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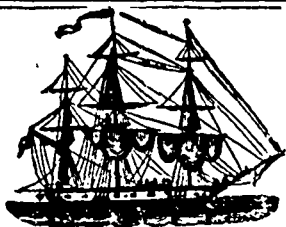
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 5TH SEPTEMBER, 1846.

[No. 19.]

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 5TH SEPTEMBER, 1846.

THE AMERICAN TARIFF.

The enactment of a new Tariff Law, effecting a modification in certain duties, has occasioned a regular fever throughout the United States, and brought forth in Congress all the strength and talent of the parties who join issue on the great questions of Free Trade and Protection. Notwithstanding that native manufactures and home products are still protected by duties ranging from 100 to 5 per cent, and that in all the essential features of the Tariff the pernicious system of Protection is still strictly adhered to, the utmost alarm is being expressed by the manufacturers throughout the country, and it is seriously sought to have it believed that the natural consequence of the change must be to prostrate the trade, not only of the manufacturer, but also of the farmer, and with these to bring down the revenue of the country.

The speeches which have been made on this subject in Congress, and since then repeated through the press, are valuable as exhibiting the almost natural tendency a false system of protection has to warp men's judgments, and to produce in minds which profess to be swayed only by patriotic considerations, most erroneous views of the true interests of their country. Thus it is that in the American legislature we find all the cast-off fallacies of Protection re-assumed and paraded forth with an earnestness that would be absolutely ludicrous were it not for the momentous character of the question involved, and did we not know, moreover, that the tendency of legislation in that country has been such as to give to those arguments an almost irresistible weight with a large portion of the community.

As it is, we confess we find ourselves somewhat puzzled to understand the actual arguments made use of by those who opposed the introduction of Mr. McKay's Bill, as well as the grounds for their alarm so generally expressed by the manufacturers and their friends at the prospects of the new Tariff. As a Free-Trade measure, that Tariff is scarcely worthy of consideration, since it still leaves the trade of the country hampered with a scale of duties that in most cases amount to a prohibition. Regarded in that light, it is, as one of the speakers observed, a burlesque upon Free Trade. Yet the manufacturers profess to fear its operation, and a portion of the population throughout the country is disposed to believe the manufacturers when they state that with a protection of 30 per cent they cannot compete with the foreigner in the home market.

The arguments put forward on the side of the Protectionists are, we repeat, not at all intelligible to us. It is pretended by the advocates of a high tariff that the experience of that tariff goes to show that a state of protection does not tend to keep up prices, but that Free Trade does! In order to prove this, the prices of certain articles are referred to, which were higher before the tariff of 1842 than they are now; and this fact is considered conclusive as showing the cheapening tendency of protection! In the same way, it is asserted that high duties tend to revenue, at the same time that they benefit the consumer. The way in which the first of these assertions is proved is as follows: "The foreign manufacturer, says the advocate of high duties, does

not concern himself about how cheap he can afford to sell you his wares. He avails himself of every circumstance which affects advantageously for him the market price, and sells for the best price he can get. He will not be apt to neglect to avail himself of the advantages which remoteness from the market of supply gives him. When the market of supply is remote from the place of consumption, the trade in the commodity becomes a quasi monopoly, competition is usually less, combinations to raise prices are more readily effected, and consequently profits are larger. The establishment of domestic manufactories, on the contrary, brings our markets of supply nearer our markets of consumption, which diminishes these difficulties, and uniformly tends to lessen the market price of commodities. It produces competition between domestic producers and foreign producers, and between domestic traders and foreign traders, all of which are usually beneficial to the consumer. The diminution of price produced by competition between foreign producers alone usually swells the profits of the merchant more than it reduces the price of the commodity to the consumer. But if you so arrange your tariff laws as to enable the domestic producer of such commodities as are suitable to the country to compete fairly with the foreign producer of like commodities, the consumer will generally get the chief advantage from the reduction of price produced by competition in both countries." We think we need hardly remark on the entire fallaciousness of this reasoning. If it is worth anything at all, it is most assuredly an argument for unrestricted commerce, and not against it. It is perfectly absurd to suppose that in the present state of trade the foreign merchant can combine to raise prices, even if he wished to do it; and how competition between the two can be encouraged whilst one has an advantage of 30 or 40 per cent. secured by the State over the other it exceeds our sagacity to discover. Nor will it do to assert, as has been asserted by American statesmen, that this protection is a mere nominal protection. We know very well that the American manufacturer avails himself of every farthing of that protection, which he charges eventually on the consumer. If it is not so—if the public pay no more for what they consume, with protection than without it—where is the use of protection at all, and why the present alarm at a modification of the tariff? If 20 per cent. will suffice to raise a revenue sufficient to meet the expenditure, why take 25 and 30? To encourage our manufactures, replies some Whig politician. But do your manufactures require this encouragement, and is it politic they should receive it at the expense of the rest of the community. But the rest of the community benefit by it: We want manufactures to enable us to dispose of our surplus produce. That is, that in order to receive a little more for his wheat the farmer and every other interest are required to pay twice more for every thing they consume than they can obtain those things for elsewhere; and this is called encouraging other interests!

We confess that it is with regret we view the course pursued by the United States in this matter, for if there is a country on the face of the earth which should show an example to others, she is that country. It is an anomaly that her true friends must lament that whilst she professes political freedom she favors commercial thralldom, and maintains illiberal and exclusive tariffs after other nations have abandoned theirs. To the mechanics and artisans of all other countries she offers a home, and receives the products of their skill with the pride of a mother; but let them send those same products from other lands, where they can be made with more economy, and by a strange perverseness she refuses to receive them. In this she forms a striking contrast to Great Britain, which, whilst she keeps her political privileges for her own subjects, throws open her market to the competition of the world.

That the United States must suffer by persisting in her present policy, we think no one can doubt. It is one of those causes which has already threatened to break up her confederation, and will eventually do so if a more liberal practice be not observed. It is not the price paid to the manufacturer which she has to fear, so much as the departure from that simple scheme of government she has undertaken to carry out. If she undertakes to build up manufactures by the means of protection, she must, to be consistent, be prepared to support them by those means, and thus, we say, she cannot long do. If the iron-founders of Phila-

delphia cannot maintain their ground against foreign competition with a protection of 30 per cent, is not that the best argument that can be used against the establishment of such manufactures? Or supposing the people to be content at this time to pay this advance on their iron, will they always be content to do so? At present, in consequence of there being little competition, both wages and prices are high in these establishments, but that will not always be the case. With increased competition, the manufacturer will find himself compelled to economise, and he will do so, in the only way he can, by reducing the price of wages; the public, however, will still pay the 30 per cent on their iron for the privilege of having it made at home, whilst neither labourer nor maker will grow rich. This is shewn by the fact that at the present moment a number of iron-foundries are on the eve of being closed because they cannot compete with foreign iron entered at an *ad valorem* duty of 30 per cent. And yet it is to preserve these manufactures that a vicious system is sought to be kept up.

