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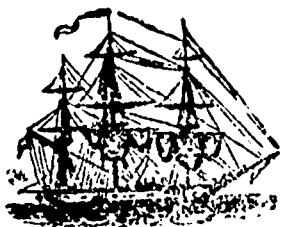
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 26th DECEMBER, 1846.

[No. 35.]

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 26th DECEMBER, 1846.

ELECTRO-MAGNETIC TELEGRAPH.

Speed, it must be admitted, is one of the cardinal characteristics of the present age.

The swift railway car has superseded the old mail-coach; the beautiful sailing packet has given place to the Atlantic steamer, and these, in their turn, are doubtless doomed to play a subordinate part to that greatest of modern inventions—the Electro-magnetic Telegraph.

It is not our intention, at present, to speculate on the origin of this wonderful discovery, or what it is likely, when fully developed, to accomplish for the human family. The fact of its existing is what we have mainly to do with.

The chief towns and cities of the United States—east, west and south,—are now connected by telegraphic wires, by means of which intelligence is carried instantaneously throughout the whole circle—literally carried with the speed of thought or lightning.

Western Canada is also availing itself of this wonderful means of communication; and we understand that in a few weeks Toronto, Hamilton, and Niagara, will be connected with the electric net-work already in operation in the United States, by which they will be enabled instantaneously, and at once, to exchange communications with New York and Boston on the sea-board, and with Buffalo and other places in the interior.

That such an apparatus for annihilating space and time, both of which it literally accomplishes, exists, is scarcely to be believed, yet the fact is unquestionable, although known to very few that by a recent improvement in the apparatus, intelligence can be communicated *over any length of wire, and to any number of stations, by one operation.* For instance, an impetus given at Boston is communicated *instantaneously to Buffalo and all the intermediate stations,* thus doing away with the necessity of re-writing at each station for the next, as was formerly the case; this wonderful and almost incredible effect being accomplished by an invention called the "relay magnet," which has been recently attached to the main lines in the United States.

We take it for granted it must now be obvious to every one, that no commercial city can thrive without a line of magnetic telegraph connecting it with the sea-board on the one hand, and the great agricultural regions of the west on the other; and this remark must apply with tenfold force at the present day to our own good city, whose fortunes are now at a crisis. It is believed by many, and we are ourselves of that number, that the enterprising spirit of our merchants will ever maintain her in the leading position she now occupies; but to accomplish this we hold it to be a *sine qua non* that we must immediately have an Electro-magnetic Telegraph to connect us with the sea-board and the west, without which we consider that all our natural advantages of position will be neutralized, if not entirely lost.

We have been led to make these remarks by knowing, that the Montreal Board of Trade has, for some time, been engaged in examining the merits of various projects which have been sub-

mitted to them by parties interested in the lines the United States, and that they are now about coming to a conclusion which will warrant them in recommending a particular line to the favorable notice of their fellow-citizens.

Meantime we think we may venture, as we have taken pains to ascertain their relative merits, to review the leading projects which have occupied their attention, and we shall do so as briefly as we can.

A line direct from Halifax, running entirely through British territory, was the first project we believe which engaged their notice; but though allowed to be, on national as well as commercial grounds, the best that could be adopted, provided means could be raised to accomplish it, it was abandoned for the present, as being impracticable except as a national undertaking. The reasons which led to this conclusion must be so obvious as scarcely to require enumeration. One or two, however, may be mentioned:—first, the difficulty of crossing the Bay of Fundy; and next, the enormous expense of keeping the wire in repair through some hundreds of miles of dense, uninhabited wilderness. Many other reasons of minor importance will strike the reader, so as to convince him that as a private speculation it would be ruinous to the proprietors.

The next projects which engaged their serious attention, were, first, a line to connect with Saratoga and New York; and, secondly, a line to connect with Portland and Boston: in either case, the connection with the West being the same.

The merits of these respective routes depended, we believe, in a great measure, on the first cost of construction, which was materially in favour of the route to Portland, provided the wire could be carried over the surveyed line of the St. Lawrence and Atlantic Railway. But here, it is obvious, a difficulty presented itself,—that of keeping a wire in repair passing through some two hundred miles of wilderness; a difficulty which cannot apparently be obviated till the railway is completed, which cannot be in less than two years to come. This obstacle is so great that we cannot, with our present information, see how it is to be got over, and such, we believe, was the view which the Board of Trade took of it.

Next, then, with respect to the route to Saratoga. The objections to this project are chiefly its expense, the terms of the American patentees being rather exorbitant; besides which, Canada would be obliged, not only to build her own line, but to furnish a considerable share of the capital required to carry it from the frontier to Saratoga; while on the Portland line she would merely be required to furnish capital to build her own end of it, that is, from hence to the frontier.

Within the last day or two, however, we understand that an entirely new plan has been submitted to the Board, by a gentleman from the United States representing the contractors of the Toronto-Buffalo line. This project is to extend the line from Toronto to Montreal, through all the intermediate towns, viz. Port Hope, Cobourg, Kingston, Brockville, Cornwall, &c. &c.; and this we understand is considered the most deserving of favour, and the most likely to be adopted. In the first place, no line would be complete, whether it came from Halifax, or Portland, or New York, to this city, unless it were afterwards carried hence to Toronto, through the towns enumerated; and for this reason it appears to us that the main question for the Board and the public to determine upon is simply, *Which end shall be constructed first?*

In our opinion it does not afford room for doubt or hesitation. By building the line first from hence to Toronto, we get the advantage of instantaneous communication not only with the sea-board, the Western States, and Western Canada above Toronto, *but also with all the intermediate Canadian towns;* whereas by beginning at the other end first—that is, from hence to New York by way of Saratoga, considering that the Halifax and Portland routes are for the present impracticable—we should entirely lose the advantage of immediately communicating with these intermediate Canadian towns, and thereby it appears to us render the undertaking less profitable as well as less useful. Indeed, we consider that this line is the only one that need be undertaken for the present, and that any other without it would be comparatively useless.

We trust, however, that the Board of Trade will in a few days put some estimates before the public to enable it to form a correct conclusion as to the relative merits of these various projects.

Meantime we recommend the subject to the investigation of our readers, and will only add that we trust a company will be speedily formed to carry some one of the projects into effect.

The question is not, *Shall we have a Magnetic Telegraph?* for that must evidently be decided in the affirmative.

It is simply, *What line will be the best to adopt in the outset?*

THE POST OFFICE DEPARTMENT.

No. 7.

Things being as they are, and as we have endeavored to describe them, what is to be done to make them better? We have seen in what state the Commission found the Department; the changes it proposed; and the widely different style of changes since brought about in it. Are the contrivers of these last the men we can safely look to, as likely of their own accord to originate and carry out the further measures needed for the real reform of the Department? If not, what are we to do to help them in the matter? What is the case we are to lay before them? To what particular defects of the existing system, and to what precise remedy for each, are we, by our flappers, in Parliament and of the Press, especially to direct their too distant—and hence, alas, too Laputan—inattention?

To one, most surely, if we would go the right way to work, above and before all others,—to the great fact of their own utter inability, (because so distant and necessarily so unacquainted with all that is peculiar to a new country,) to manage from their offices in London the whole detail of our Post Office administration,—to the all-obvious remedy of delegating this management of details to the local authority which alone can exercise it, and which in the nature of things must exercise it in the manner desired by the community, for whose interest and convenience the whole machine is devised and kept in motion.

