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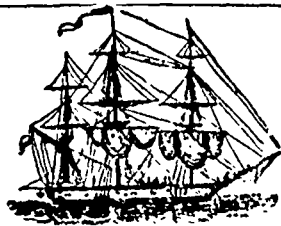
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 13TH JUNE, 1846.

[No. 7.

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 13TH JUNE, 1846.

AGRICULTURAL PROTECTION.

We are sensible that by our repeated discussion of certain topics connected with Free Trade, we lay ourselves open to the charge of not sufficiently catering for the varied tastes of our readers; but there are, in fact, some fallacies which obtain such general credence that they can only be eradicated from men's minds by their reiterated investigation.

Of all the erroneous opinions which prevail in relation to our fiscal system, we know of none so pernicious in character, or so indefensible in principle, as those which relate to Protection to Agriculture, as it is designated, since we defy the most strenuous advocates of the agriculturalist to assign any reason why this particular branch of industry,—important though it doubtless is—should be fostered and encouraged at the expense of others.

It is true, that at one time the opinion prevailed, and became the foundation of what in political economy is styled "the agricultural system," that the earth is the only true source of riches, since she alone produces a quantity superior to that which is consumed to operate a re-production. Thus, a grain of wheat, or a seed of any other plant, is sown, and the produce is perhaps an increase of fifty or a hundred fold; whereas manufactures merely modify the forms of agricultural productions, and commerce merely transports commodities from one place to another, but neither furnishes any addition to their quantity. Hence the division of mankind into the classes of productive and non-productive—the former, the agriculturist; the latter, the manufacturer and the merchant.

It may be considered hardly necessary here to refute the error in the above classification. "The labourer," say the sticklets for agriculture in preference to manufactures or commerce, "who, in consuming one bushel of wheat, produces five, furnishes an amount of real wealth in the four bushels beyond his consumption; whilst the artizan and the merchant produce nothing, the value which their labour adds to the material which they transform or transport being simply the value of the materials which they consume during their labour."—What is this but to say that riches consist alone in matter, without reference to its purposes? Now matter does not possess value simply as matter, but because it possesses utility; and if it can alone become useful through labour, that labour is as essential an element of its value as matter itself. In their natural state, very few agricultural productions possess utility: it is the labour which is bestowed on them which gives them their value. Thus, wheat is not itself wealth, but because it may be made into bread, and so become an article of food: flax or cotton wool are not in themselves wealth, but because they may be manufactured into cloth, and so become articles of clothing. It is the labour bestowed on them which gives them their utility and real value.

But, in fact, there is a fundamental error in this dogma of the agricultural system, that agriculture is productive, and manufactures and commerce non-productive. This error is ably exposed in Say's "Treatise on Political Economy." He observes—

"The mass of materials out of which this globe is composed, is never either increased or diminished; there is neither lost nor created a single atom. I sow a grain of wheat: it produces twenty, it is true, but it does not derive them from nothing: it determines an operation of nature, by which different substances, hitherto diffused through earth, water, and air, are changed into grains of wheat. These different substances, so long as they are separated, are of no value, but acquire value on becoming grains of wheat."

Thus agricultural labour, like that employed in manufactures or commerce, is only employed in educing from matter, utility or value; and hence any preference of the agricultural over the manufacturing or the mercantile class, is unjust, and contrary to sound principles.

But is there any circumstance, indigenous to this country, or growing out of its political or social relations, that justifies this agricultural protection? Protection to any branch of agriculture, manufactures, or commerce, involving as it does the manifest injustice of taxing one class of a community for the support of another, can only be vindicated under the plea that the interest, so to be protected, labours under some temporary disadvantage, which can only be combated by such protection. We designedly say *temporary*, because if the disadvantage be permanent, it is contrary to the maxims of sound policy, that encouragement should be afforded by the state to any branch of industry, which, instead of adding to the sum of national wealth, will detract from it.

Now we put it to the agriculturists of Canada themselves to shew what grounds they have to ask for national assistance, and to assign a reason why they are unable to compete with their neighbours across the lines. Are the lands on the Canadian side less fertile than those on the United States side of the Upper Lakes? Are the lands of Canada subject to imposts from which those of the United States are exempt? Are our Customs duties on imports, and our local taxes, more onerous than theirs? By what, then, is the plea of protection against the United States farmer supported?