Not one of the least bad effects produced by these high duties is to raise wages above the natural level by the unnatural fostering of a non-conventional trade. Thus it is, that in order to get persons to work in factories and coal mines in a country where, from the field of production being large and labour always required in large quantities, wages are naturally high, very advanced rates have to be given; the consequence is, that those who remain engaged in agriculture demand and receive more, and the farmer is thus made to pay in the shape of wages, as well as in a hundred other ways, for the support of the manufacturer, and that he may boast that his clothes were made in Lowell instead of being brought from abroad.

We mention these things not with much hope that they will influence the public mind in the United States, but in order to show what we believe to be the natural working of the present system. Whether that system will long be maintained, we will not express an opinion. As far as the late Bill is concerned, our opinion is decided. It is a very feeble indication of better things, exhibiting little statesmanship, and likely to prove a perfect failure as a revenue measure. The fact that it should have created so much alarm shows on what an unstable foundation American manufactures stand, and must be highly encouraging to the British people, for if it be true that in the face of the present duties they can go into American markets and beat the native manufacturer, two things are certain—1st, That no protection will shut them out, and, 2ndly, That for the next hundred years at least they need entertain no fear of American competition in the other markets of the world.

The articles annexed are from two papers favourable to the New Tariff, and we give them, as showing that, with a portion of the community at least, there is a reliance on native industry and skill, which must eventually lead to a more liberal policy on the part of the Government:—

[From the Washington Union.]

The two principal species of manufacture in New England are cotton and woollen cloths; in Pennsylvania coal and iron are considered staple commodities. Now as regards the manufacture of cotton, it is well known that our plain goods, from the superiority of the material employed (no refuse being worked up in them,) and the round thread which distinguishes them from the English, and renders them much more durable, are not only preferred at home to any foreign competitors, but also in foreign markets, especially in China, the East Indies, and on the shores of the Mediterranean. American cotton goods have been imported into England in bond and for re-exportation. If the British calico printers have still some little advantage over our own, it is only in price, not in the quality of goods; and this will be corrected by a very small duty, to which must be added about eleven per cent., the amount of freight, commission, insurance, &c., according to the best English writers on the subject. Besides, calico printing in our country is not a special business as it is in England, but connected with other branches of manufactures, as our cotton spinners are, for the most part, also cotton-weavers. Thus one branch supports the other, and the diminution of the profits of one does not necessarily curtail the profits on the rest. Moreover the diminution of the profits on a particular article is not equivalent to its ruin, and often acts only as an additional stimulus to renewed and more successful exertion. Sir Robert Peel's father gave up the cotton business, because it was, in his opinion, no longer worth pursuing, the profits amounting to no more than a guinea a piece. Yet, notwithstanding this partial retirement, the business has multiplied, and thousands have since been glad to make a shilling a piece, and have grown rich in the bargain. So much for ruin!

As regards the second great branch of New England manufactures—woolens—the profits realized on them for the last ten years, are enormous. We understand that one Boston house alone has realized from \$50,000 to \$100,000 a year. The coarser articles in use in our country are nearly altogether of domestic manufacture, and may, in quality and cheapness, compete with those of Europe. Nothing but the finer qualities are now imported, principally from France and Belgium. English broadcloths are fast going out of use in all our Atlantic cities. The new tariff, therefore, will not seriously affect our woollen manufactures. They are in the hands of men of large capital, commanding ample means, and having already acquired great experience, those manufacturers will be able to continue their business, and with common prudence and economy multiply it, in spite of the small reduction in their profits for the benefit of their numerous consumers. Let us not forget that our people are the most ingenious and inventive people under the sun; born, as it were, with mechanical genius, and a slate-pencil in their hands. Manu-

factures with them are not a hothouse plant; but of healthy, natural growth, which an artificial stimulus, by creating excessive home competition, may rather spoil than improve. One half the improvements in machinery in Manchester, Leeds, Glasgow, &c., are American inventions. And some of the most ingenious labour-saving machines which have been invented in this country, have been made before the high protective tariffs were established; such as Whitney's machine for ginning cotton, and Whitmore's beautiful machine for making cotton and woolen cards. In fact, our machines are generally better than those in England, and it is to those advantages more than to any other that we are indebted for a large variety of the cheaper and better goods.

As regards the Pennsylvania ironmasters, we trust that their apprehensions at present are extravagant and really ill-founded in fact. The demand for iron, owing to the great number of railroads simultaneously in process of construction, is excessive all over Europe, and the price of coal has also risen in consequence. The opening of a new market will not have a tendency to repress prices, but rather to enhance them. Besides, freight, insurance, commission, &c., on so heavy an article as iron or coal is more than eleven—it is said by some to be fifteen or twenty per cent, and these, added to the thirty per cent *ad valorem* duty, will enable the ironmaster to live, and to live well we trust, comfortably and profitably. Moreover, all the arrangements in our Atlantic cities are for anthracite coal; our grates, cooking-stoves, furnaces, &c., are constructed for the use of that coal; and our Pennsylvania iron possesses qualities for the manufacture of farming implements and machinery, which, in time, will even cause its exportation to Europe. We would most respectfully recommend to the ironmasters of Pennsylvania, instead of pining over lost profits, in reality or anticipation, to improve their machinery, and the means of communication, and, above all things, to practise strict economy, and all will yet go right. Nobody is seriously injured yet, and we hope that none are likely to be so; and if harm were to come, there is nothing in the principle of 1846 that precludes a proper remedy.