What shadow of reason can any man in his senses pretend to give, in favor of this feature of our Post Office system, or against this grand first reform of it? The Province has a Governor sent out to it, the representative, as we are taught to consider him, at once of the person and authority of the Sovereign and of the interests and power of the Empire. To secure the required harmony of action between the Royal and the Popular, the Imperial and the Provincial, influences, this Governor is understood to be required to surround himself with Provincial advisers able to defend his acts in a Provincial Parliament. But to what end this farce, if the result is to be anything short of a real local government for the Province, in all matters merely local? If the so called local government is not to be trusted to open or close the Post Office of a petty country village, to say how often and at what cost the mail shall visit it, or at what particular place and under what regulations it shall be kept, or to appoint, control, and (if need be) remove the keeper of it, why trust it to lay out great public works, to contract for and spend millions on their construction, to make every sort of regulation for them when completed, to appoint, control, and remove every functionary employed about them? If it be well that all Post Office authority and instructions should emanate, within a Province, not from the Governor General on the spot, but from a Post Master General three thousand miles off, acting through a Deputy named by and amenable to himself alone, why not act out the principle, strike off that fifth wheel of the coach, the Provincial Governor, and set the Home Secretary to do the needful for our Magistracy and Militia, the Lord Chancellor for our Judiciary, my Lords of the Treasury for our Revenue, the Commissioners of Woods and Forests for our Crown Lands and Public Works,—each through Deputies of their own, to be named and ordered after the like fashion?

All show of joke apart, and in serious earnest, we maintain that for every purpose of our present argument, the cases are absolutely and perfectly parallel. The paramount law of the Empire must govern the Post Office, and every such general rule as the great interests of the Empire may require should be laid down under that law, must be observed in its administration. The same law, the same rules, must no less bind in every other branch of the public service. The charge of securing their observance is safely vested in the one Deputy of the Empire, the Governor. The oversight of the Magistracy, Militia, Courts of Law, Revenue and Customs, Crown Lands and Public Works, of a distant Province, is a charge that must be so vested. No distant authority can execute it. The authority must be brought to the spot; must be where alone local information will surround and guide it. The Post Office is in the same case. No Department is in its details more purely local. None more requires local advice, the constant intervention of known and responsible local advisers. A Post Master is charged with inatten-

tion mal-practices; a contractor is complained of, or a new contract more to the public convenience demanded; here a new mail-route is called for, there an extra clerk, or some allowance of extra pay to a Post Master; here the opening of a new Post Office, there the removal of an old one to a new site. No Post Master General's Deputy can ever settle all these matters to everybody's satisfaction. Sometimes, be he who he may, he is sure to judge amiss himself. Sometimes, when he would fain be right, his distant Master will be wrong, and make him wrong. Sometimes, when both are right, the applicants will think them wrong. Almost always, they will at least chafe at the delay, first of the inquiry by the Deputy, then of the report sent to his Principal, and then of the decision sent back to the Deputy. In all these ways offences will come. The remedy? What remedy can there be, but one? The distant authority, in this as in other Departments, must attempt supervision in general only; must delegate all supervision of what is particular and local to the authority on the spot.

The importance of the admission of this principle forces us to dwell upon it, all clear and self-evident as it may seem. It is not merely desirable that it be acted on; it is absolutely essential that it be acted on—aye, and avowed into the bargain. Little more may be required; but most surely nothing less will answer. The Post Office cannot be maintained a separate power, independent of Executive and Parliamentary control within—dependent on an ever-active control from without—the Province. To attempt this can only be to keep up a grievance to no earthly use. The Department never can go right till the attempt shall have been finally abandoned.

It is hard to say whether the present system puts the Department, the Home Government, or the Governor, in the worst position. The Department we have seen, must be subject to constant complaint, must often be set wrong, and kept wrong, by the very interference of its distant and uninformed highest officer; is at this moment wrong in a host of important particulars, from this very cause; but there is no appeal save to itself. Its postage rates are a very libel on the age; its Post Masters so absurdly ill paid as to be everywhere resigning or mutinous; the public universally dissatisfied, and only not loud in its complaints because not well enough informed on the subject to be altogether able to put them into shape. And the system bids us thank the Home Government for this pretty piece of work; and by no means look to our Governor and his Provincial Government to mend it. Again we say, one Governor or none. The power that governs in other local matters must be trusted to govern in the same manner, and to the same extent, in these.

The thing may be easily done. A sentence or two of instruction from the Post Master General to his Deputy, accompanied by a communication from the Colonial Secretary to the Governor, of whatever general rules the Imperial Government may see cause to lay down in the premises, would do it. The Governor would, of course, no more break through these rules, than through any others of the many that are laid down for his guidance in other matters. If he should find any of them inconvenient in practice, his duty would be to represent such inconvenience; and representations of such a character from a Governor, would be a vastly different affair from any that can be made under the present system. A Post Master General's Deputy may write sense or nonsense to his chief till he is tired, and to perhaps equal purpose, that is to say, often to none at all. The representations of a Governor speaking for a Provincial Government and Parliament, must have their weight. The general rules, no less than the local, must thus become, even if at first they should not all be, such as an enlightened public opinion would approve and sanction.

So much for our first demand. What others should accompany or follow it, must be left for inquiry in future numbers. The questions of Provincial Post Office legislation, of the separation of the revenues of the Imperial and Provincial Departments, and the relations to subsist between them, of the reduction of our postage rates, of the relations to subsist between our Department and that of the United States, of the mode of regulation of our Post Masters' pay and duties, and the internal organization of our Post Office Department as a whole, are questions, each of which requires more of remark and discussion than our space this week will afford them.

OFFICIAL TABLES OF THE TRADE OF THE YEAR.

The London *Economist* of the 14th ultimo, publishes the Official Tables of the Trade of the Year, comprising accounts of the imports, exports and navigation, from the 5th of January to the 10th of October, for the United Kingdom, compared with the corresponding period of 1815 and 1814.

The most remarkable features in the trade of the present year, as shown by these tables, says the *Economist*, is the continued very large increase in the quantities of food, including live animals, flour, and provisions of all kinds, imported in the present year, as compared with former ones.

Of live animals, the quantity imported during the year has been more than *four times* greater than in 1845, and *twenty times* greater than in 1844; the quantity imported in the month, from the 5th of September to the 10th of October alone: is nearly *one-third* more than during the whole nine months of 1845, and more than *six times* greater than during the whole nine months of 1844. The following are the particulars:—

CATTLE IMPORTED.

Jan. 5 to Oct. 10.	Calves & Oxen.	Calves.	Sheep & Lambs.	Swine.
1844.....	2,958	53	722	216
1845.....	11,490	542	7030	530
1846.....	25,863	1,960	53,575	2,764
In Sept.	7,765	635	15,771	1,522

Total Number of all kinds in Nine Months.

1844.	1845.	1846.
3,949	19,952	84,162

In the month of September..... 25,603.

In the nine months ending October 10th, no fewer than 84,162 live animals have been imported, while in the last month of the period alone the number amounted to 25,603!!!

In provisions the increase has been also very striking, if not in the same extraordinary proportions; the imports of the present year show an increase upon those of 1845 of nearly 100 per cent. The following table will show the particulars:—

Jan. 5 to Oct. 19.	Bacon.	Beef salted.	Beef fresh.	Hams.	Pork s. & f.
1844..... cwt.	25	69,770	1	5,840	20,901
1845..... "	41	70,224	1,811	4,515	32,880
1846..... "	1,515	153,484	307	8,094	42,737

The comparison of the total quantities of all kind for the nine months of each year is—

1844..... cwt.	116,537
1845..... "	109,531
1846..... "	206,137

Of butter, the quantity imported in 1846 has been less than in 1845, but greater than in 1844. The quantity, however, which has been taken into consumption in the present year is nearly equal to those in 1845, so that the stocks in bond must be reduced since the 5th January considerably, the quantity duty paid being nearly 11,000 cwt. greater than that imported.