We have certainly heard a most singular reason, if we must dignify it by that appellation, assigned, and that by our Legislative Assembly, forsooth, that our agriculturists demand it, "as a counter-protection to the duties levied in the United States" on Canadian produce! Now this is manifestly absurd as an argument, because, if we can supply our neighbours so cheap as to make it on their part an act of necessity to lay heavy imposts on our products in their markets, it is evidently unnecessary for us to guard against their goods coming here to interfere with our agriculturists: if, on the other hand, the United States farmer can produce cheaper than the Canadian, the duties in the United States are a mere *brutum fulmen*, nugatory in their character, and of course requiring no counteracting legislation. The truth manifestly is, that this war of tariffs is injurious to the interests of both countries, because it tends to frustrate the bounties of Providence, by imposing impediments in the way of the people, to prevent their drawing their supplies of the necessaries of life from the cheapest markets.

In a former number we pointed out pretty fully the evils which have resulted from the imposition of the duties on Wheat and Flour, a measure which could only be justified by the inducement which was held out to us of an advantage in the British market, consequent on it. That advantage being about to be withdrawn, we sincerely hope that, next session of our Parliament, the impost will also, as well as all the other extravagant and absurd duties levied under our Agricultural Protection Act. But while we express this hope, we cannot do so with confidence, since the majority of our legislators appear to be led astray by this *ignis fatuus* of Agricultural Protection; and whilst the statesmen of the mother country are directing all their efforts to loose the bonds, and throw off the shackles, which have weighed down the labours of every class, whether agricultural, manufacturing, or mercantile,—our legislators appear wholly bent on riveting the chains which bind us. From those legislative halls, to which we ought to look with confidence and respect, we have heard doctrines propounded which might have passed unquestioned in the darkness of ages gone by, but which are altogether unfit for the spirit of the present day. An honourable gentleman, let us charitably hope through ignorance, is reported to have designated as "*maniacs*," those persons, amongst whom we class ourselves, who see the necessity of a change in the commercial policy of the country, to meet the change in her position consequent on the passing of the Free-Trade measures in England. It may suit the interests of our statesmen, too much occupied with the party politics of the day, and the struggles for power and place, to postpone to the last moment the consideration of those vital questions which will shortly be forced upon them; but we warn them, that a crisis is approaching, which will awake them from their lethargy, and require all their energy and talent to meet.

THE ST. LAWRENCE NAVIGATION.

Our attention is recalled to the important subject of our foreign and inland carrying trade, by the recurrence of an exorbitantly high rate of foreign freights, and also by the prospect of an effectual check being ultimately established by the American bonding system. When it is recollected that the present cost of carrying a barrel of flour from Toronto to Liverpool amounts to 7s. 6d. sterling, or more than one third of its entire value, and that, late in the season, even this high rate is likely to be exceeded, the advantage of such a check being put to excessive rates must be apparent to our agricultural friends. Every shilling added to the freight of flour is so much taken from the value of their produce; and of course every shilling of reduction obtained by the facilities now afforded, of passing that produce in bond through the States, is a clear gain to them. We are well aware that, so soon as the reduction of duties in Britain takes place, the Western merchants will not be slow to avail themselves of the New-York route; but we do not apprehend any evil consequences to the colony from their doing so. The immediate result will be a decline in the rates of inland transportation, and sea-going freight, on the St. Lawrence line of navigation, and that to one extent sufficient to attract in this direction cargoes enough for a large amount of tonnage; and it will be strange indeed, if during the three years' continuance of the 4s. duty, we do not retain the whole of the carrying trade *outwards* in its present channel. The moderating effects of the American bonding system will certainly be experienced in a reduced, though remunerating, rate of freights, and we congratulate the millers and farmers of Canada on this important point being gained.

The termination, however, of the proposed three years of protection, will bring about a new order of things. Then, and not till then, will the comparative merits of the New-York and St. Lawrence routes be fully tested, the value of our great lines of internal conveyance ascertained, and the destinies of our commercial cities fixed. In the struggle which will assuredly arise, we foresee much advantage to the staple interests of Canada. So nicely will the advantages of both routes be balanced, and so vigorous we apprehend will be the competition, that, we have good reason to anticipate such a reduction in the charge of conveying produce from the interior of Canada to England, as will go far to compensate the loss of English protection, and enable us to triumph in a competition with other foreign markets. It is true that the merchants of the Lower Province, and more especially of Montreal, have something to fear in the diversion of the carrying trade to, what may turn out to be, a better channel; but we are not among those who entertain much fear of loss on this score. We cannot join in the cry to impose a tax on the English labourer for the sake of forcing our produce by the route of the St. Lawrence; neither do we fear that our direct export trade will be lost when it ceases to be protected.