[From the Hartford Daily Times]

There is an aversion in the public mind against a high tariff. Medium, stable rates are desired; they are demanded, not from a desire to injure the manufacturers, but with the knowledge that they can prosper under such rates, and with a view to promote other great and controlling interests. Agriculture and commerce should not be strangled in a hot zeal to make special laws for the benefit of the manufacturers. This is not called for, and should not be. Commerce enlightens, expands, enriches. It builds your vast cities of wealth, and here agriculture finds a market. It would not become our people, who bring wealth from the remotest seas, to build Chinese walls around our borders and shut themselves up upon their own resources. It would not make them a great nor a happy people. Already the more liberal policy of England is felt by our agriculturists. The beef, pork, cheese, lard, wool, and butter trade with England is becoming important, though yet in its infancy. If we should in coming years import something more than formerly, we shall assuredly export a great deal more. We should not allow ourselves to fall back behind the tide of the age, and paddle on in the wake of those who reap riches in our front. But as a country with great and growing interests, and interests newly developed, we shall act the wiser part by casting about and taking advantage of the improvements and the spirit of the age. We cannot with propriety shut ourselves up within one interest, and look to that alone, but we must, as a government, regard with favour all the great interests of the country.

OUR POSITION, AND THE COURSE TO BE ADOPTED.

What steps must now be taken to obtain such a decided manifestation of public opinion on the fitting course to be adopted, to enable this province to guard against any evils, and reap any advantages, which may result from the new commercial policy of Great Britain?

This is the question! and on the practical answer which shall be given to it, depends in a great degree the future destiny of this country. Every individual throughout the length and breadth of the land should lay it to heart, because every one is deeply interested in its solution. The statesman who guides the helm of government, the legislator who frames and adjusts our fiscal system, the merchant, the agriculturist, the fisherman, the mechanic, are alike called on to exercise their judgments, and bring into the common stock all the information which they can supply. From the mouth of the St. Lawrence to the western extremity of Lake Superior, the inhabitants of the borders of the lakes and rivers of Canada, and of the back country, are bound by the ties of one common interest to assist in the establishment of a commercial system adapted to the changed policy of Great Britain towards this province. In the formation of such a system it is essential that all distinctions of race or origin, all consideration of sectional or individual interests, all divisions of party, should be merged in the one object to be consummated,—the public welfare. We must resemble the ancient Romans, who when the enemy was at the gates, forget for the time all their dissensions "*ne quid respublica detrimenti caperet*," and cordially united to expel the invader.

And now the enemy is at our gates! We are threatened with dangers the most imminent to our commerce, the citadel of our prosperity! Our only reliance is in ourselves; our only hope in our united exertions!

We are not drawing an overcharged picture of the difficulties which beset us. It is impossible to do so: they are apparent to every observer. The protection in the British markets for our produce, on which we have hitherto relied, is suddenly withdrawn, and the interests which it fostered are left to their own resources—our finances are exhausted, and a heavy debt incurred, in the construction of public works undertaken in the expectation of a continuance of that protection—our Government, so far as we have the means of judging them by their public acts, are destitute of those high qualities which such an important crisis demands, nor is there any master mind on whom the attention of the public is riveted as competent to regulate the political machine—above all, the people themselves whose interests are thus jeopardized, like persons just aroused from the lethargy of sleep, are only partially alive to the necessities of their situation.

Of the truth of this representation who can doubt? And are not these facts sufficiently appalling? Yet this is by no means the climax of our difficulties. Superadded to all these evils, is an intensely vicious system of commercial policy, which has been nurtured in the hotbed of Protection, and is now transplanted into the natural soil of Free Trade, where it can only enjoy at best a sickly vitality. That system has produced those discriminating and regulating duties which have operated, and continued to operate, so injuriously on the trade of the province, and so unjustly on its inhabitants; and simultaneous with the growth of that system, has been the spread of the British Navigation Laws, which have been productive of similar results.

Why do we point out these evils? It is that the remedy may be applied. That remedy is to be found in the entire removal from our commercial code of all duties which are intended to favour one class of producers or consumers, at the expense of other classes, and in the utter extinction of every preference now accorded to the British shipowner or manufacturer over those of other nations. These points gained, we may hope to “pluck from the thorn, danger; the rose, safety.”

But we revert to the question with which we opened these observations, and ask, How is public opinion to be aroused? The most efficacious means, it strikes us, are the public press, public associations, and public meetings. All these levers of agitation should be simultaneously brought into action, and to the result of their combination we look with hope. In our last number we adverted to the subject of a GENERAL CONVENTION, from all parts of the province, to take into consideration the present critical position of our commerce: and we entertain the opinion that such a measure could hardly fail to be productive of advantage. But we await the response from other sections of the country before going into details. We have done our duty in directing public attention to the subject; it is for the public now to do theirs.

TAXATION.—THE PROVINCIAL TARIFF.

The public mind being now fully awakened, through the efforts of this journal and our coadjutors in the press, to the necessity of claiming from the mother country relief from her differential and navigation laws, so far as they affect this colony, we conceive that the time has arrived for taking up the consideration of a collateral and dependent subject, viz: that of revising our *local tariff*, with the view of adapting it as a whole to the single object which should be kept in view in imposing taxes, whether direct or indirect, upon a people,—that object being simply and exclusively to raise a sufficient sum of money annually to meet the exigencies of Government, with the least cost and inconvenience to the general body of the people,—in other words, to the tax-payers. To this subject, therefore, we now intend, from time to time, to devote an article,—trusting that the press generally throughout the Province will assist in disseminating our views, and elucidating the difficulties which surround and obscure the question.

At the threshold of our enquiry, we conceive it will be useful to throw out a few general observations on the question of taxation in the abstract,—believing that by coming to a clear understanding beforehand as to the principles and objects of taxation, we shall be more likely to carry our readers and the public along with us when we come to apply those principles to our local tariff, in order thereby to secure the objects which we seek to attain.

In the first place, then, defining the word, we understand a tax to mean that portion of the capital or income of individuals taken from them and retained by Government for the uses of the state. In the second place, it may be either *direct* or *indirect*. It is said to be *direct* when it is *immediately* taken from income or capital—as, for instance, a tax upon fixed property, or upon income; and *indirect*, when it is levied upon articles imported for use or consumption.—as, for instance, a tax upon tea or sugar, in which latter case the word *duty* is generally used in preference to tax.

Whether direct or indirect taxation is the best mode of raising

revenue, it is not at present our purpose to inquire. The indirect system has always prevailed in this colony—the public mind is accustomed to it—and, even though the opposite system of direct taxation could be shown to be better, that is, cheaper, more convenient, and at the same time *practicable* in a colony situated as this is, still we are of opinion that it would be bad policy at the present moment to agitate for such a change, believing as we do firmly, that the public mind could not be convinced of the superior advantages of the latter system, if any, for the next ten or perhaps twenty years.