But by far the most important articles, in every way in which they can be viewed in relation to the trade of the year, are the extraordinary quantities of grain, flour, and meal, which have been imported and consumed. Distinguishing wheat and Indian-corn separately, and placing together all the inferior grains, and distinguishing flour, Indian-meal and oat-meal, separately, and putting together other kinds of meal, the following tables exhibit the exact comparison of the present year with 1845, in the quantities imported and cleared for consumption during the first nine months of the present year and 1845:—

Jan. 5 to Oct. 10.	Imported.		Duty Paid.	
	1845.	1846.	1845.	1846.
Wheat..... qrs.	367,606	1,175,058	98,983	1,667,645
Indian Corn..... "	48,521	443,012	35,983	458,165
Other Grain..... "	924,019	1,010,516	605,587	961,987
Total Quarters.....	1,340,146	2,628,586	940,553	3,267,797
Flour..... cwt.	389,300	2,526,066	378,314	2,978,766
Indian Meal..... "		102,897		100,745
Oatmeal..... "	2,779	2,559	1,935	2,164
Other Meal..... "		116		116
Total cwt.....	392,079	2,631,638	380,249	3,081,791

The grain and flour entered for consumption in the present year, and chiefly from the middle of June to the 10th of October, comprising a period of about *three months and a half*, is equal, in all, to more than 4,000,000 quarters of grain, of which 2,500,000 quarters are wheat, and 1,000,000 quarters of oats, barley, and other inferior grain, and 500,000 quarters of Indian-corn; of the latter, a large proportion must have been of European growth. It will also be observed that the quantity of grain which has been duty paid is 659,211 quarters greater than has been imported during the same period, while the flour and meal duty paid shows an excess over the quantities imported of 450,153 cwt., which additional quantities must have been supplied by the stocks in bond at the beginning of the year. Nothing is calculated to afford so striking an evidence, not only of the great exhaustion of existing stocks prior to the last harvest, but also of the unusual consumption which has been going forward for some months past, than the fact of the extraordinary quantities of foreign food which have been taken for consumption during the periods in question, not only without depressing the prices of home produce, but without being able to prevent a very considerable advance. This is the more surprising, as from the fine quality of our home-grown grain this year, and the early period when it was secured, it is generally admitted that a larger portion of the harvest of 1846 has already gone into consumption than has been the case at the same time of late years.

In all the articles known by the general description of foreign and colonial produce, such as cocoa, coffee, sugar, tea, &c., the trade of the present year exhibits also an increase upon that of 1845, but not to any very important extent. With respect to sugar, the increase is very considerable during the last three months, and has an interest in connexion with the new sugar bill, framed by the present Government at the close of the last session. Of cocoa, the importation has been less in the present year than in 1845 and 1844, while the consumption has been somewhat greater: the exports have been greater in the present year, compared with 1845, but much less than in 1844. Of coffee, the imports of the month of September, in the present year, have been large, compared with those of the same month in 1845, raising the whole of the imports of the present year to an excess of nearly 3,000,000 lbs., which, up to the 5th of September, were nearly equal. The increase has been chiefly in colonial coffee, thus:—

COFFEE IMPORTED.

Jan. 5. to Oct. 10.	1844.	1845.	1846.
Colonial..... lbs.	17,277,845	14,091,952	16,223,869
Foreign..... "	13,965,357	18,074,970	18,805,945
Total,	31,243,202	32,166,922	35,029,814

The consumption of coffee continues to show a small increase upon 1845, but only about four per cent.; while the export, though larger than in usual years, shows a great diminution upon that of 1845, which, however, was large beyond any precedent, and resulting entirely from the accidental state of the Dutch market.

Of Tea, the imports continue greatly in excess of former years. The consumption shows an increase of nearly 2,000,000 lbs.; while the re-exports show a considerable decrease. In Sugar, the effects of the late change have already been considerable, both upon the importation and consumption of foreign sugars. The supplies of West India sugar, though nearly equal in the present year to those of 1844, are very deficient compared with 1845; but from the Mauritius and the East Indies, the supplies show a steady and considerable increase. The deliveries of sugar for consumption in the month of September have been large, being no less than 665,373 cwt., or 33,238 tons; which is the largest delivery in any one month on record, and 160,000 cwt. more than was delivered in the corresponding month of 1845. The whole deliveries of the year for consumption, which on the 5th September shewed a deficiency compared with 1845 of about 27,000 cwt., when made up to the 10th October, show an excess of no less than 132,548 cwt., or 6,627 tons. The total imports and deliveries of the year will thus compare:—

	1844.	1845.	1846.
Total Imports..... cwt.	3,559,717	4,413,683	4,429,329
Total Deliveries,	3,683,200	4,740,123	4,433,228

Considering, says the *Economist*, how short a time the new sugar duties have been in operation, they must be considered as so far having answered the most sanguine expectations of their warmest supporters. For the first eight months of this year, the quantity of sugar taken for home consumption showed a great reduction when compared with 1845. In the short period that has elapsed since the new duties came into operation, not only has that deficiency been made good, but an actual increase of 6,627 tons has taken place; and we are now warranted in expecting that the whole quantity of sugar taken for consumption in 1846, will be little short of 260,000 tons; a quantity larger than in any former year,—1845 having been 241,000 tons, and the whole quantity prior to the reduction of the duty in 1845 having been 200,000 to 207,000 tons.

In the article of Spirits the effect of the reduction of duty has been felt in the strongest point of view. By the tariff of last session, says the *Economist*, the import duty upon brandy and foreign spirits was reduced from 22s. 10d. per gallon to 15s., being an apparent sacrifice of revenue, reckoned upon the consumption of 1845, of £420,826. The official accounts of the trade of the year, brought down to the 10th October, furnish us with the result of that experiment for the first six months, the duties under the new tariff having come into operation in the month of March. By the accounts now published, we find that the quantity of foreign spirits upon which duty was paid up to the 10th of October, was 1,125,791 gallons in the present year, and 801,655 gallons in the same period of 1845. If from these quantities we deduct those on which duty had been paid up to the 5th of April in each year, we shall arrive at the consumption of the six months:—

SPIRITS DUTY PAID.

To October 10,	1845.	1846.
Brandy..... gals.	788,968	1,095,068
Geneva..... "	12,637	30,713
Total,	801,605	1,125,781
Deduct quantities cleared from Jan. 5 to April 5.....	257,963	218,529
Quantity duty paid in six months, April 5 to October 10,	543,642	907,252

We have, therefore, the means of ascertaining exactly how much the revenue has really lost by this experiment, by calculating the gross amount of duty which the quantities thus consumed in each year have yielded at the respective rates:—

In 1815,—5'3 687 gals. of Spirits, at 22s. 10d. per gall., gave 620,709
In 1816,—907,252 " " at 15s. " gave 690,439

Actual gain to the revenue by a reduction of 33 p. cent. duty, £59,730

And it must be quite clear that the gain to the revenue is not confined to the mere difference of the amount of duties received. The trade and industry, promoted in a thousand ways by such an important increase in the consumption of any article, must furnish increased means to great numbers of persons, which cannot fail, in many indirect ways, further to contribute to increase the general income of the state from other sources. And, perhaps, one of the most striking facts connected with this important increase in the consumption of foreign spirits is, that it has not interfered with the gradual increase which has been going in the consumption of Colonial and home-made spirits. By accounts which we now publish, it will be seen that the quantities of rum upon which duty was paid in the two years were as follows:—

Jan. 5 to Oct. 10. 1815. 1816.
Rum, duty paid, gallons..... 1,786,648 1,815,533

In a recent number, Oct. 17, we published, says the *Economist*, an account of the quantities of British spirits which had paid duty up to the 5th of July, by which the comparison between 1816 and 1815 was as follows:—

Jan. 5 to July 5. 1815. 1816.
British Spirits charged with Excise duty, gals., 10,865,548 .. 11,277,297

Such an extraordinary result, in so short a period, leads us naturally to suspect that some other causes have been in operation to produce it, other than those which are apparent. We have, indeed, little doubt that the reduction of duty upon spirits from 22s. 10d. to 15s. per gallon has, to some considerable extent, suppressed smuggling, and abolished the practice of adulteration, to which excessive duties, in spite of the greatest watchfulness, lead, and inasmuch as such reduction has tended to these ends, it has proved as beneficial to the fair and honorable trader as to the consumers at large.