We confess that it is no easy task at present to set forth reasons for this belief which will satisfy every one. Any inquiry, however, which is calculated to throw light on the question, cannot fail to interest our readers, and we shall proceed to make some calculations on the cost of forwarding, and observations on the nature of our navigation, which may at least assist our readers in coming to a conclusion, whether favourable or adverse. We must, however, guard against too rigorous a criticism, by stating, that our figures can only be regarded as close approximations to the truth, and that we do not vouch for *absolute*, though we claim the merit of *substantial*, accuracy.

We shall limit our attention in the present number to a comparison of the expense of voyages from a British port to Montreal and New York respectively. The latter possesses advantages both natural and acquired to the level of which we can never expect to rise, and the question that we propose consequently takes the form of a required by this admission. How much must the rate of freights between Montreal and Britain necessarily exceed the rate of freights between New-York and Britain? We do not wish to rest the answer to this enquiry on merely general grounds, and the only satisfactory solution we can give is to be found in a detailed estimate of certain charges which vary in these two trades. Those which are the same in both, we do not advert to, as they do not affect the result of our calculation. It must be premised that the Canada trade is necessarily a spring and fall trade. It cannot be done in mid-summer, and the early part of autumn: because, in the first instance, if spring shipments were delayed the advantage of the English markets would be in part lost, and an additional risk incurred from the heat of the weather; in the second, the fall shipments cannot be got off very early, because produce of the new crop does not reach Montreal to any great extent till October and November. Estimating the charges of spring and fall voyages to Montreal separately, we therefore take the early spring voyages, and the average fall voyages as to season, say those of the middle and end of October. The example selected is a ship of 520 tons register, built for the trade.

Spring voyage, Liverpool to Montreal and back, present charges.

| | | | |
|---|------|----|----|
| Insurance on hull, spars, &c., going and returning, of a ship of 520 tons valued at £15, £7,800 at 3½ per cent. | £273 | 0 | 0 |
| Insurance on freight list outwards, £1000 at 1½ do. | 15 | 0 | 0 |
| Do. do. home-wards, £1000 at 1 do. | 10 | 0 | 0 |
| Pilotage below Quebec, upwards, 15½ feet draught, | 13 | 0 | 0 |
| Do. do. downwards, 16½ do. | 12 | 6 | 11 |
| Do. above Quebec, upwards, 15½ do. | 8 | 9 | 0 |
| Do. do. downwards, 16½ do. | 5 | 7 | 6 |
| Towage from Quebec to Montreal, | 91 | 5 | 0 |
| Do. Montreal to Quebec, | 52 | 10 | 0 |

£480 18 5

Spring voyage from New-York to Liverpool, and back.

| | | | |
|---|----|---|---|
| Insurance on ship of same size, £7,800 at 40s. per cent, £156 | 0 | 0 | |
| Do. on freight list outwards, £900 at 25s. p. cent, | 11 | 5 | 0 |
| Do. do. home-wards, £550 at 17s. 6d. do. | 7 | 8 | 9 |
| Pilotage, about | 10 | 0 | 0 |
| Towage, occasional, | 15 | 0 | 0 |

£199 13 9

Net cost of Montreal over New-York voyage, . . . £281 4 8

Fall voyage, Liverpool to Montreal, and back.

| | | | |
|--|------|----|---|
| Insurance on ship out and home, at 6 p. cent on £7,800, £468 | 0 | 0 | |
| Do. freight list out, £1000, 1½ per cent, | 15 | 0 | 0 |
| Do. do. home, £1,000, 3½ per cent, | 42 | 0 | 0 |
| Pilotage, as before, | 38 | 19 | 5 |
| Towage in full, | £143 | 15 | 0 |

Add lighterage, less allowance for towage saved thereby, 60 0 0

203 15 0

£767 14 5

Fall voyage from Liverpool to New-York, and back.

| | | | |
|--|----|----|---|
| Insurance on ship out and home, £7,800 at 50s. p. cent, £195 | 0 | 0 | |
| Do. on freight list out, £900 at 30s. per cent, | 13 | 10 | 0 |
| Do. on do. home, £900 at 20s. per cent, | 9 | 0 | 0 |
| Pilotage and towage, as before, | 25 | 0 | 0 |

£242 10 0

Net cost of Montreal over New-York voyage, . . . £525 4 5

It thus appears that the voyage to Montreal considerably exceeds that to New York in actual expense, especially in the fall, and we do not believe that any reduction of the balance against us can ever be made, except in the item of towage, which we are sure will be reduced, as one of the consequences of the completion of our great inland improvements.