Instead, therefore, of losing our time in agitating for a dubious advantage, we think it wise to cling to the system which we find in existence, limiting our exertions to the task of eradicating anomalies and correcting defects.

Taxes, whether direct or indirect, are necessarily paid out of income; and, the latter arises in all cases from one or more of the following sources, viz:—First, rent; second, profit; third, wages. Every individual in the community, it is clear, whatever be his station in society or his wealth, must derive his income from one or more of these sources; and, therefore, it is obvious that in the abstract it can make no difference to him, whether he contributes to the maintenance of his Government by parting with a portion of his income in the shape of a penny the pound on his sugar, and twopence the pound on his tea, or whether he contributes in the same ratio in a direct tax upon his income. The two systems are manifestly the same in their effects upon income, from which source alone taxes can be permanently paid.

But it is sometimes alleged that indirect taxation is unjust to the poor, as making them contribute in an equal ratio with the rich on the primary articles of consumption which they require for daily use, such as sugars, teas, apparel, and such like; and the validity of this charge against the system we are obliged to admit. But direct taxation, we conceive, is liable to quite as grave a charge of injustice to classes and individuals.

For instance, supposing a system of direct taxation were adopted, how would the tax upon income be graduated so as to fall with *equal justice* upon every member of the community? To impose the same tax upon income derived from property or stocks, and upon income derived from professional, mercantile, or mechanical industry, would be manifestly unjust. The same tax upon a lawyer, or a doctor, or a merchant, or a shopkeepers' income, as upon the holder of real property or an income derived from Government stocks, would be manifestly unjust, because the *stability* of the sources of the respective incomes is not the same. The income on the one hand is, comparatively speaking, settled and permanent; while, on the other hand, that of the merchant or shopkeeper is liable to a thousand casualties—the merchant may be in affluence to-day, and a bankrupt to-morrow.

Hence, we say, the levying of the same amount of tax upon the incomes of the various productive and non-productive classes, would be attended with injustice to many, if not all. Who then, will undertake to frame a scale so graduated as to fall with equal justice upon every class of the community,—a scale that will provide for fluctuations of income, arising from loss of health, and every other conceivable cause, without which a scheme of direct taxation must manifestly be defective and unjust?

Our intention, in making these remarks, is to show that both systems, to a certain extent, involve injustice to individuals and classes; and, that the utmost the human mind can effect, is to come as near perfection in either system as may be found practicable. We shall continue this theme, from time to time, in our future numbers, till we go over the whole subject.

Free Trade in the Treasures both of the Body and of the Mind, the Interest and Duty of Christians. A Sermon, preached in June, 1842, by Joseph Hutton, LL.D. London: Chapman.

The celebrity of the preacher and the interest of the subject render it a superfluous task to recommend this sermon. We shall merely extract one passage, descriptive of the accordance of the intercourse of nations with the manifest designs of Providence,—its force and beauty require no comment to point them out:—

“Look at the surface of the earth,—how evident is it that to unite the various tribes that dwell upon it is a primary object of the great Creator! See how the ocean—the dissociating an ancient classic calls it, but never in poetry or prose was an epithet more erroneously applied—unites the most distant realms, and the most different climates, and renders the interchange of their productions not merely possible, but easy:—

“This band remotest nations joins.”

Well has the Psalmist, in speaking of the great and wide sea as full of the riches of God, adverted to the blessings of navigation—“there go the ships.” They are works of human art, it is true, but there cannot be a doubt that they exist by divine appointment, and that the sea was as much designed to carry man over its surface as to nourish the scaly brood within its depths. Over the vast plain of ocean we wend our easy way to every point of the

circling shores, and, as we approach them, we see rivers without number offering their aid to conduct us, by roads not less easy, into the very heart of the distant lands in which our brethren dwell. These liquid paths God makes, and man imitates; and canals extend the blessings, while they testify to the value, of those rivers which hurry seawards, to lend their assistance in completing the work of love which the ocean has begun. Was the sea designed to separate us then? Ignorance only can imagine it. It joins the remotest races of the human family, as no other expedient that we can think of could have joined them.

But what shall we say of the rocky barriers that separate land from land—of the mountains interposed, that make enemies of nations, which had else, like kindred drops, been mingled into one? Are not they, at least, meant to divide us from each other—to portion us off into distant regions, holding little or no communion? I doubt it much. The sublimities of nature serve rather to attract than to repel—the curiosity of the traveller is excited, his admiration is kindled, his energies are called forth by them, and many a mountain ridge is climbed with painful steps and slow, for the sake of the feelings which the traveller experiences when he dives into its deep dells, wanders by its lonely tarns, looks upward to its towering cliffs, or down upon the wide-spreading prospect which its heights command,—where a mere lowland district, even though rich and beautiful, would have been left untraversed. Do the Pyrenees, the Alps, the Apennines, serve only for division? To say nothing of their physical uses, amongst which let us not forget that they are the needful sources of those very rivers of whose uniting power we have spoken, have they not an attractive power upon minds? Does not the stranger often turn his longing eyes to them from afar, and for their sake has he not frequently been known to make his first acquaintance with men of strange aspect and of unknown tongue, whom yet, he has soon learned to love, because he has found that they have human hearts, and minds, formed like his own, in the image of the Deity? It is by no means an unknown, or even uncommon case, that to see mountains has been the first object, and the last result to find friends and brethren in men.

Talk not then of barriers—the sublimities of nature are meant to draw us to each other. In accents that echo from one mountain summit to another, the Alps invite us to trace the steps of Carthaginian Hannibal and French Napoleon, and acquaint ourselves with the mighty nations that spread wide at their base, and the simple people that dwell in their verdant valleys, or on their rocky sides. With the voice of many waters, Niagara calls us to hold communion with our Transatlantic brethren; and, in sounds more familiar, Snowdon invites us to converse with the simple-minded descendants of the first dwellers of our land; Ben Lomond would fain persuade us to confer with Scotia's hardy sons and lively daughters; and Mangerton, to learn by our experience that Irish hearts are warm.

No, my friends; mountains interposed are no more designed to estrange the human family from each other, than seas or rivers. On the contrary, if the earth were a dead flat, or a smooth ball, we should want many powerful inducements, which we now have, to traverse its beautifully varied surface: and, in gratifying our curiosity respecting its grand physical phenomena, to make ourselves acquainted, at the same time, with the mental and moral characteristics of its inhabitants.