Turning from articles of general consumption to the raw material of manufactures, the accounts do not present the same flattering results. With the exception of silk, they all shew a large reduction on the quantities imported in 1815. Coexistent with this reduction in the quantity of raw material imported, there is a reduction in the exportation of manufactured goods of £2,031,161 on the year 1815. This falling off, however, is fairly ascribable to accidental causes, as the failure of crops in two successive years, the extensive construction of railways, &c. and in no way militates against that great principle on which free-trade measures have been advocated, that an increase of imports must lead to an increase of exports, and to a general increase of national industry.

MORAL AND POLITICAL EFFECTS OF STEAM.

[EXTRACT FROM A LECTURE DELIVERED BEFORE THE MERCANTILE LIBRARY ASSOCIATION.]

It is evident that this wonderful agent—the practical application of which belongs to our own times—is rapidly effecting a total change in the face of society; and that it is carrying men's minds along at almost as rapid a pace as it is carrying their bodies. The physical revolution and the moral revolution must, it seems to me, go on pretty nearly together. If the effect of this discovery and its application were merely to remove so many pounds of man or woman flesh from one place to another, quicker than could be done by the instrumentality of a mule or a donkey, something would certainly be gained. The rich tallow chandler's matrimonial incumbrance, would, in that case, be spared something of time and jolting in her periodical jaunts in search of sea-breezes and bathing; and the conveniences of physical progression would be increased in the ratio that the ape lies propped in the labours of Mr. Brunel are less than those of Mr. M'Adam. But we know very well that the end of a railroad is not the terminus where weary travellers shake themselves after their journey. It is not the baggage—rubbish and inanimate—it is the moral intelligence that runs along those slender lines of iron that gives the railroad its value, and makes it the great reforming agent of the age. Hitherto the world has been as a dark room to its inhabitants, their view extending no farther than the narrow limits within which they moved. Like Sterne's starling in the cage, they could not get out. There were no means by which they could escape from the gloomy atmosphere in which their prejudices had been fostered. To live and see, knowing and believing nothing better than what they saw around them, dark and miserable as that little frequently was, was the fate of millions. Can we wonder then that error grew so strong? Can we wonder that, brought up and kept apart, with nothing but dark tradition for their guide, God's creatures should have hated each other so cordially as they have?

It is in removing these prejudices and correcting these errors that steam promises to perform its greatest wonders: and it is from these results that the political effects of which I have spoken are to be expected. The institutions which are suited to one mode of thought—to one stage of the human mind—are not always suited to another. The despotism of a country like Russia, for instance, could only be borne by men in the first

stage of their social progress; whilst the institutions of England, on the contrary, being based on principles of freedom, and allowing full scope for the popular will to exercise itself, may safely be said to be applicable to every people and every age. The introduction of steam, then, becomes here more than a mere physical fact. The knowledge which it is the means of imparting, and which, in spite of opposition, it will impart, must exercise a powerful influence in the decision of questions of the deepest importance to mankind. It is impossible to suppose that men whose ideas have undergone such a perfect revolution in respect to time and space, will be long contented to submit to the slow, cumbersome machinery with which a despotic Government has surrounded them. The human mind is not quite so inconsistent as that. Barbarism and civilization cannot travel long side by side; either the intelligent principle will overthrow or be overthrown, and in either case there will be a struggle.

And whilst this must be the result in countries where the light of civilization has least shone, and where the materials for a better order of things are not favourable, how much more so must it be with communities disposed to receive the improvements and profit by the advanced spirit of others? Without going so far as to pretend that man is ever to become perfect, we may fairly assume that the effect of a more frequent communication between nations must be to dispel many prejudices which now exist, and the presence of which has been, and still is, most hurtful to the interests of society. Nations, indeed, have hitherto lived much too far apart for their own good. But a few years back the popular idea in England of a Frenchman was a thing that played the fiddle and danced and eat frogs; and this was a compliment which the Frenchman returned by believing just as firmly that every Englishman was a *gros milord*, who drunk himself to death with beer, or falling that, gorged himself into an apoplexy with excessive carnivorous feeding. Under this impression, both nations met and fought and cut throats for centuries. They were the two game cocks who kept the Continent of Europe in a flame, dividing the glory of battles principally between them. And so they would have gone on for ages more, had not the opportunity been afforded of discovering their error. Transported to France, the most inveterate hater of Frenchmen could not fail to perceive that there was much in which he could sympathize with that people. If he sneered at their dress as effeminate, and despised their amusements as frivolous, there were works of art and institutions of charity, and evidences of skill and ingenuity which could not fail to command his admiration and respect. In spite of all his prejudices, the truth would now and then burst upon him that mankind are not so very dissimilar as he had imagined; and that though institutions and customs may give a different direction to the genius of a people, it is still the same genius we have been all taught to respect, and which, however singular in its direction or foreign in its character, was given and should be used to the advantage of the whole human race. And the more intimate the connexion, the stronger will this feeling become,—modifying existing institutions, and making the universal world common ground for a more peaceful, more humanizing, and more Christian-like rivalry. No longer wrapping themselves up in a proud reserve, nations will learn to know and like each other better. Nor is there any fear of our national character suffering from the change. Cressy and Poitiers and Waterloo will lose none of their glory when the spirit which excited them has passed away. We shall not be less Englishmen and Scotchmen and Irishmen because we have ceased to hate Frenchmen; nor shall we be disposed to cherish our own institutions less when we have corrected them by what we conceive to be good in the institutions of others. And whilst we are not too proud to receive instruction, shall we not have a fresh field of glory reserved for us in the influence our civilization must have upon others? Is it not something to be first in the field—the first to direct thought by rapid channels, and carry to the furthestmost bounds of the earth the truths of Christianity and man's civil rights? Is it not something to have done so much to remove the physical barriers which kept out knowledge and made slaves of thought? Is it not something to destroy the effects of that impious work when men sought to reach heaven by a tower built of clay,—not of prayers? and is it presumptuous to believe that the whole human family may be once more re-united by the direction of their energies in the ways of art and science? When we reflect on what has already been done, should we be doubtful of what remains to be effected? Consider how the distant portions of the earth have been brought together, and how the pride and prejudice of nations have been humbled! Look at China, forced from her cherished isolation and conservatism. Look at Turkey, perishing as Clive and Crahan forcibly remarks, for want of Turks, and because the genius of fatalism cannot resist the onward progress of the age. Look, indeed, where you may—reason as you will—and can you refuse to acknowledge that the world has within a few years made vast progress, and is approaching—so far as our minds are permitted to judge—a higher, wiser, kinder, better standard than it has yet known?

