improved by the help of enactments requiring certain formalities, such as are ordained by the late French Codes and the Laws of New York—which tend to render more secure both the individuals investing money, and the public in general. For instance, it is not now necessary to publish the formation of such a co-partnership, nor the names of either managing or dormant partners, nor the capital invested: a regulation to that effect would be beneficial both for the public and the

parties concerned; in not allowing confidence to be misplaced unknowingly and, at the same time, in creating that confidence once, when deserved.

I do not think the advantages of the principle can require to be pointed out; it must be obvious that whatever will tend to unite scattered capitals for specific purposes of commerce or industry, cannot but be of advantage, especially in a young country like this, where large capitalists are almost unknown. Our country is eminently adapted for certain manufactures. Now association can alone establish factories; no individual resources can here, as in England, compass such undertakings;—and association on the principle of limited partnerships, which are the union of industry and capital, offer great advantages.

It may be said that the Legislature can grant specific charters to the same purpose—as for instance, was done for the “Banque du Peuple.”—But it must be allowed that a general law would save parties from heavy expenses, (necessary on each application and no inconsiderable item,) and also prevent the machinations of petty jealousies which sometimes shew themselves to the prejudice of great and permanent interests.—Besides, if the principle be a good one, which must be admitted, why not allow any parties (under what restrictions you please), to take advantage of it? The law is in force here—it could be very much improved and with little difficulty, as we have the legislation of other countries to guide us. Should it not be done?

JEAN BAPTISTE.

Montreal, 25th Sept., 1846.

The Editor of the *Toronto Colonist*, in his last number, suggests the question, How, under the operation of the British Navigation Laws, supposing Canada produce to be sent to New York for exportation, is that produce to be sent from thence to England? “The same question,” says the *Colonist*, “applies to Portland, on the completion of the St. Lawrence and Atlantic Railway. United States vessels are permitted only to convey to England goods the produce or manufacture of the United States. Canadian wheat and flour are none of these, and cannot be conveyed from New York or Portland to England in United States vessels. It is plain from this, that, before the theory of Free Trade, as advocated at present by certain parties, can be carried out, there must of necessity be some important changes made in the British Navigation Laws; without this, the system contended for will prove inoperative in some of its most important branches.” And our contemporary concludes by saying: “Indeed, if the products of Canada are to be sent hereafter to New York, Boston, or Portland, for shipment to England, when conveyed from thence in United States or British ships, we should like to be informed what object can there be, then, in maintaining for British and Canadian vessels the exclusive navigation of the St. Lawrence? What reason can there be in the attempt to prevent foreign countries from navigating our inland waters, when not only the products of the ‘far west,’ but also those of Western Canada, are finding their way to the ocean, and thence to the markets of the world, by another, a cheaper, and more safe, though an artificial channel?”

Our contemporary has, in these few remarks, stated the whole case. It is quite true, that without American vessels can transport Canadian produce to British ports, the Free-Trade system would “prove inoperative in some of its most important branches”; and it is equally true, that if such is to be the case, there can be no rational object, but, on the contrary, a great deal of absurdity, in attempting to maintain the exclusive navigation of the St. Lawrence. But does our contemporary think it probable that the British Government, whilst receiving the produce of the United States and every foreign country in the world at a merely nominal duty, will stop to inquire the place of growth of the imported article? On what ground, indeed, could colonial produce be refused in foreign bottoms, or how could any regulation that England could make prevent Canadian flour from going in foreign bottoms? It is evident she could not prevent it. So long as protection remains, indeed, it will be a question for England to say whether she will receive our timber and corn in vessels other than her own; but directly that protection ceases, and the colony is placed, in respect to its trade, in the same position as foreign countries, the case assumes a different aspect: the right to seek the cheapest market comes in, and as England could not practically prevent our produce from going to her ports in foreign bottoms, so she will not vexatiously attempt to restrain it by maintaining her Navigation Laws against us.

### GENERAL INTELLIGENCE.

ENGLISH NEWS.—Troy papers received yesterday announce the arrival of the *Great Western* at New York on Wednesday, and give a summary (conveyed by telegraph) of the intelligence brought by her. From this we learn that the deficiency of the British harvest, in consequence of the destruction of the potato crop, is no longer doubtful, and that France, where the price of all articles of food has

been gradually increasing, is threatened with a great scarcity. The effect has been a further advance in flour and grain, the former being reported 3s. a barrel higher. The accounts, however, are contradictory, and until the arrival of the regular mail, the exact advance cannot be given. Corn is quoted 3s. to 4s. per quarter higher, and bacon and Indian corn are among the articles named as having risen considerably. The weather, it is stated, had continued extremely fine and favorable, and the last remnants of the harvest had been safely housed, but the failure of the potato crop had more than counterbalanced this good fortune, and rendered food dearer. The following are the quotations given by the papers, but, as we stated above, they cannot be strictly relied on:—Western Canal Flour, 28s. in bond, 30s. to 31s. duty paid; Indian Corn 41s. to 44s. per quarter; Wheat is 3s. per quarter dearer, and Indian Meal has realized 22s. to 23s. per barrel; Beef and Pork continue in steady demand, without alteration in value; good Cheese scarce—was wanted; Lard has further advanced 1s. to 2s.. There was considerable inquiry for Linseed cake from £7 10s. to £8 10s. per ton. In other articles of produce no alteration in price. Money is plentiful and readily obtained at from 3 to 3½ per cent.

Amongst the general news, we learn the death of Lord Metcalfe, after a life eminently useful to his country. It is also stated that the cholera is making awful ravages in India, and that one-fourth of the British troops at Carranchee were among the thousands of its victims.