Again, from the surface of our globe turn your attention to its productions. Does the consideration of these supply us with any reason for believing that the universal Father meant to make each particular district sufficient for itself? Has He cooped up his children like tame cattle, in their separate fields, and spread out before them an unvaried but satisfying repast, and bade them to feed there in happy, but selfish and unsocial, ignorance of their brethren in neighbouring enclosures? Has He not, on the contrary, given them wants without number that they cannot supply, and tastes that they cannot gratify, without ranging far and wide, and imparting of their own that they may receive of others' wealth? Instead of forming them, as an ancient author expresses it, 'prone and obedient to the belly,' with downward looks and minds that cannot range, any more than their eyes, beyond the spot of ground immediately beneath and around them, has He not given them an erect posture, and far-darting vision, and large desires for distant good, and minds that overleap all obstacles, and prompt and assist the body to do so too, in the pursuit of those objects on which their hearts are fully set?

And are these the beings whom we would limit to the produce of the spot on which, for the time being, they chance to dwell? They will not be so limited. In the state of barbarism they will seize, like uninstructed children, upon what they have not but desire to have. As civilization advances, and the ungovernable cupidity of the child yields to the reason-regulated wishes of the man, commerce will succeed to war, exchange to robbery, and they will learn to barter what they want not, or less highly value, of their own, for those coveted possessions which others can be induced, by the price they offer, to impart. Free Trade is the expedient which reason suggests, and God approves, for gratifying honestly the various and strong natural desires which He has implanted in the breasts of His children, for superseding that spirit

of aggression, violence, and plunder, to which, in the savage state, or childhood, of the species, those desires lead; and for introducing to each other, in the character of mutual benefactors, men who, in less enlightened days, were known as envious witnesses of each other's prosperity, or lawless invaders of each other's rights."—*League.*

"LES CONTRABANDIERS."

THE SMUGGLERS.

(Translated from the French of Beranger, by Thomas Doubleday, Esquire, Newcastle.)

CHORUS.

"The devil take the Commissaire!
As we grow rich may he grow poor,
A fellow that seems only made
To watch a road or shut a door!
To watch a road or shut a door!
Let that for ever be his care.
What reck!—the people are our friends—
The devil take the Commissaire."

'Tis midnight now,—so let us lie,
All ready we, whate'er befall;
Our pistols clean, our powder dry,—
Be sure we shan't forget the ball!
Hark!—'Tis the watchers' stealthy tread;
Their numbers let the recreants bring;
Our pistol balls are made of lead,
Our eyeballs are another thing!

Up! Comrades of a noble strain!
Let dastard laws ne'er shame the bold.
Our girls shall smile when we shall rain
Upon their laps the ruddy gold.
In hall, in castle, and in cot,
Shall welcome still our steps attend;
Who cares what Government may plot,
The while the people is our friend?

'Mid snowy cliffs, whence torrents leap,
Our very slumbers have a charm;
Though keen the wind that seeks the steep,
What then? our courage still is warm!
Our palaces yon summits proud,
We share them with the chamois fleet;
Our home is in the mountain cloud,
And Fate is far beneath our feet!

Oh! man was born to traffic free,
But law still stops the paths he made:
We reck not! In our right hands we
Still clutch the balance of our trade.
In Providence we place our hold,
And worship that diviner will,
That snows down wealth upon the bold!
And riches—riches scatters still.

The wise on earth must madmen be;
The very gifts of Heaven they spoil;
They nip the fruit upon the tree,
The paralyze the arm of toil.
Mad as they are, what! know they not
Wherever it is placed below,
The power, who placed him, ne'er forgot
To bid the fount of plenty flow?

Comrades! against such laws we war.
Away such fond allegiance goes!
They who twixt nations place the bar,
Can only be of both the foes,
But us such wiles shall not deceive,
Their chains we scorn, their laws detest;
We weave the woof we list to weave,
And drain the wine that likes us best!

Yon freeborn bird, he laughs at all!
Where'er he listeth, there he'll go!
He heeds no paltry frontier wall,
Nor stops to hear if kings say "no!"
So let us to our tyrants say,
"Our kingdom is where'er there's ground,
Free blood, by blood, shall make its way,
And clear your frontiers at a bound!"

Come! 'mid the champaigns let us sing:
Still ready let the musket be;
And when the mountain echoes ring,
May they awake thee, Liberty!
And oh! if e'er our country fall,
By civil strife or foreign war,
Let "death or freedom" be the call!
And comrades, we shall not be far!

—*League.*

TAXES ON FOOD.—One very obvious error which the West Indians have committed in the management of their labor, and which cannot but have held out strong inducements to the laborer to forsake field employment for wages, and occupy his time on his own grounds, is the practice in most of the islands of taxing for revenue the common food of the people. And so far has this mistaken policy been followed, that, since the period of emancipation, just when it became, above all things, needful to avoid anything that could constitute an inducement to the laborer to forsake regular employment, the duties upon nearly all the articles of food consumed by the laboring classes have been increased. Thus, in Jamaica, we find, on referring to the Tariff, that some of the local and imperial duties are as follows:—

On American Beef and Pork.....	15s. and 3s. per barrel.
Bread or Biscuit.....	4s. per cwt.
Butter.....	4s. per firkin and 8s. per cwt.
Cheese.....	10s. per cwt.
Fish, dried and salted.....	4s. per cwt.
Flour.....	6s. per barrel.
Ham, Bacon.....	11s. per cwt.
Meal, (Indian, &c.).....	3s. per cwt.