Nor is this all. There is another, and by no means unimportant point of view in which the influence of modern science on existing institutions must be regarded. Human nature is such that the great majority of mankind, it is to be feared, are influenced as much by the fear of punishment as the hope of reward—as much by a sense of what they may suffer, as the hope of what they may gain; and on this side of the argument also does the power created by modern invention step in as a curb on men's evil wishes and passions. If steam has furnished the means of increasing the enjoyments of life, it has also furnished the means of rendering that life doubly hazardous and wretched. If it has multiplied the ability of men to help, it has also multiplied their ability to injure each other. The bane and antidote are both before us. On the one hand there is the peaceful railroad and the mail-packet—on the other the steam-gun and the war-frigate, armed with awful artillery. The same power which prints our books, and grinds our coffee, and cuts up sausage-meat, is offered as a sure means of saving us the trouble of looking for either. We may take the railroad or Captain Warner's infernal machine, and we may apply the same principle with equal success to killing men or cooking potatoes. But it is fortunate the agent is such as it is. Had the destructive power been less, the temptation to use it would

doubtless have been greater. As it is, nations shrink, and will shrink, from making the experiment. When each has it in its power to inflict such terrible injury on the other, who will assume the responsibility of commencing a struggle? I refer not now to warfare between unequal forces, but to a contest between the great monarchies of the Old World, armed with all the appliances of war, equal in skill, energies and resources. Surely where so much is at risk, we may expect something from a common feeling of instinct and prudence, as well as from moderation and reason. If it could be said of gunpowder that it was the grave of valour, how much more must it be the case with the inventions that modern science has given birth to? If we are to believe all that we hear roused for, there are no limits to the powers of destruction. Whole armies may be swept away with an invisible stroke, and the tall admiral that but a few moments since rode proudly on the deep, sink down a shattered wreck ere the eye can well trace the ruin that has been made. The stories of enchanters and goblins damned seem almost realized in the discoveries that modern science has made, and in the terrible application those discoveries have received. The sea-girt shores of England are no longer free from invasion, nor the strongest fortress or the highest tower secure against the war-impelled missile. The knowledge of this fact must render even the most reckless desirous to avoid creating grounds for quarrel; and thus from the fears, as well as from the intelligence of nations, may we hope to see a better and more rational future educed.

But whilst such are some of the results we may expect to find springing from the new direction given to man's genius, they would have but little permanent influence on society were there not a moral agent to carry them out. It would signify little that knowledge was conveyed from one country to another, and art and civilization exchanged, if the people still remained bound down by the tyranny of old institutions. The multiplication of material comforts and conveniences is, after all, as I observed before, a matter of but minor importance. What is required is, that man should bring the knowledge he has attained to bear against himself, to the extinction of old errors and the building up of better systems than he has yet enjoyed. This he can only do by union—by combining with his fellow-men against every species of abuse, whether it spring from the power of Governors or Governments, whether it be the plague spot of the individual, sin-born and demoralizing, or whether it be involved in the machinery of systems, rendered almost sacred by ages, and protected by the interests and prejudices of classes. The progress of union is as much a science now as the discovery of steam, and both must go hand in hand in working out the moral and political reformation of society. In England and Scotland we have seen this power very lately employed in effecting most important changes in the political, religious, and commercial condition of the people; and we should be doing injustice to the boasted intelligence of the nineteenth century were we to suppose that the work is going to stop there. Nor need we fear that this new discovery will be badly employed. The human mind is not so perverse as wilfully to choose a wrong direction. Give the people education and they will do well enough. If they ever throw aside the garments of humanity, and roved over the face of the earth like hideous beasts, it was because those whose duty it was to have reared them up to a knowledge of their dignity, and to have taught them their position in the State, erred, shamefully erred in their duty. The French Revolution, to which allusion has often been made, is a too painful instance of a people whom tyranny had made terrible, and union strong. Blame not the people altogether for the excesses of that period. If they erred much, they had suffered much. Pent up like wild beasts in a cage, scarcely taught to believe that they were of the same form and mould as the men who misgoverned them—now the objects of oppression, and now the instruments of oppression towards others—can you wonder that they used their power so fearfully, can you be surprised that they exercised their newly-acquired strength so wrongfully? And I would observe, moreover, that had history been as careful to note the tyrannical acts of despots as it has been to mark down the crimes of an infuriated and much-wronged people, it may be a question whether ages of oppression would not blot out the crimes of years. Let us then, I repeat, have no fear that the people will become too strong,—or that their combinations will be directed otherwise than for good. But that it will be used, and extensively used, and powerfully used, and successfully used to the pulling down of abuses, and to the improvement of the social and political fabric we may be satisfied. It is the concentrated intelligence of the age, and what shall withstand it? Already it has helped to strike the fetters from the slave—to cast down religious intolerance—to extend political right—to open the flood-gates of commerce, and as in the past so for the future its march will be a triumph. There exists not an error, however deep shrouded in the mists of antiquity—there is not a right, however sacred it may have been held—that shall not be examined by the intelligent searching of public opinion. Combination, union, strength; this is the motto of the people. It is the same spirit that fostered our trade, when it took refuge from feudal tyranny in the early Corporations—it is the same spirit that wrested the Charter of English rights from the Plantagenet on the plain of Runnymede—it is the same spirit that resisted the extravagant pretensions of a Charles and gave exile to a James—it is the spirit, in fact, of English freedom, fostered by Saxon Institutions, and to maintain which Hambrin fought and Sydney died. Socially it is the spirit which carries out great public works—makes railroads—builds up literary institutions—forms capital, and creates wealth. Simple in its operation, its power is almost unlimited. It enters into manufactures, and the world is supplied with cloth—it takes the wealth of a few men, and a bank springs into existence—it invokes the assistance of a Corn Law League, and a mighty commercial change is the consequence. But it was never so powerful—never so intellectual as now. In former ages it was too often a physical struggle which attended a great reform: but our revolutions are moral ones. The age works by the influence of mind—it has thrown aside (for ever, I trust,) the sword. Science—physical science—and moral science—these are the instruments of the age, and to these, if we will but trust to them, we may confidently look to carry us far on the way to happiness, and something (I would fain hope) on the way to heaven.

PRODUCTION AND EXPORT OF BREAD-STUFFS.

A VIEW OF THE QUANTITY OF BREAD-CORN WHICH THE UNITED STATES MAY EXPORT THIS YEAR, WITHOUT IMPAIRING THE SUPPLY NECESSARY FOR HOME CONSUMPTION.

From Hunt's Merchant's Magazine.

The astounding cry of destitution and of famine, wafted by every breeze from Europe to our shores, stirs the sympathies of every Christian heart, and turns our thoughts from the waste of war to the more benign consideration of alleviating the distress of starving multitudes. The bare idea that not only health, but life itself, is perilled, and that we may possibly see the skeletons of famine waiting, like the carcases of Jews at Jaffa, for interment, is enough to check the pride of prosperity, and restrain the cold calculations of avarice.

The alarm disclosed by the most recent accounts from Europe, seems far more general than previous advices had taught us to anticipate; and, coming so early in October, renders an investigation of the measure of our ability to supply our own, and the wants of other nations, as interesting to ourselves as to those who seek relief from our abundance;—not that we have the slightest apprehension that the unusual draft upon the products of this country will exhaust our stock, and endanger a full domestic supply for the necessary wants of the country; because we believe it will appear, upon examination, that the diversity of our products, the fertility of our soil, and the industry of our population, will furnish ample supplies beyond the claims for domestic consumption, to meet the demands which temporary insufficient agricultural products may occasion in Europe.

The Commissioners of the Patent Office, in their official reports for 1844 and 45, although they do not and cannot pretend to perfect accuracy in calculations upon a subject of so wide a scope, and of so many minute particulars, have, nevertheless, by the most indefatigable industry, in availing themselves of greater facilities than any individual or any Department of State can possess, furnished us with results of the agricultural productions of the country that approximate to accuracy, and lay the best and only satisfactory foundation for the development of our resources.