At a meeting of those interested in the construction of a Bridge across the St. Lawrence, held lately, Messrs. Davidson, Bourrel, Hayes, Pierce, Stephens, Young, and Judah, were chosen a Committee to make all the necessary arrangements for the commencement of this important work. At a subsequent meeting of the Committee, John Young, Esq. was nominated Chairman; D. Davidson, Esq. Treasurer; and Henry Judah, Esq. Secretary. We understand that a gentleman of eminence in bridge building has been sent for from the United States, and that a sufficient fund will be formed to defray all preliminary surveys, &c. Under such management, we doubt not that this work will be proceeded with judiciously and energetically, and that long ere it is completed the public will have acknowledged the debt they owe to the suggestors. At present, nothing but the unfortunate feeling that there “is no help for them,” would make the community tolerate the inconvenience and loss resulting from a want of proper means of communication with the opposite shore. Longueuil is as difficult of access as though it were a dozen miles away, and during a large part of the day communication is cut off from it altogether. Farmers and others are frequently obliged, with the present ferry accommodation, to wait nearly an hour before their turn comes to be taken across, and then the transit is of course much less convenient and safe than it would be were there a Bridge. In short, the more this project is the right of, the more important it becomes, and the deeper interest will be taken in it. We rejoice, therefore, that it is in good hands, and wish the Committee the success their services deserve.

### CROPS ON THE CONTINENT OF EUROPE.

It appears from the *Paris Presse*, that the crop of 1846, has produced less than a fair average. The rye harvest in particular, has been so scanty that some farmers have declined thrashing their crops, as they considered they would not pay the expense. Wheat is of a fair quality, but falls short of an average quantity. Oats are every where deficient, and most so in those departments where they constitute a considerable portion of the diet of the inhabitants, while the vegetable crop is so scanty, that it will not produce a supply for the winter.

Nor is it in France alone, that this sad failure is prevalent; those countries whence wheat has usually been exported have, with few exceptions, none this year to spare. In Belgium alone, there is no complaint of a diminution in the usual average, but even there, there is no surplus. Alexandria and Odessa, have no wheat in their stores, and the prices were generally raising even before the failure of the potato crop in Ireland was known.

So far, therefore, as provisions are concerned, Continental Europe, is placed in a difficult position. France, particularly, has serious cause of uneasiness. A supply of corn for one month will be imperative. She must import in the course of the year about 6,000,000 hectolitres of grain, while all Europe, has never collected in her stores, more than 14,000,000 hectolitres for sale—a quantity, but little more than double, that required by France.



In the year of scarcity, 1832, France, imported food for 21 days amounting to upwards of 4,000,000 hectolitres of corn, weighing 32,563,000 metrical quintals, and conveyed by upwards of 3,000 small vessels, of at least 100 tons each. This year she must import one-third more, requiring a capital of 120,000,000 francs, and an increase of expense over that year of 30,000,000 francs.

The situation of the country is serious, and merits the anxious attention of the Government. The scarcity of wheat has caused a rise in the price of flour in the Paris market.

The *London Times* of the 4th instant says, "from letters we have received from Paris we find provisions enormously high. Fish there is none in the market; the finest pieces of meat are 36 sous (18d.) per pound. Veal 22 sous; vegetables beyond price—the best potatoes being 3 francs (2s. 6d.) the *boisséau*, or stone of 14 lbs. Eggs, 28 sous (14d.) per doz., and everything in proportion, and it is yet but the commencement of September."

**BANQUET TO MR. COBDEN.**

A grand dinner was given on Tuesday to Mr. Cobden by the Société des Economistes of Paris. The Duke d'Harcourt presided. The first toast was the King, accompanied by the following sentiment:—

"May the establishment of freedom of commerce add a new *eclat* to a reign, which has been already signalized by so many services rendered to the prosperity of industry and the peace of the world."

Mr. Horace Say, who acted as vice-president of the meeting, proposed the health of Mr. Cobden, in a short but impressive speech. Mr. Cobden replied in French—

"I entreat you to believe, gentlemen, that I am profoundly grateful for the cordial manner in which you have responded to the too flattering expressions by which our excellent president has introduced me to you. Permit me to demand for others, my fellow-labourers in the cause, a large share of this kindness. I am but a humble labourer amongst many others of greater merit, who have long exerted themselves for the trial of a great and salutary principle. In the name of my absent colleagues, allow me to thank you for your sympathy. Free exchange is an article the more added to the great charter of human liberty. We had already obtained by conquests the rights of conscience, the liberty of speech, and the inviolability of the press; we are now in the possession of the liberty of industry, and I will avow to you that I could never regard myself as the citizen of a perfectly free country so long as monopoly, the last badge of slavery, deprived my fellow-countrymen of the just reward of their skill and labour. The League was organized for the purpose of disseminating amongst the English people truths which Adam Smith and your Baptist Say had promulgated here a century ago. Suffice it to say, that our victory was obtained after more than seven years of discussion had elicited every argument in defence of protection which the ingenuity and the sincere alarm of the Protectionists could devise. If you ask me whether the question is settled for ever, I answer Yes; for in England we never recede one inch in the path of reform, when every step has been gained by the force of reason and argument. Besides, we have no man deserving the name of a statesman who would undertake a government founded upon the protective principle. I do not speak of Sir R. Peel, who has immortalized his name by the part he took in the emancipation of our commerce, or of Lord John Russell, who so nobly supported him, but I mean that there is not one member of the late or present Ministry who now advocates the principle of protection. One and all have modestly repudiated, on the part of Government, the right of interfering with the freedom of individual industry and enterprise. Gentlemen I should not be doing justice to my own feelings, or the views of those with whom I have had the honour to co-operate in England, if I sat down without saying that we look for far higher results from the universal application of our principles than those to which I have alluded. Doubtless it is good to extend commerce, to multiply the comforts of life, to stimulate industry, and increase the rewards of labour; but, valuable as are these physical gains, free trade is destined to confer a far greater moral blessing upon humanity. You have joined this evening in drinking a toast to peace—a sentiment which will find a response in every English free trader. True, we have now peace in Europe, but at what cost is it preserved? Everywhere we see preparations for war. Peace is upon our lips, but war resounds from our arsenals. The world sighs for some better guarantees against that scourge of humanity, than is to be found in enormous and costly armaments by land and sea; for experience has, unhappily, proved that the warlike passions of communities are more likely to be stimulated than suppressed by the threatenings which surround them. To render peace something better than an armed truce, we must array on its side such a preponderance of material interests as shall prevent the possibility of war. Here, then, to the mission of the free traders! Gentlemen, I heartily thank you for the patience with which you have listened to this imperfect expression of my sentiments, and in conclusion, I drink with you to the union of all nations."