And on nearly every article of diet used by the working classes, similar import duties are levied. It cannot but be plain that any such tax acts as a direct encouragement to the laborer to cultivate his own provision-grounds, and neglect the employment for wages. It would, indeed, appear clear, that the most unquestionable policy which the West Indian could pursue, would be to secure for the population the most abundant supply of food, at the cheapest possible rate. And it would certainly be better to submit to a tax on property for the local expenditure, than to have that property diminished in value in a much greater ratio by the indirect effects of insufficient labor. It would be less cost to render the labor they already have more efficient, than to import new laborers, to be treated in the same way.—*London Economist.*

THE EFFECTS OF FREE TRADE IN CHINA.—The benefits arising from the liberal tariff adopted by the Chinese government, have already become visible in many ways, in the improving condition of that people. The cheaper and more abundant supply of all articles of European and American manufacture has proved an immense blessing to the public, while the additional demand for their products, which has been created in exchange for foreign manufactures, has increased the means and wealth of the community. A correspondent, in dwelling upon the numerous evidences which China presents of this improvement, especially alludes to the increase of business in the various custom-houses. At Canton, notwithstanding the other ports which are now open to foreign trade, the increase of business has been so great that an increase of officers had become necessary to get through the business.—*London Economist.*

DAIRY IN BARRE, MASS.—The *Barre Patriot* gives the following description of the dairy of Mr. Harrison Bacon of that town:—

“His dairy consists of thirty-four cows, twenty-four of which are grade Durhams, and the remaining ten native. We arrived at Mr. Bacon's yard at the evening milking, and such enormous and distended udders as were carried by twenty-seven of the thirty-four animals it was never our pleasure before to behold. The build of the cows, form of their necks, heads, limbs, &c. &c., approached the nearest in every particular to what constitute the peculiar characteristics of good milkers, as described by Col. Jacques in an article we published last winter, we have ever seen. We saw the cows milked, and our expectations, from what we saw of them, were more than realized, in regard to the quantity of milk they gave. Twenty-two or twenty-three of them gave each over a twelve-quart pailful, and many of them nearly a pail and a half.

It did not occur to us to weigh the milk of those which give the most milk until it was too late. We, however, weighed the milk of one young cow 5 years old, and two heifers 4 years old. The weight was as follows: The cow gave 25½ lbs., equal to 51 lbs. a day; one heifer gave 21½ lbs., equal to 43½ lbs. a day, and the other 21½ lbs., equal to 42½ lbs. a day. The cows, as to size, are the most of them about middling, weighing from 750 to 1000, as we should judge. Seven of the 34 cows are quite ordinary milkers, leaving 27 cows such as, we venture to say, are not to be found in one lot in New England, if indeed they are to be found anywhere. Mr. Bacon informed us that he commenced making cheese about the 1st of April, which is the usual time of commencing, since which he has made from 34 cows between 7000 and 8000 weight of cheese, and thinks he shall make from 12,000 to 13,000 weight more before the 1st of December next; making in the whole from April 1 to December 1 about 20,000 weight. The day before we were there he made 134 lbs. of cheese from one day's milk, and thinks by another week he shall come up to 140 lbs. a day. We hardly think this, with the same number of cows, has been equalled by any farmer in this or any other country.

Mr. Bacon gives a decided preference to the grade Durhams over the natives; and is now raising six yearlings and eleven calves, which are half-brood Durham, and in which we think the most skillful connoisseur of stock would hardly be able to detect a fault. The

reason of the preference given by Mr. Bacon to the Durhams over the natives is that they generally yield more milk of an equally good quality, though the difference in this respect is of less consideration than the fact that the Durhams yield about a month longer than the native. He says he finds it difficult to “dry up” many of his Durhams at all. Twenty-two of Mr. Bacon's cows were raised by Mr. Elias Ayres, who has recently taken up his abode in Virginia, and whose experience and skill in breeding animals for the dairy were well known to most of our farmers, though we have reason to think they were not sufficiently appreciated by them.”

STATE FAIR.—The preparations for the state fair are on a magnificent scale, and are in a state of great forwardness. We yesterday had the pleasure of viewing the grounds, partial structures, plans, &c. &c. The site is in the eastern part of the village, on Capitol Hill. It is the summit between Franklin and Genesee Streets, and overlooks not only the village, but a large extent of country in every direction. A prospect can scarcely be found in this region more extensive, a landscape more varied and beautiful. The site consists of twelve acres, carpeted with verdure, and in part shaded by an orchard, slightly sloping to the east, south, and west, laid out in an octagonal form, and to be enclosed by a close board fence ten feet high. The place of entrance is to be on the Franklin-street side, and that of egress on the Genesee-street side.

Prominent among the structures will be Flora Hall, with such gorgeous decorations as to render it a temple worthy of the goddess to whom it is to be dedicated. In the rear of the hall (the dimensions of which are 150 by 50 feet) will be the dairy exhibition hall, 70 by 28. On the north side of this will be the building (100 by 55 feet) intended for the exhibition of farming implements, utensils, &c. &c.; and on the south side, another of equal size, for the display of domestic manufactures, &c. &c. Each of these is to be flanked by ranges of refreshment stalls. Besides these principal buildings, there are to be the ticket office and committee office, each 20 by 24, and a business office, 26 by 36. These structures, built as they are to be in purest Gothic, cannot fail to present an imposing appearance.

The committee having these matters in charge deserve great credit for the liberality, zeal, skill, and taste, with which they are discharging the duties devolved upon them. Already has so much progress been made that we assure our citizens that they will be well paid for a walk or ride to Capitol Hill.—*Auburn Advertiser.*

THE CORN TRADE.—We have more than once given utterance to the opinion, that as yet it is premature to speculate on the amount of depreciation which the new system of English tariff may produce on the price of Canadian wheat and flour in the British market. An article which we copy from the *New York Journal of Commerce* fully bears out this idea. It is very certain that we have to sustain a loss; but what that may be, is quite uncertain. If Baltic wheat cannot be offered in the English market under 50 to 55 shillings sterling per quarter, then, with our improving means of internal communication, we may safely conclude that the Canadian farmer will not experience any very sensible diminution in the price he has been wont to receive from the forwarder or merchant. The same thing is to be said of the wheat of Hungary and other countries communicating with the Black Sea.—It is no doubt a fact that what wheat is sold in this quarter brings at the moment a non-reimunerative price. This state of the market is not, in our opinion, to last long. It proceeds from a turn in the chances of trade, and from the rule of operation which our Banks have adopted as the safe one, and on which, at an early day, we may offer some observations. It is our own impression,—an impression drawn from all the details we have been able to obtain access to,—that the current price of wheat in Hamilton for the next four years will be 7s. York. Such a price would pay all parties concerned. But, although this be our opinion, we are quite aware that it is not worth much, and, like all conclusions drawn from statements in which there is unfortunately so much jobbing as there is in the corn trade, it will only be received as worth anything if time show its correctness. We must wait, though under difficulties, yet with hope.—*Hamilton Com. Advertiser.*