The evidence of substantial accuracy is fortified and confirmed by the fact that the two reports do not vary, in essential degree, in the amount of production, more than the change of seasons and the course of husbandry would occasion. Assuming, therefore, the average result of the two reports as the basis of inquiry, we may proceed to consider, in the first place, the aggregate amount of production as applicable in its various forms to the supply of bread; the quantity that may suffice for domestic use in the second; and the surplus stock that remains to meet the demand of foreign nations in the third.

To avoid repetition, the quantities noted in the following table will always be in bushels:—

	Prod. for 1844.	Prod. for 1845.	Av. prod. per ann. for 2 ys.
Wheat.....	95,607,000	106,548,000	101,077,500
Rye.....	26,400,000	27,175,000	26,812,500
Indian Corn....	421,353,000	417,893,000	419,920,000
Buckwheat.....	9,071,000	10,258,000	9,664,500
Barley.....	3,627,000	5,160,000	4,393,800
Oats.....	172,247,000	163,208,000	167,227,500
Rice.....	1,862,650	1,496,150	1,679,400
Potatoes.....	93,403,000	85,392,000	93,942,500
Total.....			824,717,700

Hence it appears that the gross produce of the United States, convertible into sustenance for the human family, is, per annum, 824,717,700 bushels. The most remarkable thing observable in this tabular sketch, is the fact that nearly one-half of the whole bread-stuff product of the United States is Indian corn.

Assuming the population of the United States to be twenty millions, we come now to consider the quantity of grain, or its equivalent, necessary for stock, seed, and domestic consumption.

In England the quantity of wheat necessary for home consumption is generally estimated at the rate of six bushels for each individual. In France, where animal food is less used, and bread more than in England, the consumption is far greater; and ten bushels of wheat, for the supply of each individual, is necessary. If, therefore, the consumption of wheat in the United States were equal to what it is in England, we should, instead of having any surplus for exportation, be actually 60,000,000 short for the supply of our own wants. But we shall soon see that the food of this country is spread over such a diversity of articles, and that the adaptation of soil and climate to such a result prevents, and always will prevent, the concentration of consumption upon any one product of the soil.

The export of wheat, and its equivalent in flour, in 1841, was 5,170,636 bushels—a fraction more than 5 per cent of the crop. It would appear, therefore, that, supposing the balance of the crop to have entered into domestic use, each individual consumes about four bushels and three pecks of wheat annually. If the consumption be reduced to four bushels, equal to a gross consumption of 80,000,000, we shall then have 21,077,500 surplus. Reserving 7,000,000 of this quantity for seed, we have 14,077,500 bushels of wheat, or its equivalent in flour, for exportation. This, it may be presumed, is the largest quantity that can be spared from this country, without placing the population upon short allowance.

RYE.—Rye is of small consumption in England. During a residence of thirty-eight years in that country, I have no recollection of ever seeing a loaf of rye-bread. But it is more extensively cultivated and used upon the continent. The export of rye-meal in 1845 was equal to 141,484 bushels, only. In consequence of the scarcity of grain upon the continent, an unusual demand for rye, for shipment to that quarter, has sprung up in our markets. Our average crop being 26,812,500 bushels, we may reserve 7 per cent for seed, 187,875 bushels.

For distilleries, seed, &c.....	3,187,875
For domestic use, (equal to one bushel for each person.)...	20,000,000

Total..... 23,187,875

Leaving a surplus for exportation of 3,624,625, this year, against 141,484 last year.

INDIAN CORN.—Indian corn will not be extensively used in Great Britain unless the population are compelled by the pressure of stern necessity, and then no longer than that pressure continues. The present generation will adhere to the consumption of good wheat-bread. All the north of England, and the whole of Scotland, will prefer oat to Indian meal, if wheat is denied them. The people are not accustomed to it, dislike the taste, and have no disposition to change their habits. I know the fact by my own experience. I used occasionally to import a barrel of the finest meal for my own use, and to set the cook at work to manufacture it, under my own direction; but I always found that neither my family nor domestics would condescend to partake of the festival. I had it all to myself, and exclusive enjoyment was no enjoyment at all. The English have a high opinion of its properties for pigs and poultry; and it seems a little singular, when they see its excellence for feed, that they do not extend their ideas, and by the ordinary course of reasoning, perceive that it must be equally beneficial to man. Everybody knows there is no disputing taste; and here we have it practically exemplified.

The present crisis will undoubtedly give to children a relish for the taste of Indian corn, and gradually lead on to a more extensive demand for European markets than has hitherto existed; but I much question whether the market, for some years to come, can be depended upon for the disposal of any considerable quantity beyond the necessity of the case. New tastes and new habits must be grafted upon young seedlings. They wither and perish upon old stocks.

Indian corn is pre-eminently the wheat of the Western States, and, in no small degree, of the Middle. It enters largely into the consumption of every State in the Union. The average product of 420,000,000, in round numbers, is said to be greatly enhanced by the incoming crop. Adhering, however, to our basis, I apprehend we shall not be much in error by assigning 7 per cent. for seed..... 29,400,000

Domestic consumption equal to five bushels for each individual.....	100,000,000
For feed of pigs, general stock, &c.....	200,000,000
For exportation.....	90,520,000

Total..... 419,920,000

BUCKWHEAT.—Only 14,576 bushels of buckwheat were imported into Great Britain in 1845. It is cultivated in England, occasionally, in small patches, for the food of pheasants and fancy birds, but never to any considerable extent. It is grown in all the New England States, but most extensively in the States of New York and Pennsylvania. None is grown in Maryland, Virginia, North and South Carolina, Alabama, and Louisiana. Nevertheless, we always find buckwheat flowing with the tide of emigration; and wherever a Yankee is planted, and the material can be found, there the slapjack springs up by his side. It is just as hot, and light, and beautiful, in Washington, as it is in Boston. The soul of a northern member of the national legislature would be desolate without it. If the administration desire to look within the purse, and to keep the New England delegation in good humor, they must give them plenty of hot slapjacks and molasses. The natural association of ideas carries them back to the family fireside, to wife and children, to hospitable neighbors, the village pastor, the half-protected smithery, and the old whipping-post. If that does not please them, nothing can.

RICE.—The average crop of the last two years, is 1,679,389 bushels. Exported in 1845..... 948,468 "

Leaving for home consumption..... 730,415 "

More than half the crop was exported, and the remainder will scarcely allow three pints for each person, so that no quantity beyond the usual exportation can well be spared.

POTATOES.—The potato crop is about 94,000,000 bushels, the whole of which is required for home consumption. Allowing 14,000,000 for seed, manufacturers, and stock, we shall have a residue of 80,000,000, equal to four bushels for individual uses.

BARLEY AND OATS.—Neither barley nor oats have hitherto been exported from the United States to any extent. The whole crop, therefore, of both, 4,393,800 bushels of the former, and 167,727,500 of the latter, may be converted to domestic use. Belgium being the greatest consumer of flour in proportion to the number of inhabitants, of any kingdom in Europe, it is possible that some demand for barley may arise in the markets, for shipment to that country. But we have no data by which to govern us in any calculation with respect to the quantity that may be required, and therefore leave the subject open for future estimates.

RECAPITULATION.

1. Aggregate amount of the agricultural products of the United States convertible into bread or its substitutes, upon an average of two years, 1844 and '45, 824,717,700 bushels.