On the other hand, it may be said that we have left out of the reckoning several drawbacks to the Montreal trade. There is first the assertion that extra men are required in the Montreal over the New-York trade. This we do not believe. Extra men may be employed; but to navigate a ship effectually across the Atlantic, to overcome the difficulties of the English channel, and encounter the storms of the Atlantic, requires as efficient a crew as to navigate the St. Lawrence and its gulf, except in the end of November and later, which part of the season we exclude from our calculation. The tonnage of ships employed in the New-York trade, it is said, is greater, and the advantage is thus secured to them. No doubt a few very large ships are found in that trade, but the average size of regular traders is not so much greater than that of our own as to exclude competition, and by sending our large barges to Quebec we can have our flour shipped in vessels as large as the largest of the New-York leviathans. Again, the loss of time in the winter is alleged as an objection to this trade; but as the loss is almost entirely a mere loss of interest on the capital invested, it can but slightly affect the calculation of the cost of carrying a barrel of flour; and we do not see what is to prevent our traders from making a winter voyage to some of the United States ports. The fact of one of our traders having made a winter voyage last season to Demerara (a much longer voyage), is a sufficient proof of what they might do if they were compelled to work at lower rates.

Having thus ascertained as nearly as possible the difference in the general expenditure of the two voyages, we shall now endeavour to distribute the extra cost on Montreal cargoes, so as to show the extent to which the freight of certain descriptions of produce is thereby affected. The first difficulty that meets us in this attempt is derived from the uncertainty, whether, after the rates of inland conveyance through Canada are reduced, any part of the saving can be laid on the outward cargoes of ships arriving from Great Britain. So long as the differential duties operate against the transmission of British goods through the States, we believe the whole or nearly the whole of the extra cost of the voyages might be laid on outward freights. We cannot, however, reason on the assumption of their permanence. We shall, therefore, apportion to the outward cargo, only a small part of the sum to be

disposed of, and when the great facilities that will be secured for transshipping heavy merchandise by the St. Lawrence are taken into account, we believe this part of our estimate will not be questioned, even supposing the abolition of the discriminating duties. The balance against Montreal, it has been shown, amounts on the spring voyage to £281 4s. 8d. Allow that £100 of the sum is borne by charging higher rates of freight on some of the heavier kinds of goods imported into Canada, and a balance of £181 4s. 8d. remains to be distributed over the produce exported. The ship we have selected as an example, carries like most of our traders, rather over 10½ barrels to the ton register, or 3500 barrels as her complement; or taking part wheat, a cargo of 1000 quarters of wheat and 4000 barrels of flour. Entire cargoes of flour are seldom shipped, and as our advantages in taking wheat from the interior are greater as compared with the Erie line, in proportion than in the carrying of flour, owing to the saving of double transshipment, we assign a corresponding proportion of the charge for freight, to that part of the cargo. We believe that, although we charge 2d. per bushel or 1s. 4d. per quarter more than the New York rate, we shall still have the carrying of our own wheat, and of part of the United States growth. The balance of £181 4s. 8d. referred to is thus made up:—

| | |
|-----------------------------------|-----------|
| 1000 quarters, at 1s. 4d. | £ 66 13 4 |
| 4000 barrels, at 6½d. | 114 11 4 |
| | £181 4 8 |

These may be deemed the essential differences in cost, that must always render our foreign freights higher than those of New York; but we do not see any reason why our rates should exceed the essential difference of expense we have thus indicated, adding ¼ per cent. for extra cost of insurance on the produce.

With regard to the fall trade, we are at much greater disadvantage. But as this arises entirely from the enhanced rates of insurance then current, it applies only to the latest part of that season. It does not apply to any produce shipped up to the middle of October, and much of the new crop might be shipped before this time if proper exertion were used. We know that one great part of the advantage to be derived from the completion of our magnificent chain of canals—will be, that a great saving of time on the voyage from the interior, and of the whole of the time now lost by transshipment at Kingston, will be effected. The early harvests of Ohio and our south-western districts will arrive at Montreal, and in fact our whole fall business will be transacted, at least two weeks earlier. This is a great saving at that season, and its effect will be to extend the cheap export freights of summer over a considerable part of the fall shipments to which they cannot now be applied.