THE NAVIGATION LAWS.—An act was passed by Elizabeth's first parliament (the stat. 1 Eliz. c. 13) which is remarkable for a liberality of view going far beyond the notions that are clung to by our commercial legislation in much later times. The preamble is a confession of the loss and inconvenience that had already avenged the interference of the legislature with the natural freedom of commerce, by the introduction of the principle of what have been called the Navigation Laws. Since the making of those statutes prohibiting the export or import of merchandise by English subjects in any but English ships, “other foreign princes,” says that recital, “finding themselves aggrieved with the said several acts, as thinking that the same were made to the hurt and prejudice of their country and navy, have made like penal laws against such as should ship out of their countries in any other vessels than of their several countries and dominions; by reason whereof there hath not only grown great displeasure between the foreign princes and the kings of this realm, but also the merchants have been sore grieved and endangered.” The damage sustained by the merchants of course consisted in the monopoly freights they were obliged to pay for the carriage of their goods, the effect of which was to diminish trade by diminishing consumption, and a share in the pressure of which was borne by every consumer in the kingdom.—*Hist. British Commerce, vol. 1, p. 239.*

BRITISH BOATS ON AMERICAN CANALS.—Since the passage of the transit bill a good deal of interest has been manifested by Canadian shippers in reference to the operation of our Navigation Laws upon British bottoms navigating our canals, and as our opinion has been asked in reference to it, we would state, that at the present time there are several British bottoms plying on our canals, and all that is necessary to entitle the owner of such boats to this privilege is to conform with the regulations established by the Canal Board, and now in force. That individuals may sufficiently understand the subject, we append the following section of the laws;—

"§ 156. [Sect. 111.] The owners of every boat navigating the canals, shall subscribe and deliver to the collector of whom the first clearance for such boat shall be demanded, a certificate, to be entitled 'a certificate of registry,' containing the names of such owners, and their respective places of abode, and also the name of the boat, and of some place as that where it is owned: if the owners shall reside out of this state, the certificate of registry shall be signed and delivered by the master of the boat, as the owner thereof."—*Buffalo Com.*

MANUFACTURE OF SILK IN NEW ENGLAND.—In 1842, in six towns in Massachusetts, and four in Connecticut, the quantity of silk manufactured amounted to only 5,564 pounds. In 1845, the same towns manufactured silk to the amount of 47,120 pounds: of which, Canton made 5,200; Boston, 3,900; Dedham, 5,200; South Woburn, 3,900; Needham, 1,300; Northampton, 6,500; all in Massachusetts: and in Connecticut, Mansfield made 13,420; Wellington, 3,800; Manchester, 2,600; and Windsor, 1,300. The increase in these towns from 1811 to 1845, was 41,856 pounds in favour of last year; nearly 800 per cent.—*Hunt's Magazine.*

LAKE-SUPERIOR COPPER MINES.—It appears from reports from the Ordnance Department, submitted to a committee of the House of Representatives of the United States, that there have been employed, since 1843, in the Lake-Superior copper-mining region, seventeen agents and other officers, at the expense of \$12,895 63 for salaries, and \$16,907 38 for contingent expenses; making the aggregate sum of \$32,805 01, and the receipts for rents, up to 7th April, 1846, are \$192 22. That there have been granted 60 leases of three square miles, and 224 of one mile, making an area of 764 square miles under lease, on the 30th of March. In addition to those leases, 155 others are now prepared and sent to the parties for execution, and 243 permits are yet out.

POPULATION OF LOWER CANADA.—The *Quebec Gazette* contains a table of the population of Lower Canada, according to the latest census, which exhibits the great preponderance of the natives, and residents of French origin. The province is 690,782. The number of natives of Canada, of French origin, is 524,307; of British origin, 83,860; of England, 11,859; of the United States, 11,946; of Ireland, 43,982; of Scotland, 13,392.

The time for fall wheat sowing having nearly arrived, we would advise the farmers to exercise all their discretion in the choice of seed wheat; for having inspected with the microscope a great many samples of wheat, we are quite convinced that defects exist to an alarming extent from the ravages caused by various descriptions of insects, and where such is the case, it will be necessary to sow much more seed than is usual, even to the amount of one-third; or a very thin allowance of plants may be expected.—*Newcastle Farmer.*

The Engineers employed in surveying the line of the Railroad between this and Melbourne, have reached this town, having examined the route on the East side of the St. Francis, from a point about two miles below Melbourne to the great Falls in Brompton, where they crossed the river at a very favorable site for a bridge, at a point where the span is but 120 feet, and from thence following near the West bank; the whole distance presenting no material obstacle to the construction of the road. We understand the party will next proceed to Compton and explore the More's Stream route to the line at Canaan, Vt.—*Sherbrooke Gazette.*

THE WEATHER AND THE CROPS.—Throughout the whole country complaints are made of the excessive drought, which has every where parched up the earth, and in many districts occasioned, it is to be feared, much injury to the crops. "Throughout the Midland District," says the *Kingston Chronicle*, "the Potatoe crop will this year be very light, not caused so much by the disease—for we hear little or no complaint on that head—as by the excessive heat of the summer, and continued absence of rain. Since the middle of June, no rain of any consequence has fallen in the neighbourhood of Kingston. Two or three showers we certainly have had, but the heaviest of them did not moisten the soil more than an inch below the surface. The consequence has been that most of the creeks and wells in this section of the country have become dry, and we understand that the cattle are suffering severely thereby. In Pittsburgh

and along the banks of the canal, much sickness prevails—intermittent fever, fever and ague, &c.—engendered by the unwholesome exhalations from the uncovered beds of the rivers and canal, have been very general; so much so, that we heard a medical gentleman say a few days ago, in the course of a professional visit to that part of the country he found few houses that had not more or less of their inhabitants affected, which had even caused a difficulty in securing the harvest, from the scarcity of manual labour."

In this section of the country we do not apprehend that so much injury has been done; and in this we are borne out by the following report from the last number of the *Sherbrooke paper*:—

"For the last ten or fifteen days, we have had excessively hot weather, with scarcely a drop of rain. The streams are very low, and many springs and wells are quite dry. The Wheat crop is nearly all secured in good condition; the early sown wheat is a good deal injured by the fly, while the late sown, and particularly the Black-Sea wheat, has generally escaped. Oats are abundant, and mostly secured. The potatoe rot, which at one time threatened to destroy the crop, has, we are happy to learn, as yet done but little damage. Buckwheat is generally a good crop, although it has suffered from the drought. Indian Corn, of which a large quantity was planted the present season, promises a large yield. On the whole, the public have great reason for gratitude for an abundant harvest."

The Ottawa papers state that cattle have died in that neighbourhood in consequence of the scarcity of water, and also speak of fires raging in the woods.