The following is a copy of the British Possessions Act of the last Session of the Imperial Parliament:—

**An Act to enable the Legislatures of certain British Possessions to reduce or repeal certain Duties of Customs.** [28th Aug. 1846.]

WHEREAS by an Act passed in the Session of Parliament holden in the eighth and ninth years of the reign of Her present Majesty, intituled An Act to regulate the Trade of the British Possessions abroad, certain Duties of Customs set forth in a Table in the said Act contained are imposed upon the Importation into any of the British Possessions in America, or into the Island of Mauritius, of the several Articles therein mentioned, not being the growth, produce, or manufacture of the United Kingdom, or of the British Possessions enumerated therein, and a certain Duty of ten pounds for every one hundred pounds of the value thereof is imposed upon the importation thereto of certain Sugar refined in Bond in the United Kingdom; and whereas by the said Act it is enacted, that all Laws, By-laws, Usages and Customs which shall be in practice or endeavoured or pretended to be in force or practice, in any of the British Possessions in America, which are any way repugnant to the said Act, or to any Act of Parliament made or to be made in the United Kingdom, so far as such Act shall relate to and mention the said Possessions, are and shall be null and void to all intents and purposes whatsoever; and whereas it is expedient to enable the Legislatures or other proper legislative authorities in the said British Possessions, with the assent of Her Majesty in Council, to reduce or repeal all or any of such duties of Customs as aforesaid, so far as the same may be in force in such Possessions respectively. Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, That if and whenever the Legislature or other proper legislative authority of any of the said British Possessions in America or the Mauritius make or pass any Act or Ordinance, Acts or Ordinances, reducing or repealing all or any of the said Duties of Customs so imposed as aforesaid by the said recited Act, upon any Articles imported into such Possession, and if Her Majesty, by and with the advice of Her Privy Council, assent to such Act or Ordinance, Acts or Ordinances, such Duties of Customs shall, upon the Proclamation of such assent in the Colony, or at any time thereafter which may be fixed by such Act or Ordinance, be so reduced or repealed in such Possession as if such reduction or repeal had been effected by an Act or Acts of the Imperial Legislature, any thing in any Act to the contrary thereof notwithstanding.

II. And be it enacted, that all such Acts and Ordinances shall be laid before both Houses of Parliament, by one of Her Majesty's Principal Secretaries of State, within thirty days after Her Majesty shall have assented thereto, if Parliament be then sitting, or, if not, within thirty days after next meeting of Parliament.

**EFFECTS OF FREE TRADE.**—The weaving trade in Scotland has sensibly improved since the passing of the corn bill. From many of the weaving towns and villages the reports are favourable, the weavers being both more plentifully supplied with work and at better prices. Three extensive houses, engaged in carpet weaving, at Glasgow, and two large firms at Bannockburn, have cordially agreed to advance the wages of their operatives eleven per cent. Manufacturers have only large orders for home consumption, but they are already preparing for the foreign market. The beneficial effect of this state of things is exhibited in the greater health and comfort of the population.

**EXPORTS OF BRITISH PRODUCE AND MANUFACTURES FROM THE UNITED KINGDOM.**

*An Account of the Exports of the Principal Articles of British and Irish Produce and Manufactures in the Six Months ended 5th July 1846, compared with the Exports in the two preceding years.*

ARTICLES.	DECLARED VALUE OF EXPORTATIONS.		
	1844.	1845.	1846.
	£.	£.	£.
Butter.....	—	86,868	69,128
Candles,.....	—	36,007	30,596
Cheese,.....	—	12,718	11,327
Coals and Culm.....	286,863	439,227	478,243
Cotton Manufactures,.....	9,192,572	9,590,323	8,899,792
Cotton Yarn,.....	2,914,872	2,985,577	3,583,793
Earthenware,.....	386,203	420,915	406,598
Fish—Herrings,.....	—	8,399	14,888
Glass,.....	204,905	246,517	193,117
Hardware and Cutlery,.....	1,053,125	1,068,618	1,069,045
Leather, Wrought and Unwrought,.....	—	199,411	166,893
Linen Manufactures,.....	1,547,456	1,576,252	1,389,520
Linen Yarn,.....	493,993	553,897	410,277
Machinery,.....	—	344,037	555,018
Metals, viz. { Iron and Steel,.....	1,548,414	1,772,608	2,199,006
{ Copper and Brass,....	945,963	901,408	747,681
{ Lead,.....	147,177	131,580	78,545
{ Tin, Unwrought, ...	41,062	19,497	40,558
{ Tin Plates,.....	266,802	317,426	358,068
Salt,.....	112,474	96,030	97,007
Silk Manufactures,.....	380,837	385,989	421,910
Soap,.....	—	110,541	77,906
Sugar, Refined,.....	170,483	231,976	207,173
Wool, Sheep or Lambs',.....	181,412	269,191	95,953
Woolen Yarn,.....	370,117	400,231	377,160
Woolen Manufactures,.....	4,251,243	3,920,088	3,143,550
Total,.....	24,495,972	26,166,732	25,020,972

**VESSELS EMPLOYED IN THE FOREIGN TRADE OF THE UNITED KINGDOM.**

*An Account of the Number and Tonnage of Vessels which Entered Inwards and Cleared Outwards, in the Six Months ended 5th July, 1846, compared with the Entries and Clearances in the two preceding years; stated exclusively of those employed in the Coasting Trade between Great Britain and Ireland.*