We despair, however, of overcoming the disadvantage we labour under at that later period of the season to which our second estimate refers. Making the same allowance for additional outward freight, we find the balance against us, in the case supposed, to be £425 4s. 5d., which we must assign as follows:

| | |
|--|------|
| 1000 quarters of grain, at 3s. | £150 |
| 4000 brls. of flour, at 1s. 4½d. | 275 |
| | £425 |

Adding the extra cost of insurance, the excess of the cost of conveyance over the New-York rates must be at least 4s. 6d. per quarter for wheat, and 2s. 6d. per barrel for flour. These weighty charges arising from unalterable circumstances in our climate and geographical position, can only, we apprehend, be combated by the construction of the projected railroad to Portland.

We have pointed out, in a late number of this paper, the great advantages which this new means of exportation would give us in the close of the season, and must content ourselves with referring to that article.

If it should happen, however, that the Portland railroad is abandoned, what man of sense will, on that account, deny the advantage of saving 10 per cent. on the whole value of our exported surplus, by sending it through the cheapest lines of conveyance to England, wherever they may be. It is one of the first principles of our economical creed that trade should never be forced into any particular channels at the public cost, and from the advocacy of this principle, in whatever way its operation may affect particular localities, we shall never flinch. The general welfare of the community demands that all monopolies of this kind should cease.

We shall resume this subject in our next number, with special reference to the improvements in our inland navigation.

FREE TRADE AND THE PRESS.

We referred in our last number to the attention the proceedings of the Free Trade party in this colony are attracting at home, and to the notices which have appeared in the leading English newspapers respecting them. To the articles of the *Manchester Guardian*, which we insert, we might add the remarks of the *London Times* of the 9th and 15th ultimo, were not our space already so much occupied with other matter. Some extracts, however, from these articles will serve to show what are the feelings of the great journal of the day on the subject of Colonial protection.

In the *Times* of the 9th ult. we have an extract from the Address of the Montreal Free Trade Association, which is referred to as evidence that the extravagant prophesying of Lord George Bentinck and his Protectionist friends (including, of course, Mr. Isaac Buchanan) is not by any means likely to be fulfilled, and that the "experiment" of Free Trade does not necessarily lead to the loss of the Colonies.

On the 15th, the debate in the Assembly on the Ministerial proposition, to allow United States flour to pass through the province in bond, had reached England, and was received as further proof of the views and feelings of the colonists on the subject of Free Trade. "The change," says the *Times*, in an article inserted the same day, "is foreseen: its consequences are acknowledged: a protection is to be withdrawn—a system is to be abandoned: some real but contracted advantages are to be lost; and what say the intelligent and leading men of the Assembly—what does the voice of the Assembly itself pronounce by its majority? Is it dejected? Do they despond? No; they are prepared for the worst that change can produce."

As we observed last week, we devoutly wish that this were strictly true. Not that the inference is altogether a forced inference. By no means. The change is foreseen, and its consequences acknowledged; but it is hard to relinquish an old system under which, with all its disadvantages, the colony has managed to grow up, for one which (in so far as the colonies are concerned) is untried. Hence it is that there is an absence of that spirit and courage of which the *Times* speaks as though we possessed them. We do, as yet, (and it cannot be wondered at) lack the veritable and substantial protection which is to be found in a reliance on our own resources, and which is truly described as "being worth all the Acts and all the systems which have complicated the relations of Colonies with the mother countries from the discovery of America to the present time."

The *Times* concludes its article by showing the operation of the new system as regards ourselves:—"The Colonies will be thrown on their own resources. They will be free to buy and sell as they choose. Nor do we fear that such a change will affect their prosperity or their loyalty. They ask, fairly enough, to be treated with impartiality. If they forego the advantages, let them be freed from the restrictions, of the British connexion. As for our merchants and manufacturers, we have no fears for them. They are only desirous of fair play and open markets. The petty privileges of provinces they are too aspiring not to despise. They are ready to meet the competition of the world. The greater prosperity—freedom—wealth and taste for luxury every nation enjoys, the better for them. Diffuse taste, multiply enjoyments, raise the standard of subsistence, and you give an impetus to their energy—an augmentation to their produce. Whatever changes the course of events may bring about, the British trader will still be welcomed in her wonted ports: the flag of commerce will still float where that of empire has ceased to wave; and, under every form of government, in every vicissitude of policy, the broadcloths of Bradford, the hardware of Sheffield or Birmingham, the manufactures of the West of England, will perpetuate the intercourse of states more firmly and lastingly than protective tariffs and navigation laws."