2. Total amount of bread-stuffs required for home domestic consumption in the various articles enumerated:—

Wheat.....	80,000,000 bushels.
Rye.....	20,000,000 "
Indian Corn.....	100,000,000 "
Buckwheat.....	9,664,500 "
Rice.....	730,415 "
Potatoes.....	80,000,000 "

Total..... 290,394,915 "

Nearly fifteen bushels for each individual, exclusive of beans, peas, roots, fruits, and other horticultural products. This quantity, I apprehend, will suffice for the consumption of the country, especially when we take into consideration the cheapness, the universal use and vast destruction of animal food, rendered, by the habit and custom of the country, as necessary for the daily sustenance of the people as bread itself.

3. Quantity of grain used for seed, animal food, manufacturing, brewing, distilling, &c.:—

Wheat.....	7,000,000 bushels.
Rye.....	3,187,875 "
Indian Corn.....	229,000,000 "
Barley.....	4,393,800 "
Oats.....	167,727,500 "
Potatoes.....	13,942,500 "

Total..... 424,751,675 "

4. Stock remaining on hand to supply the demand of foreign nations, for the year 1846:—

Wheat.....	14,077,500 bushels.
Rye.....	3,624,625 "
Indian Corn.....	90,920,000 "
Rice.....	948,965 "

Total..... 109,571,110 "

It appears, therefore, from the result of these calculations, notwithstanding the jejune remark of that most sapient of all European journals, the London Times, that the "United States is a land of *fabulous abundance*, answering to the requirements of ordinary commerce," that, nevertheless, she actually has it in her power to extend some relief to the destitute population of England herself; nay, for aught I know, to the very editors of the Times, in the form and substance of a smoking hot johnny-cake. Indeed, we may boldly affirm, small as our surplus stock is, that all the ships in the United States, not otherwise employed, are inadequate to transport one half of it. If besieged, therefore, by hunger and famine, rather than capitulate, perhaps the British merchants will send out some of their own ships to facilitate and hasten supplies.

Total production of the United States.....bushels	824,717,700
Total bread-stuffs for home consumption.....bushels	290,394,915
Total for animal food, &c.....	424,751,675
Total for exportation.....	109,571,110
	824,717,700

TRANSPORTATION.

Upon the supposition that the whole surplus produce of bread material is shipped to Europe, 109,571,110 bushels, and that a ship of 500 tons average burthen, will carry 25,000 bushels of grain, or its equivalent in flour and meal, then we shall require for the transportation 4,382 ships of that burthen, equal to 2,191,000 tons of shipping; a demand far beyond the scope of our mercantile marine, great and flourishing as it is. The fact shows that the agricultural interest of the United States outstrips its commercial. In this extraordinary demand for shipping, co-operating with an equally extraordinary demand for agricultural produce, we recognize the unity of interest between agriculture and commerce, which cannot be separated without material detriment, nor cease to flourish in vigorous prosperity without identity of effect. It is the golden chain that binds this great family of republics one to another, and gives force, prosperity and plenty to the whole.

The sailor and the farmer plough different elements, but are reciprocally necessary to the fruition of their labours.

ENGLISH NEWS.

The steamship "Cambria," with the English mail of the 4th, has arrived since our last. She made an unusually short passage, there being only fifteen days between the latest dates at Liverpool and Montreal. The commercial intelligence is favourable.—There has been a slight advance in the grain market, and large quantities of all kinds had changed hands at what were considered steady and improving prices. Canadian and States flour, duty paid, realized an advance of 1s per barrel; and the latter in bond obtained a similar amendment. The general news is not important.—The period of Lord Elgin's departure is not annunced, but it is supposed that he would sail about the middle of this month. He is to be accompanied by Sir Benjamin D'Urban, a very gallant officer, who has been appointed Commander of the Forces. Lady Elgin will not, it is said, come out this winter, but wait to rejoin her noble husband in the spring.—The "Great Britain" has not been got off, nor is there much hope that she ever will be. A great storm has destroyed the breakwater erected to protect her, and her position has become infinitely worse.—The Republic of Cracow, whose independence was guaranteed by the Treaty of Vienna, has been formally absorbed in the Austrian empire, thus putting the last stroke to the annihilation of Polish independence.

GENERAL, PROVINCIAL, AND LOCAL INTELLIGENCE.

The Provincial newspapers are almost totally devoid of interest, and a summary of the news would be not inappropriately expressed by 0.—Under the head "First flash of the telegraph in Canada," the "Globe" gives the following, which seems to us very much like a hoax. We certainly were not aware that our Western friends were so much a-head of us in telegraph matters.—About twelve o'clock to-day the telegraph commenced its operations between Toronto and Hamilton. The communication was open to all without payment, and many messages were sent from both ends of the line. One gentleman was informed that his bill was done in Hamilton, and many complimentary communications moved to and fro with lightning speed. The office was filled with crowds, attracted by the novelty of the proceedings.—Several miles of the proposed Woodstock and Lake Erie Rail Road have been surveyed, and the surveyors report very favorably thereon.—The weather remains very fine. In Lower Canada, enough snow has fallen to make good sleighing, and the thermometer, in the day-time, has not fallen lower than 16° above zero. In the Upper Province, accounts are also favorable. At Kingston, wheels are still partially used. At Toronto, on the 19th, the steamboat "Admiral" was still running to Niagara, and was, it was believed, the only boat at that time on the Lakes.—The "Canada Gazette" of the 19th instant contains a proclamation dated 18th December, proroguing the Provincial Parliament to the 2nd February next.

PRICES CURRENT.

Montreal, Dec. 24th, 1846.

Main table of prices for various commodities including Ashes, Coffee, Flour, Grain, Iron, Soap, Spices, and Tobacco. Columns include Article Name, Price, Duties on Imports, and Duties on Exports.

FREIGHTS.

To London, Flour, 0s. 0l. a 0s. 0l.; Ashes, 4s. 0l. a 0s. 0l.; Wheat 12s. 0s. a 0s. 0l.; Liverpool, do. 0s. 0l. a 0s. 0l.; do. 4s. 0l. a 0s. 0l.; do. 12s. 0s. a 0s. 0l.; Clyde, ... do. 0s. 0l. a 0s. 0l.; do. 4s. 0l. a 0s. 0l.; do. 12s. 0s. a 0s. 0l.

EXCHANGE.

Bank, ... 60 days on London, ... 0 a 0 per cent. premium. Private, ... 90 days on do. ... 7 a 8 do. do. Bank, ... 3 days on New York, ... 1 a 0 do. do. Private, ... do do ... 1 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 with "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 tallow, shipped from United Kingdom, having been warehoused there, or on which any draw back has been received, pay only three-fifths of each part of said duty as is levied under the Imperial Act.

RECEIPTS OF PRODUCE UP TO 25TH NOVEMBER.

Table showing receipts of produce up to 25th November, categorized by commodity (Ashes, Flour, Wheat, Pork, Beef, Butter, Lard, Barley, Peas, Oats) and source (Canada Produce, United States Produce).

EXPORTS OF PRODUCE UP TO 26TH NOVEMBER.

Table showing exports of produce up to 26th November, categorized by commodity (Ashes, Flour, Wheat, Pork, Beef, Lard, Butter, Oatmeal, Peas, Barley, Oats) and destination (From Montreal, Quebec).

FORWARDING NOTICE.

1847.

ON the OPENING of the NAVIGATION, next Spring, the Undersigned will charge the following RATES OF FREIGHT between Montreal and Kingston:—

UPWARDS.

Table with 2 columns: Item and Rate. Items include Pig Iron, Brick, Coal, Salted Fish, Pitch, Tar, and Rosin, etc.

DOWNWARDS.

Table with 2 columns: Item and Rate. Items include Flour, per barrel, Pork and Beef, per barrel, etc.

Insurance, extra.