	ENTERED INWARDS.		
	1844.	1845.	1846.
	Ships. Tonnage.	Ships. Tonnage.	Ships. Tonnage.
U. Kingdom & } 4,479 1,117,141	6,211 1,402,563	6,160 1,355,696	
Dependencies, } 3,222 503,833	3,555 595,797	4,005 639,912	
Other Countries, } 8,971 1,620,974	9,766 1,998,360	10,165 1,995,608	
Total,.....	8,971 1,620,974	9,766 1,998,360	10,165 1,995,608
	CLEARED OUTWARDS.		
	1844.	1845.	1846.
	Ships. Tonnage.	Ships. Tonnage.	Ships. Tonnage.
U. Kingdom & } 7,230 1,308,804	7,072 1,447,601	7,801 1,540,543	
Dependencies, } 2,678 432,516	3,795 569,395	4,335 633,067	
Other Countries, } 9,908 1,741,320	10,867 2,026,996	12,136 2,173,607	
Total,.....	9,908 1,741,320	10,867 2,026,996	12,136 2,173,607

IMPORTS INTO NEW ORLEANS OF THE STAPLE ARTICLES, FROM THE INTERIOR, FOR THE LAST TEN YEARS,  
From 1st of September to 31st August in each year.

ARTICLES.	1845 & 6.	1844 & 5.	1843.	1842.	1841.	1840.	1839.	1838.	1837.	1836.
Bacon,.....brls.	267,775	26,615	43,969	67,803	26,443	27,244	24,287	6,724	27,561	18,850
".....lbs.	12,092	8,358	19,070	13,698	9,220	6,111	4,412	6,249	5,565	6,429
" in bulk,.....lbs.	490,222	350,000	1,203,821	1,425,708	1,808,109	2,593,057	1,117,967	1,601,000	983,250	1,492,877
Butter,.....kegs.	44,172	30,319	18,831	18,630	11,791	14,079	10,429	7,557	11,067	7,369
".....brs.	1,494	396	600	284	254	693	790	429	270	199
Beef,.....brls.	62,231	32,674	49,643	17,549	17,455	33,282	10,843	10,773	6,153	8,839
Corn Meal,.....brls.	3,905	7,917	3,769	5,415	6,023	2,214	1,447	3,082	3,929	2,992
Corn, in cns,.....brls.	358,573	139,406	169,534	255,058	240,676	168,050	162,969	161,918	270,924	194,017
" shelled,.....sacks	1,168,023	390,964	380,052	427,652	338,079	268,570	278,538	338,975	177,751	369,000
Flour,.....brls.	837,585	533,312	502,507	521,175	439,688	496,194	482,523	434,984	320,208	263,600
Lard,.....brls.	107,639	6,078	119,717	104,540	18,307	9,672	6,007	6,629	3,737	3,664
".....kegs.	334,969	245,414	373,341	307,871	36,694	311,790	177,302	218,287	224,288	203,825
Oil, Castor,.....brls.	2,379	3,385	2,757	4,976	3,660	1,115	669	357	564	905
Pork,.....brls.	369,001	216,960	412,928	204,643	244,442	216,974	120,908	166,071	139,463	115,500
" in bulk,.....lbs.	9,740,752	4,079,600	7,792,000	6,914,750	4,051,800	9,744,220	6,099,987	7,192,150	3,474,076	8,939,135
Wheat,.....brls. & sacks	403,786	61,759	86,014	118,248	134,866	2,621	63,017	17,290	2,027	6,422

**ABOLITION OF DEODANDS.**—The two bills to abolish deodands, and to compensate the families of persons killed by accidents, which were referred to a select committee, have been printed as amended. Deodands and forfeiture of chattels are to cease on the 12th of September next. There are seven clauses in the second bill, by which it is proposed that an action may be maintainable against any person causing death by neglect, &c., notwithstanding the death of the person injured. The act is to have immediate operation.

**POTATOES FROM VAN DIEMAN'S LAND.**—A ship arrived in the London Docks from Hobart Town, called the *North Briton*, has brought 4,228 bags of wheat, 243 bags of flour, and among a variety of other articles, 20 baskets of potatoes, the production of that distant colony.

A small estate in the neighbourhood of Leyland, after the most strenuous competition, has been knocked down at something more than 40 years' purchase, a convincing proof that capitalists are not much alarmed at the recent liberal measures adopted by Government.—*Preston Chronicle*.

As an evidence that corn is already becoming a regular article of exchange, it is mentioned in the city that large quantities have been shipped from this country to France, and that they have been paid for by importations of gold.—*Times*.

**PINE APPLES.**—The supply of pines from the West Indies for the season has not yet ceased. A vessel has just arrived from Eleutheria, having the large number of 13,920 on board.—*lb*.

**RETURN OF RAILWAY DEPOSITS.**—From the 27th June to the 1st August, inclusive, the whole amount returned by the Bank of England to railway companies having concluded their parliamentary proceedings, in one way or other, amounts to no less a sum than £5,239,000.—*Morning Chronicle*

**NORWEGIAN SALMON.**—A vessel called the *Compagniet*, which has arrived in the Commercial Docks from Egersund, Norway, has brought, in addition to a cargo of wood, comprising, among other articles, the large number of 30,000 staves for coopers' use, and no less than 2725 boxes of salmon.

**THE POTATO DISEASE IN THE ISLE OF MAN.**—The potato crop, we are sorry to say, may be considered this year a complete failure. There is scarcely one field throughout the island which is not more or less affected with the prevailing disease. The stalks are first attacked with a dark blight, which rapidly spreads and destroys the whole of the tops of the potato, and then communicates with the tubers. Some fields are already so far gone that a putrid stench is emitted therefrom.—*Morn. Sun*.