What such is the tone of the British press, the Colonial journalist is gradually advancing in the same direction. A portion (and by no means the least talented and influential) are decidedly of opinion that Canada can maintain herself without injury to the "connexion," though Free Trade may prevail; and of the other portion, we can scarcely find one prepared to endorse the extravagant statements which have been made by certain parties at home. The *Montreal Herald* (by no means a Free Trade advocate) expresses, in a recent number, what we believe to be the opinions of the great majority of the inhabitants on this subject. The writer has been referring to the recent debate in the House of Commons on Lord George Bentinck's motion respecting the Colonies, and after ably exposing the selfish motives which, it is to be feared, actuated both mover and second, proceeds to observe:—

"It is, at least, satisfactory that the Report of the debate above alluded to, reached us in time to allow an expression of the opinion of the representatives of the people. Those who take an interest in the concerns of Canada—and there are many at home who do so—will now see exactly what is the public feeling here. They will see, that we do desire protection for our industry without being traitors—that we can understand the necessity of following the spirit of the age, without being so foolish as not to see that that necessity involves great loss of existing advantages in our own case; or so inconsistent as to try to act on the removal of what we have long considered our greatest good. We submit to these "paramount" considerations which Mr. Gladstone alludes to in his despatch on this subject, not only because we are unable to oppose them, but because we cheerfully acquiesce in the propriety of regarding them as "paramount." While we do so, however, we expect a just return for that which we give up, and if the same benefits cannot be accorded in the same way as heretofore, we look to have them replaced by such others as circumstances may admit of. We expect to have the same advantages for our commerce, which the Mother Country now claims for hers, and if she cannot give us an equivalent for the favourable terms on which we receive her goods, we regard it as a mere act of justice, that she should allow us to purchase wherever our interest prompts us."

With this feeling in our favour, we cannot bring ourselves to entertain a fear that Canada will pass safely through the ordeal, and that at the termination of the three years which are to leave us without protection, we shall be prepared to run a race of competition with other countries, and enter on a much wider commercial field than we could ever be enabled to do under our present system.

THE PROTECTIONISTS AND THE COLONIES.

(From the Manchester Guardian.)

As the success of the Corn Law becomes more and more certain all parties turn their attention to the discussion upon the New Tariff Bill which must immediately succeed the Corn Bill. Canada and Canadian interests seem the chosen ground on which this battle is to be fought. Lord George Bentinck, and his able colleagues in opposition, Mr. D'Israeli, and Mr. Peter Borthwick, have done their best in Parliament to prepare for the onslaught; while their untiring ally out of doors, Mr. Isaac Buchanan, by means of slips from the *Scottish Reformers' Gazette*, continues to inundate the country with the most extraordinary trades against free-trade. The last production of this persevering gentleman, which has reached us, is a letter addressed to the Vice-President of the Board of Trade, at Hamilton, in Upper Canada. We have carefully perused this letter, in the hope of discovering some argument or fact, which would either defend the views of his party, or call from us a refutation. The document presents neither the one nor the other. There are two things, and only two, which we can distinctly draw from it: the one, an assertion, which, from its frequent repetition by this gentleman, we must suppose he, at least, believes; the other, a plain and welcome fact. The first is, that the free-trade apostacies of this country will be punished by the loss of its American colonies. In this gentleman's first letters, this was put forward guardedly, as a consequence to be feared; but, gradually, he has become stronger and stronger in the assertion, till at last he speaks of it as he would of the sun rising on the morrow—as a matter of unquestionable and admitted occurrence. He speaks of the time "when Canada is lost to the empire," as other men speak of the arrival of Christmas. The fact which Mr. Buchanan tells us in this letter is, that "the United States Transit Bill, allowing Upper Canada to send her flour to England, via New York, in bond, is an immense boon to you. You will save a dollar per barrel of the immense expense of transport hitherto incurred via Montreal." But, unhappily, a protectionist never recognises a boon to one interest, that is not a curse to some other. He has no conception of that great principle which unites all interests in one and the same wise and just course. Mr. Buchanan describes the new privilege given to the Canadian farmer, by securing a direct and cheaper transit for his flour, and justly describes it so, "as a great boon." But what are the next words? "This is a great blow to English shipping." Now, really, we must, in the name of the British shipowner, who has proved himself capable of withstanding all competition, protest against this inference which is constantly put forth by Mr. Buchanan's class, that he can only prosper by means which are alike disadvantageous to the great mass of consumers at home, and to the producers in the colonies.