AGENTS FOR THE "CANADIAN ECONOMIST."

CANADA WEST.

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

CANADA EAST.

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

THE MARKETS.

ENGLISH.

No later intelligence since our last.

(Written for the Economist.)

NEW YORK. 31st August, 1846.

FLOUR.—The Market for the last few days has been firmer, and all qualities have advanced 6 cents. Best Genesee we quote at \$4 12c., other brands \$4 06c.

GRAIN.—Nothing doing.

ASHES.—Sales of Pots at \$3 50c. to \$3 62½c., and Pearls at \$4 25c.

FREIGHTS.—Flour to Liverpool, 2s. 6d. per barrel; Wheat, 8d. to 8½d. per 70 lbs.

EXCHANGE.—7½ to 8½ per cent. on London, 90 days.

CLEVELAND (OHIO).

We have not this week received a statement of the markets of Cleveland from our friend in that part.

MONTREAL. Friday Evening, 4th Sept.

FLOUR.—Mixed brands of Fine sell for 20s. 6d. to 21s. 6d.; Extra, 21s. 9d. A parcel of "Milton" Crown brand of Superfine was placed at 23s. The demand for consumption is active, and on the whole, we should say the Market is firmer since our report of last week. There is no Flour arriving—the Canal being now closed—not to be opened before the 15th inst.

WHEAT.—We have only heard of one transaction of Good Middling, at 4s. 3½d. per 60 lbs.

PROVISIONS.—are dull, and nothing doing in any quality except by retail. Mess, \$13½; Prime Mess, \$10½; and Prime, \$9.

EXCHANGE.—on London, 9 to 9½ at 90 days. On New York, 1½ per cent. premium.

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.

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

FREIGHT FOR FLOUR TO LIVERPOOL.

THE Fine Ship "ERIN'S QUEEN," loading at Quebec, and having a considerable portion of her Cargo engaged, will have prompt dispatch.

WM. BRISTOW,
5th Sept 1846. 56, Commissioners Street.

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.

ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

NOTICE TO CONTRACTORS.

PROPOSALS will be received, at the Office of the St. Lawrence and Atlantic Rail-Road Company, No. 18, Little St. James Street, in the City of Montreal, until the TWENTY-FIRST (21st) OF SEPTEMBER next, for the GRADING, MASONRY, and BRIDGING, of a DIVISION of the ROAD, extending from the ST. LAWRENCE RIVER TO THE VILLAGE OF ST. HYACINTHE—a distance of about Thirty Miles.

PLANS, PROFILES, and SPECIFICATIONS will be exhibited, and the requisite information given at the Engineer's Rooms, in the Company's Offices, at Montreal, on or after the 15th of said month.

Persons offering to Contract for the said Work, or any part of it, will be required to accompany their proposals with satisfactory references.

By order of the Board,
THOMAS STEERS,
Secretary.

Office of the St. Lawrence and Atlantic
Railroad Company,
Montreal, Aug. 25, 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 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 30th ultimo) have become absolute, the New Stockholders are requested to PAY the FIRST INSTALLMENT of £4 lbs. 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.

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 25. **ALISON & CO.**

FOR SALE.

TEA S—Tbankay, Young Hyson, Gunpowder and Souchong, in boxes,
Molasses, Heavy,
Martel's Cognac Brandy,
Sicily Marala Wine,
Boiled and Raw Linseed Oils,
Olive Oil, English Glue,
Plug Tobacco, Pimento, and Pepper.

ALSO,
Patent Sperm Candles, from the Manufacturer

STEPHENS, YOUNG & CO.
20th August, 1846.

POST OFFICE NOTICE.

THE DEPUTY POST-MASTER GENERAL being authorized to extend the Northern Mail Route in Upper Canada from the present terminus (Penetanguishene), 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 CLOCHE,
ST. JOSEPHS, and
SAULT ST. MARIE.

General Post Office,
Montreal, 22nd August, 1846.

1848.

NORTHERN TRANSPORTATION LINE.
INSURED.

JAMES H. HOOKER AND OTHERS, Proprietors.

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

For Freight, apply to—Charles B. Jones and Pope Catlin, No. 23, Coenties Slip, New York, J. H. Hooker and T. A. Catleton, 155, River Street, Troy; H. A. Holcomb, 101, Pier, Albany; J. C. Pierce & Son and William Cooke, St. Johns, C. E.; Oliver Lincoln 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, 193, River Street, Troy; W. A. Travis Whitehall; William Cooke, St. Johns, C. E.; J. C. Pierce & Son St. Johns, C. E.; Matthewson & Sinclair, 100, 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.

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

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

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

BIRMINGHAM AGENCY.

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

WILLIAM HEDGE.
Montreal, 30th May, 1846.

SITUATION WANTED.

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

FOR SALE BY THE SUBSCRIBERS.—

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

HARRISON & MAC TAVISH.
2nd May, 1846.

NEW WHOLESALE WAREHOUSE.
174, Notre Dame Street.

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

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

9th May, 1845.

OFFICES AND STORES TO LET.—

Apply to
MACDOUGALL & GLASS, BROKERS,
St. Francois XAVIER STREET.
9th May, 1846.

"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. E., to the extent of 10,000 BOXES.

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

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

**D. P. JANES,
W. W. JANES**
Montreal, 9th April, 1846.

THE Subscribers have constantly on hand.—

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

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

D. P. JANES & CO.
Corner of St. Paul & McGill Streets.

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

9th Aug., 1846. **ALISON & CO.**

FOR SALE.—20 Hhds and 1 Quarter Casks BOILED and RAW LINSEED OIL.

9th Aug., 1846. **ALISON & CO.**

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

9th Aug., 1846. **ALISON & CO.**

REMOVAL.

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

JOHN LEEMING,

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

C. J. DUNLOP,

**BROKER IN PRODUCE, BILLS OF EXCHANGE, &c
No. 3, St. 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 7/6d. each subsequent insertion. Ten lines and under 3s. 6d. first insertion, and 1s. each subsequent insertion. Above ten lines 4d. per line first insertion, and 1d. per line each subsequent insertion. The usual discount is made where parties advertise by the year, or for a considerable time.

Office.—No. 3, St. Sacrament Street, where all Communications are requested to be directed.
Montreal, 16th May, 1846.

PRINTED FOR THE COMMITTEE OF THE

Montreal Free Trade Association.

DONOGHUE & MANTZ, PRINTERS.