Great want of reapers has been felt both in England and Scotland. Irish reapers have got from 3s. 6d. to 5s. 6d. a day, and, in addition, three pints of ale each.—*The Albion*.

SHIPPING INTELLIGENCE.

PORT OF MONTREAL.

ARRIVED.

SEPT. 26.

- Ship *Canada*, M'Arthur, 9th Aug., Gia gov, Elmonstone & Allan.
  - Bark *Jane Brown*, Wallace, Glasgow, J. Buchanan & Co.
  - Brig *Mary*, Frame, 28th July, Liverpool, Perin, Bockus & Co.
- 29th.
- Bark *Derby*, Gibson, 5th August, Glasgow, Order.
  - Brig *Milton*, Ellis, 3rd August, Liverpool, Cuivillier & Sons.
- OCT. 1.
- Bark *Marion*, Bradley, 3rd July, London, Thorne & Heward.
  - Bark *Mary Allan*, Wade, Liverpool, Tait, Fowler & Co.

THE MARKETS.

NEW YORK. 29th Sept. 1846.

**ASHES.**—The Market is steady at previous prices.  
**FLOUR.**—The sales yesterday reached 12,000 barrels at \$5, with some small lots of Western at \$4 87c. to \$4 94c. There is a good demand to-day.  
**EXCHANGE.**—on London, 8½ to 9½ per cent. premium.

**FLOUR AND GRAIN.**—The receipts of flour, wheat, barley, and corn at tide water during the third week of September, in the years 1845 and 1846, have been as follows:—

	Four.	Wheat.
	bbls.	bush.
1846.....	79,157	159,425
1845.....	77,060	64,871
Increase.....	2,097	94,554
	Barley.	Corn.
	bush.	bush.
1846.....	41,246	24,022
1845.....	78,334	3,810
Decrease.....	37,088	Increase... 20,212

The aggregate receipts of the same articles at tide water, from the commencement of navigation in 1846, to and including the third week in September, have been as follows:—

	Flour.	Wheat.
	bush.	bush.
1846.....	1,738,458	1,211,826
1845.....	1,251,524	390,734
Increase.....	476,894	821,092
	Barley.	Corn.
	bush.	bush.
1846.....	276,450*	1,009,312
1845.....	152,358	28,370
Increase.....	123,892	1,060,942

\* Of this quantity, about 160,000 bushels were received prior to the new crop coming into market.  
The increase in flour and wheat is equal to 641,112 barrels of flour.—*Albany Argus*.

(Reported for the Economist.)  
CLEVELAND (OHIO). Sept. 26, 1846.

**WHEAT.**—The market has been steady during the week at 72 to 73 cents per bushel, ex canal boat. Receipts 122,940 bushels.  
**FLOUR.**—Nothing doing. Favourite brands nominally \$3½ to \$4. Receipts 12,783 brls.  
**CORN** has materially advanced in price from last week's quotations. Receipts freely taken at 47 to 48 cents, ex canal boat. Receipts 12,164 bushels.  
**PORK.**—No transactions. Stock very light. Holders of Mess ask \$10. Receipts 169 brls.  
**EXCHANGE.**—Currency continues very scarce. Sight drafts on New York will not command over 1½ per cent premium.  
**FREIGHTS.**—To Buffalo, Wheat 5c., Flour 15c.; to Oswego, Wheat 9 to 10c., Flour 40c.; to New York, Wheat 23c., Flour 80c.; to St. Catherine's, Wheat 7c.; to Kingston and Gananoque, 10 to 11c.

C. M'DONALD & Co.

MONTREAL. Friday Evening, 2nd Oct.

**ASHES** sell freely at 22s. 10d. for Pearls, and 23s. for Pots.  
**FLOUR.**—Prices still tend upward. Large sales have been made since our last report at 27s. to 27s. 3d. for Fine, 27s. 6d. for Extra Fine, and 28s. for Superfine. A large sale of Flour was made to-day at 24s. The news by the *Great Western* reached us to-day: higher rates are now demanded.  
**WHEAT.**—We have no sales to report.  
**PROVISIONS.**—Mess is in better demand, and we quote Montreal inspection at \$14, and Cleveland at \$13½. Very little demand for Prime and Prime Mess. We quote the former at \$9½, and latter \$10½ to \$10¾.  
**FREIGHTS.**—4s. 9d. per brl. for Flour has been paid to Glasgow; same rate is offered to London; and 4s. 3d. to 4s. 6d. to Liverpool.

PRICES CURRENT.

Montreal, Oct. 3rd, 1846.