But Mr. Buchanan's reiterated calls upon the Canadian colonies to revolt, are answered somewhat in the same spirit as the Duke of Richmond is answered by the farmers of England, when he calls for a panic. The accounts received from Canada this week, exhibit as little symptom of revolt as does the increasing competition to take farms at home, shew the existence of panic. The protectionists call equally in vain to the timber dealers in Canada, and to the wheat growers in England, for a sign. They are answered only by a more than usual contentment and satisfaction with the policy of the Government. This may be provoking; but it is one of the sad mortifications to which patriots like Mr. Buchanan must be ever exposed, that men will not lash themselves into a rage at the bidding of any one, when they are prosperous and successful.

Nor can it be a matter of surprise that this new ground chosen by Lord George Bentinck should prove as unprofitable as those from which he has already been obliged to retreat. If there is one branch of British commerce or colonial industry which has been more benefited than another by the free-trade policy of Sir Robert Peel, it has been the timber trade of Canada. In this case, it is not by any mere inference, gathered from the general statistics of the country, that we trace the benefits of our commercial and fiscal reforms. They are striking and palpable facts, easily recognized by every person directly or indirectly interested in the timber trade, from the back-woodsman to the merchant in London or Liverpool. The benefit to Canada has been a distinct and undeniable reality. In 1842, the duty upon Canada timber was reduced from ten shillings to one shilling the load. At the same time the duty upon foreign timber was reduced from fifty-five shillings to twenty-five shillings the load. As the law stood formerly, colonial timber had the apparent advantage of a differential duty in its favour of no less than forty-five shillings the load. As the law was then altered that advantage was reduced, under the new scale of duties, to twenty-four shillings the load. As usual, it was then foretold that Canada would be ruined—that the measure would be fatal to our timber trade. What has been the result? Our foreign timber trade has, no doubt, greatly increased, as must have been expected. But has the colonial trade been injured? On the contrary, the increase under the modified protective duty of 1842 has been even greater in the trade in colonial timber than in foreign timber. Let the facts speak for themselves. The following account shews the quantities of timber entered for consumption in each year since 1841, embracing, therefore, one entire year, under the old scale of duties, when no suspicion existed as to any change:—

COLONIAL TIMBER.

| | Sawn | | Hewn | |
|-----------|----------------|-----------------|-----------------|-----------------|
| | By Tale. | By Measurement. | By Measurement. | By Measurement. |
| | Gt. Head logs. | Loads. | Number. | Loads. |
| 1841..... | 59,594 | 2 | 7,546 | 619,557 |
| 1842..... | 15,131 | 170,783 | 1,853 | 419,979 |
| 1843..... | — | 217,366 | — | 605,924 |
| 1844..... | — | 318,194 | — | 551,934 |
| 1845..... | — | 498,591 | — | 797,490 |

FOREIGN TIMBER.

| | Sawn | | Hewn | |
|-----------|----------------|-----------------|-----------------|-----------------|
| | By Tale. | By Measurement. | By Measurement. | By Measurement. |
| | Gt. Head logs. | Loads. | Number. | Loads. |
| 1841..... | 37,479 | 2,525 | 11,375 | 131,165 |
| 1842..... | 27,079 | 57,784 | 5,032 | 108,788 |
| 1843..... | 164 | 229,022 | — | 121,519 |
| 1844..... | 979 | 321,430 | — | 282,208 |
| 1845..... | 261 | 342,965 | — | 222,028 |

A glance at these returns will at once show how much more the import of colonial timber has increased, during the period in question, than even that of foreign timber. Nor has the change been less beneficial to our colonial shipping trade. The following is a statement shewing the amount of British tonnage engaged in the timber trade, in each year, since 1839,—distinguishing those employed in buying cargoes from the American colonies and foreign countries:—

| | Tonnage from | | Total. |
|-----------|--------------------|-----------------------|-----------|
| | American Colonies. | From other countries. | |
| | Tons. | Tons. | |
| 1839..... | 657,375 | 164,774 | 822,151 |
| 1840..... | 740,771 | 152,981 | 893,752 |
| 1841..... | 854,430 | 109,806 | 964,236 |
| 1842..... | 466,029 | 97,653 | 563,682 |
| 1843..... | 690,418 | 129,658 | 819,076 |
| 1844..... | 724,102 | 145,094 | 869,196 |
| 1845..... | 965,867 | 149,000 | 1,114,867 |