MACPHERSON, CRANE, & Co. HOOKER, HOLTON & Co. H. JONES & Co.

December 11th, 1846.

St. Lawrence & Atlantic Rail-Road.

NOTICE TO TIMBER CONTRACTORS.

TENDERS will be received at the Office of the ST. LAWRENCE AND ATLANTIC RAILROAD COMPANY, till the 9th day of JANUARY next, for the following description of TIMBER, for the superstructure of the Road from the St. Lawrence River to a point in the Township of A. C. in a distance of about 45 miles, to be delivered before the 1st of August, 1847, on the line of the Road, at such points as the Engineer shall designate, namely:—

LONGITUDINAL SILLS, Sawed, 8 by 12 inches square, in lengths of 18, 27, and 36 feet, to consist of best quality merchantable Pine or Tamarac Timber. Also, Oak or Tamarac Plank for Cross-Ties, 2 1/2 inches thick, 6 inches wide, and 8 feet long. The whole to be good sound merchantable Timber, and Plank, free from black knots, shakes, and wanes, and in no case to be Sapling Timber.

The Timber to be delivered at Points not exceeding one-fourth of a mile apart, on the following Division of the Road, viz:—

FIRST DIVISION, extending from the St. Lawrence River to the Richelieu, as before.

SECOND DIVISION, extending from the Richelieu River to the Village of St. Hyacinthe.

THIRD DIVISION, from St. Hyacinthe to the Point above mentioned in the Township of Acton.

Persons Proposing contracts.—1st, The amount and kind of Timber they will furnish. 2nd, Upon which of the above Divisions they will deliver it. 3rd, The price per running foot of Sills of each kind of Timber, 4th, The price of each Cross-Tie of Oak or Tamarac.

Persons offering to be contract for Timber or Ties who are unknown to the Engineer or to the Directors, will be required to accompany their proposals with references as to character and ability, and in all cases where a proposal shall be accepted and a Contract entered into, the Contractor will be required to give the name of reasonable persons as sureties for the faithful performance of the Contract according to the terms agreed on.

For further information, apply at the Company's Office, No. 18, Little St. James Street.

THOMAS STEERS, SECRETARY.

COMPANY'S OFFICE, 4th December, 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, from the South side of the River to a point on St. Pierre Island (the 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.

- List of names: H. STEPHENS, HUGH ALLAN, JAMES C. PIERCE, D. DAVIDSON, WILLIAM BOW, JOHN LEBLANC, Wm. LUND, J. B. SMITH, J. PROTHMAN, JOHN YOUNG, JOHN H. MILLER, L. H. HOLTON, D. J. MACDONALD, BENJ. LYMAN, R. CORSE, DAVID TORRANCE, ANDREW SHAW, JAMES GILMORE, Wm. EDWINSTONE, MOSES HAY, JOSEPH MASON, ROBERT MURRAY, G. BERTHELET, H. J. BROWN, A. J. BROWN, B. HART, JOSEPH ROBERTZ, A. M. DILLON, W. BRADSHAW, W. C. MURPHY, JOHN J. BAY, GEO. LEBLANC, Junr.

Montreal, September 14, 1846

NOTICE.

AFTER the closing of the LACHINE CANAL, the Subscribers will load and Deliver the Carriage of their Craft at Lachine, subject to the same Rates of Freight to that place as are now charged to Montreal.

MACPHERSON, CRANE & Co. HOOKER, HOLTON & Co. H. JONES & Co. B. U. INNES, Agent Quebec Forwarding Co.

Montreal, November 10, 1846.

ST. LAWRENCE AND ATLANTIC RAILROAD.

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 Subscribers for Shares of Stock conditional upon that resolve (those not subsequent to the 30th ultimo) have become absolute, the said Stockholders are requested to PAY the DUES AND INSTALLMENT of 2 1/2 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.

NOTICE IS HEREBY GIVEN that application will be made by the COMPANY of PROPRIETORS of the CHAMPLAIN and ST. LAWRENCE RAILROAD, at the next Session of the Provincial Parliament, for an Act to amend and extend certain provisions of the Act 2 Wm. 4th, chapter 54, entitled "An Act for making a Railroad from Lake Champlain to the River St. Lawrence," and particularly the provisions of the 6th Section of the said Act, so as to authorize the said Company to extend and construct a Branch of the Champlain and the St. Lawrence Railroad from some point on the present line of the same, west of the River commonly called La Petite Riviere de Montreal, in as direct a line as may be found practicable to any point upon the River St. Lawrence at which a Bridge shall be constructed under the authority of any Act to be passed by the Legislature over the said River to communicate with the City of Montreal, and also to empower the said Company to enter their said Branch Railroad over such Bridge and thence to the City of Montreal, upon such terms and conditions as shall be fixed by the Legislature.

JOHN C. MILLS, Chairman. WM. B. LINDSAY, Commissioner.

Rail-Road Office, Montreal, November 2, 1846.

NOTICE.

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

Table with 2 columns: Item and Rate. Items include Flour, 3 0 per barrel; Pork, 4 6 per barrel; Ashes, 7 6 per barrel; Wheat, 0 10 1/2 per 60 lbs.

And other articles in proportion.

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

H. JONES & Co. R. U. INNES, Agent for the Quebec Forwarding Co. MACPHERSON, CRANE & Co. HOOKER, HOLTON & Co.

Montreal, Nov. 14, 1846.

NOTICE.

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

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

HARRISON STEPHENS, JOHN YOUNG, ROMEO H. STEPHENS.

Montreal 31st August, 1846.

NOTICE.

THE BUSINESS heretofore carried on by Messrs HARRISON STEPHENS, JOHN YOUNG, and ROMEO H. STEPHENS, will be CONTINUED by the Subscribers, under the Firm of STEPHENS, YOUNG & Co.

JOHN YOUNG, BENJAMIN HOLMES.

Montreal, 31st August, 1846

FOR SALE.

TEAS Twinkay, Young, Hyson, Gunpowde and Souchong, in boxes, Molasses, Whisky, Martell's Cognac Brandy, Sherry, Malaga Wine, Refined and Raw Lard, Olive Oil, English Glue, Plug Tobacco, Pimento, and Pepper.

Patent Sperm Candles, from the Manufacturer. STEPHENS, YOUNG & Co. 20th August, 1846.

"CANADA" WINDOW GLASS.

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

EDWIN ATWATER, 193, St. PAUL STREET

2nd May, 1846.

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

THE Subscribers have constantly on hand:— FLOUR, INDIAN MEAL, CORN MEAL, RYE FLOUR, CHEESE, SALMON, 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 & St. Gill Streets.

NOW OPENING, AND FOR SALE

ONE Thousand Pieces ALFACA LUSTRES, 2500 Pieces 3-4 and 6-4 Plain and Twilled CASHMERE, 1500 Boxes Black and Colored ORLEANS, 500 Pieces CATALPA PLAINS, 1000 Pieces WINNIE BONAET RIBBONS.

ALISON & CO. August 28.

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.

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

BIRMINGHAM AGENCY.

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

WILLIAM HEDGE. Montreal, 26th May, 1846.

GLOBE INSURANCE CO. OF LONDON

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

No Entrance Money or Admission Fees required from persons effecting Life Insurances. 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 upon with the parties interested, should they be desirous of surrendering them to the Company.

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

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

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

JOHN LEEMING, AUCTIONEER, BROKER, COMMISSION AND GENERAL AGENT St. Francis Xavier Street, Montreal.

C. J. DUNLOP, BROKER IN PRODUCE, BILLS OF EXCHANGE, &c No. 3, St. Saccament 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 particular advertise by the year, or for a considerable time.

Office.—No. 3, St. Saccament 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.