ARTICLES.	PRICES.		Duties on Imports		ARTICLES.	PRICES.		Duties		ARTICLES.	PRICES.		Duties on Imports.	
	s.	d.	Imperial in Sterlg.	Prov'l in Sterlg.		Imperial in Sterlg.	Prov'l in Sterlg.	s.	d.		Imperial in Sterlg.	Prov'l in Sterlg.	s.	d.
ASHES.....per cwt.	23	0 a 06 9	Free.	1 p. ct.	Sheet.....	216	15 a 217	7 p. cent.	5 p. cent.	SOAP.....per lb.	0	21 a 0 24	7 p. cent.	5 p. cent.
Pots.....	23	0 a 10 0			Nails, Cut.....	21	3 a 0 0			English.....	0	14 a 0 2		
Pearls.....	16	0 a 17 0			TIN.....per box	17	6 a 48 0			Canada.....	0	14 a 0 2		
ALUM.....per lb.	0	7 1/2 a 0 8 1/2	4 p. cent.	5 p. cent.	I. C.....	35	0 a 0 0			SUGAR.....per cwt.	49	0 a 50 0	5s p. cwt.	7s 6d cwt
COFFEE.....per lb.	0	7 1/2 a 0 8 1/2	4 p. cent.	5 p. cent.	I. X.....	37	0 a 0 0			Mus. fair to bright.....	47	0 a 49 0	do.	do.
Laguayra, good.....	0	7 1/2 a 0 8 1/2	4 p. cent.	5 p. cent.	D. C.....	42	0 a 0 0			Dark to fair.....	50	0 a 52 0	do.	do.
Java.....	0	7 1/2 a 0 8 1/2	4 p. cent.	5 p. cent.	D. X.....	50	0 a 0 0	4 p. cent.	1 p. cent.	Hastards, White.....	47	0 a 50 0	do.	do.
COALS.....per chaldron	30	0 a 35 0			INDIGO.....	3	6 a 4 0			Yellow.....	43	9 a 46 6	do.	do.
Scotch.....	30	0 a 35 0			Ordinary Madras.....	4	4 a 4 9			Dark.....	0	24 a 0 9	20 p. cent.	2d p. lb
Liverpool.....	30	0 a 35 0			Fine do.....	120	0 a 130 0			Refined.....per lb	0	24 a 0 9		
Newcastle.....	30	0 a 35 0			LINSEED CAKE.....	3	3 a 4 0	4 p. cent.	6 p. cent.	SPICES.....	0	10 1/2 a 1 0	4 p. cent.	2d p. lb.
COPPERAS.....	0	0 a 7 6	4 p. cent.	5 p. cent.	LEATHER.....	3	0 a 1 1 1/2	do.	2 do.	Cassia.....	4	0 a 0 0	do.	4d p. lb.
EPSOM SALTS.....	10	0 a 12 0	4 p. cent.	5 p. cent.	Calf Skins, per lb.....	8	6 a 11 3	do.	1 1/2 do.	Nutmegs.....	0	4 1/2 a 0 0	do.	4d p. lb.
FISH.....	nominal.	nominal.	2s p. cwt.	1 p. cent.	Harness, per lb.....	0	0 a 0 1 1/2	do.	1 do.	Pepper.....	0	6 a 0 0	do.	4d p. lb.
Dry Cod.....per cwt.					Upper, per side.....	0	0 a 0 1 1/2	do.	1 do.	Pimento.....	0	6 a 0 0	do.	4d p. lb.
Pickled do.....per bil.					Sole, Light, per lb.....	0	10 1/2 a 0 11	do.	3 do.	Ginger, Barbadoes.....	0	0 a 0 0	do.	5 p. cent.
Salmon.....					Middlings.....	0	0 a 0 10			Jamaica.....	0	0 a 0 0	do.	do.
Mackerel.....No. 1.		Fall supply not yet arrived.			heavy.....	40	0 a 60 0			SEEDS.....	0	7 a 0 10	do.	10 p. cent.
Do.....No. 2.					Kips, per doz.....	1	7 a 1 8	3s p. cwt.	1s p. cwt.	Clover, per lb.....	4	0 a 4 6		
Do.....No. 3.					MOLASSES.....per gall.	3	0 a 3 1	4 p. cent.	2d p. gal.	Linseed, per minut.....	7	6 a 10 0		
Herrings.....No. 1.					Linseed, Holed, per gal.....	2	10 a 0 1	do.	do.	Timothy, do.....	0	7 a 0 10		
Do.....No. 2.					Raw.....	4	0 a 4 1	do.	do.	TEAS.....per lb.	2	9 a 3 9	1d p. lb.	1d p. lb.
Do.....No. 3.					Olive.....	3	4 a 3 10	do.	do.	Gunpowder.....	2	9 a 3 9		
FRUIT.....per box	10	9 a 11 6	4 p. cent.	1d p. lb.	Lard.....	6	0 a 0 0	15 p. cent.	1 p. cent.	Imperial.....	2	9 a 3 9		
Bassiss, Musc. Bunch.....	9	0 a 10 0	do.	do.	Sperm.....	2	3 a 2 6	do.	do.	Hyson.....	1	9 a 3 0		
Bloom.....	0	3 a 0 4	do.	4d p. lb.	Cod.....	2	6 a 2 6	do.	do.	Young Hyson.....	1	6 a 1 9		
Valencia, per lb.....	0	0 a 0 3	do.	do.	Seal, Pale.....	2	6 a 2 8	do.	do.	Hyson Skin.....	1	9 a 2 6		
Cash.....	0	0 a 0 3	do.	do.	Straw.....	0	0 a 0 5	4 do.	do.	Twankay.....	1	0 a 2 0		
Almonds, Soft Shell.....	0	7 1/2 a 0 8 1/2	do.	1d p. lb.	Palm.....per lb.	0	5 a 0 9	3s p. cwt.	10 p. cent.	Congou.....	1	9 a 2 9		
Jordan.....	0	8 a 1 0			Casson.....	0	5 a 0 9	3s p. cwt.	2s p. cwt.	Souchong.....	1	9 a 2 9		
Currants, Zante.....	0	8 a 0 5	4 p. cent.	5s p. cwt.	PROVISIONS.....					Bohea.....		none.		
Barcelona Nuts.....	0	0 a 0 5	4 p. cent.	3d p. lb.	Beef, Mess.....	40	0 a 41 3			TALLOW.....per lb				1 p. cent.
FLOUR, per bil. 196 lbs.	27	0 a 27 3			Prime.....	35	0 a 36 3			S. American.....				
Canada, fine.....	27	0 a 29 9			Prime.....	20	0 a 0 0			Russian, Y. C.....	0	4 1/2 a 0 5		
Superfine.....	27	0 a 29 9			Cargo.....	32	6 a 55 9			Canada.....	0	0 a 0 5		
Fine Sout.....	8	0 a 0 0			Prime.....	60	0 a 0 0			United States.....	0	0 a 0 5		
American Superfine.....	8	0 a 0 0			Cargo.....	42	0 a 0 5	4 p. cent.	1 p. cent.					
Indian Meal, 196 lbs.....	28	0 a 0 0			Lard.....per lb.	0	0 a 0 5			TOBACCO.....per lb.				
Oatmeal, per 224 lbs.	28	0 a 0 0			Butter, Canada.....	0	7 a 0 8	4 p. cent.	5 p. cent.	U. C. Canada Leaf.....	none.			
GRAIN.....					U. S.....					Plug.....	none.			
Wheat, U. C. best 60 lb.	6	0 a 0 0			PORTER.....per doz.	7	6 a 8 6			United States Leaf.....	0	4 a 0 4 1/2	4 p. cent.	1d p. lb.
Middling.....	5	9 a 0 0			Leath Ale.....		none.			Plug.....	0	5 a 0 6	7 do.	do.
I. C. Red, per minut.	2	10 a 3 0			RICE.....					TAR.....	0	0 a 7 6	4 p. cent.	5 p. cent.
Barley.....	1	6 a 1 2 1/2			Carolina, per 100 lbs.	24	0 a 25 0			Coal, per barrel.....	3	9 a 4 0	4 p. cent.	5 p. cent.
Oats.....	1	6 a 1 2 1/2			East India, per 112 lbs.	25	0 a 27 7			VINEGAR.....per gal.	0	0 a 1 0	4 p. cent.	5 p. cent.
Peas, English.....	4	3 a 4 6			ROBIN.....	6	6 a 7 0	5 p. cent.		Botdeaux, dble, ctn.	0	0 a 1 0	4 p. cent.	5 p. cent.
India Corn.....58 lbs	none.	none.			United States.....	6	6 a 7 0			WAX.....				
GLA S.....per 100 feet	30	0 a 25 0	15 p. ct.	3s 480lb.	SALT.....					Bees, Canadian.....				
Window.....	24	2 a 13 1/2		5 p. cent.	Liverpool, per minut.	0	11 a 1 0	1s p. ton		Wines,.....				
Do.....	9	2 a 7 1/2			Cadiz and Lisbon.....	47	6 a 0 0	do.		Madeira, per gal.	6	0 a 15 0	7 p. cent.	10 p. cwt.
Do.....	10	2 a 8			Saltpetre, refined.....	5	6 a 6 0	1s p. gal	1s 3d. gal	Spanish.....	2	3 a 2 4	do.	and 6d.
Do.....	12	10 2 6			COGNAC, inferior.....	5	6 a 6 0	do.		Best.....	2	0 a 0 0	per gal.	
Do.....	14	10 2 6			Old and Martell.....	7	6 a 7 9			Common.....	2	0 a 0 0		
Crown, in crates.....	45	0 a 50 0			Heanesy's.....	4	9 a 4 11			Sherry, per gal.	3	0 a 14 0		
Bottles.....per gross.	30	0 a 0 0			Gin, Holland.....	15	0 a 16 0			Port.....	4	0 a 9 0		
IRON.....per ton.					Schtedman.....per doz.	3	9 a 4 0			Benecarlo.....		none.		
English Bar.....	£0	£14			Rum, Jamaica.....1 a 2 1/2									
" Hoop.....	£15	15 a £16			Demetra.....1 a 4									
Scotch Pig.....No. 1.	£6	5 0 a £6 7 6	4 p. cent.	1 p. cent.	Leeward.....1 a 4									
Swedish Bar.....	0	0 a 20 0	7 p. cent.	5 p. cent.	East India.....1 a 2									
Steel, Eng. bist per lb.	0	3 1/2 a 0 4	7 do.	5 do.	N. York.....1 a 2 1/2									
Cast.....	0	7 a 0 11												
Crawley.....	0	7 a 0 11												
Canada Plates, per box	21	0 a 22 0												

FREIGHTS.

To London, Flour, 4s. 6d. a Os. 0d.; Ashes, 30s. 0d. a Os. 0d.; Wheat, 8s. 0d. a Os. 0d.  
 " Liverpool, do. 4s. 9d. a Os. 0d.; do. 30s. 0d. a Os. 0d.; do. 8s. 0d. a Os. 0d.  
 " Clyde, do. 4s. 6d. a Os. 0d.; do. 30s. 0d. a Os. 0d.; do. 8s. 0d. a Os. 0d.

EXCHANGE.

Bank.....60 days on London..... 10 a 10 1/2 per cent. premium.  
 Private.....50 days on do..... 9 a 9 1/2 do. do.  
 Bank.....3 days on New York..... 13 a 0 do. do.  
 Private.....do. do..... 13 a 0 do. do.

DUTIES.

On Imports, the produce or manufacture of the United Kingdom or British Possessions, the duties stated under the head "Provincial," are Levied. On Foreign Goods both "Imperial" and "Provincial" are payable.  
 A part of the ad valorem duty is levied under the Imperial Act 4th and 5th Victoria cap 49, upon the value at port of entry, which is ascertained by adding 10 per cent. to the invoice value, and the remainder of the duty, which is provincial, is levied simply on the invoice price.  
 Foreign articles, excepting sugar and tea, shipped from United Kingdom, having been warehoused there, or on which any draw back has been received, pay only three-fourths of such part of said duty as is levied under the Imperial Act.

RECEIPTS OF PRODUCE UP TO 3RD OCTOBER.

	ASHES.	FLOUR.	WHEAT.	PORK.	BEEF.	BUTTER.	LARD.	BARLEY.	PEAS.	OATS.
Canada Produce.....	Barrels. 20168	Barrels. 30743	Bushels. 37761	Barrels. 8747	Barrels. 394	Kegs. 4148	Kegs. 1026	Barrels. 439	Bushels. 3642	Bushels. 800
United States Produce.....	269	2266	.....	8204	1	14	1464	.....	.....	.....
Total.....	21557	33009	37761	17051	395	4162	2590	489	3642	800
Same time 1845, Canada Produce.....	25072	36998	101927	2750	703	3744	490	999	2827	7455
United States Produce.....	653	26660	.....	1471	102	43	PO	.....	.....	.....
Total.....	25725	39668	101927	4220	805	3787	530	999	2827	7455

EXPORTS OF PRODUCE UP TO 3RD OCTOBER.

	ASHES.	FLOUR.	WHEAT.	PORK.	BEEF.	LARD.	BUTTER.	OATMEAL.	PEAS.	BARLEY.	OATS.
From Montreal.....	Barrels. 17407	Barrel. 184646	Bushels. 6418	Barrels. 1929	Barrels. 807	Kegs. 29	Kegs. 2431	Barrels. 206	Bushels. 00168	Bushels. 6	Bushels. 30072
" Quebec.....	.....	.....	33.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	17407	184646	112500	941	588	20	2431	157	10466	.....	30072



Sheffield 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 DO. 16 to 21 or per foot.

**BUDDEN & VENNOR.**

Montreal, 25th September, 1846.

**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, say from the South side of said River to a point on St. Paul's Island (Ile St. Paul), and from said Island to the North bank with right of way across the said Island, and from the North bank of the River to a convenient terminus on the Canal.

H. STEPHENS, HIGH ALLAN, JASON C. PIERCE, D. DAVIDSON, WILLIAM DOW, JOHN LEEMING, Wm. LYN, J. H. SMITH, J. FROTHINGHAM, JNO YOUNG, JOHN E. MILLS, L. H. HOLTON, D. L. MACDOUGALL, BENJ. LYMAN, R. CORSE, DAVID TORRANCE,	ANDREW SHAW, JAMES GILMOTT, Wm. EDMONSTONE, MORSE HAYS, JOSEPH MANSON, ROBERT MACKAY, O. BERTHLETT, - J. DARR, H. LALLOUQUE, A. HART, JOSEPH HOURRET, A. M. DELISLE, W. ERKATINGER, W. C. MREDDITH, JOHN J. DAY, GEO. ELDER, Junr.
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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 Spec at General Meet. held on the 2nd instant, unanimously resolved upon the immediate commencement of the Rail-Road, whereby the Subscriptions for Shares of Stock conditional upon that resolve (received subsequent to the 20th ultimo) have become absolute, the New Stockholders are requested to PAY the FIRST INSTALLMENT of £4 the 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.

**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 hitherto carried on by Messrs HARRISON STEPHENS, JOHN YOUNG, and ROMEO H. STEPHENS, will be CONTINUED by the Subscribers, under the Firm of STEPHENS, YOUNG & CO.

JOHN YOUNG,  
BENJAMIN HOLMES.

Montreal, 31st 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. 7, St. Sacrament Street.

WILLIAM HEDGE.

Montreal, 30th May, 1846.

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

9th Aug. 1846.

ALISON & CO.

NOW OPENING, AND FOR SALE,  
By the Subscribers:

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

August 28.

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.

Quebec, 3rd Sept. 1846.

ALPURT & GLASS.

FOR SALE BY THE SUBSCRIBERS:—

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

HARRISON & MACTAVISH.

2nd May, 1846.

**FOR SALE.**

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

Patent Sperm Candles, from the Manufacturer.

STEPHENS, YOUNG & CO.

20th August, 1846.

**NEW WHOLESALE WAREHOUSE.**

174, Notre Dame Street.

A. & J. ARTHUR, having now completed their arrangements for carrying on a WHOLESALE DRY GOODS BUSINESS, in the Premises lately occupied by Messrs. Jas. Aubert & 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 Mar. 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. Johns, C. E., to the extent of 10,000 BOXES.

2nd Mar. 1846.

EDWIN ATWATER,

193, St. PAUL STREET.

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

Montreal, 9th April, 1846.

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

THE Subscribers have constantly on hand:—

FLOUR,  
INDIAN MEAL,  
PORK,  
SALMON,

CODEFIS,  
BUTTER,  
CHEESE,  
LARD.

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

D. P. JAMES & CO.

Corner of St. Paul & McGill Streets.

**POST OFFICE NOTICE.**

THE DEPUTY POST-MASTER GENERAL being authorized to extend the Northern Mail Route in Upper Canada from the present terminus (Wentworthsbene), to the SAULT STE. MARIE, the Public is informed that the FIRST DESPATCH will be from Penetanguishene, on the FIRST SEPTEMBER next. Letters for this Mail should be posted in Montreal on or before the 25th.

The communication is intended to be Monthly, leaving Penetanguishene on the 1st of each month, with this exception, that, commencing next Summer, during the months of June, July, August and September, it will be Semi-Monthly and the despatch will be from Penetanguishene on the 1st and 15th of those months.

POST OFFICES will be established at the following places, viz:—

OWEN'S SOUND,  
MANITOWANING (on the Grand Manitoulin.)  
LA CROCHE,  
ST. JOSEPHS, and  
SAULT ST. MARIE.  
General Post Office,  
Montreal, 22nd August, 1846.

1845.

NORTHERN TRANSPORTATION LINE

IS 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. James and Pope Catlin, No. 23, Coenties Slip, New York; J. H. Hooker and L. A. Carleton, 155, River Street, Troy; H. A. Hulcomb, 101, Pier, Albany; J. C. Pierce & Son and William Coots, St. Johns, C. E.; Oliver Bascomb and W. S. Eddy, Whitehall; J. H. Hooker, 15, Long Wharf, Montreal.

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, 103, Bay Street, Troy; W. A. Travis, Whitehall; William Coots, St. Johns, C. E.; J. C. Pierce & Son, St. Johns, C. E.; Matthewson & Sinclair, 160, St. Paul Street, Montreal, C. E.

Mark Goods—Care of Travis & Co.

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

PEOPLE'S LINE OF STEAM BOATS.

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

Quebec, 6th May, 1846. JOHN WILSON.

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.

Polices 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.

**REMOVAL.**

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

Montreal, 9th Mar. 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.

"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 3/4d. each subsequent insertion. Ten lines and under 3s. 3d. 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. 7, 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.