We thus find, that notwithstanding the prognostications of ruined colonies and ruined shipping, the colonial timber trade actually gives employment to THREE HUNDRED THOUSAND tons of shipping more now, than before the differential duty was reduced; and so far from prices having been reduced to the Canadians by the freer introduction of foreign timber, it is one of the chief causes of complaint, on the part of these inconsistent advocates of restrictions, that the price of timber has actually risen in bond, while these great reductions of duties have taken place. What, then, do we find under this free system? A demand for timber from Canada fully thirty per cent larger than before; a higher price for the larger sales than the small ones, and three hundred thousand tons more of shipping employed now than in 1839, under the old highly restrictive and protective law. With the experience of such results before our Canadian subjects, the oratory of the Bentinck, D'Israeli, Borthwick school in Parliament, and the persevering epistles of Mr. Isaac Buchanan in the country, will in vain suggest to those provinces the certainty of future and early ruin. They have too recently recovered from what they have found was a groundless alarm in 1842, readily to fall again so soon into the same trap. On the contrary, our fellow-countrymen in Canada begin to stand erect in the consciousness of their own indefatigable industry, and their power to compete with the whole world. Conscious of advantages which their own skill and perseverance secure to them, they have learned to fear no rivalry. Lord George Bentinck may speak, and Mr. Isaac Buchanan may write: the Canadians have discovered that the advantages inherent in free and untrammelled trade, far more than compensate any apparent privileges which short-sighted restrictions conferred upon them, to the injury of their best and only customers.

FREE-TRADE OPINIONS IN FRANCE.

The subject of Free Trade seems to be progressing in France. The following article on this subject, from the *Journal des Débats*, will be read with feelings of interest by every free-trader:—

"The absolute isolation of nations, which is the object of prohibitionists, is a counterense in the present day. Is it peace or war which exists in Europe? Is it peace or war which ought to be encouraged? Is the most evident probability in favour of peace or war? What is a peace in which commerce, destined to bind nations together, is subjected to a thousand obstacles, a thousand delays, a thousand vexations? If it is the maintenance of peace that governments demand and ought to demand, they go right against their object in placing at each frontier excessive tariffs, like an unscalable wall. Foreigner remains synonymous with enemy, just as if the canon was still roaring, for a free-trade between two nations is publicly qualified as a tribute paid to a foreign power; in place of becoming in the official language what it really is, a profitable arrangement for both parties, what is done but to excite relative to commerce those ideas of hostility and implacable jealousy, of which the political effects are so justly dreaded? It has been declared a thousand times to the friends of prohibition, without their being able to give it an answer, that these absolute prohibitions, these exorbitant duties, place everything on a wrong footing, and in the end injure the very persons they were intended to protect. Let us take, for instance, the fabrication of linen threads and cloths by machinery. Great Britain, in whose manufactories work is done on so immense a scale, had produced a complete revolution in this article, and it was necessary to raise ourselves to a level with her. The principal impediment in this improvement consists in the dearth of the spinning machines. What, however, is done? At the moment that England permits the exportation of these machines, hitherto prohibited, in place of opening to them every entrance free of duty for a period of four or five years, which would infallibly produce the creation of numerous spinning factories, the duty on them, already elevated, has been augmented to an extreme amount. This, forsooth, is called protecting the national labour. It must be stated, that this most ill-judged measure is one of those which the orators of the league delight in referring to most frequently, to prove to their auditory to what inconsistencies the prohibitive system was sure to lead. Quite lately even ideas of free trade, presented with extreme moderation, and with due regard to the prejudices of nations, excited a sort of disdain. They were considered mere Utopian schemes, young men's dreams. Adam Smith was a madman, political economists lightheads; and in order to merit the title of a practical man, the first condition was to greet free trade, even in a mitigated point of view, with a smile. The practical man in commercial matters was he who had no fixed principle; who had neither read nor written anything on the subject, if not to cause a laugh against political economy. What do practical men think of the matter at present? Is Sir R. Peel a practical man? Is the avowal which he has made of his old prohibitive illusions an error, or the act of a great statesman, strong in his knowledge and his conviction? Is the striking homage which he has rendered to the memory of Adam Smith the enthusiasm of an unthinking scholar? We know well that our prohibitive gentleman will say, 'Oh, this is another Machiavelian trick of *la persée Albion*. England, which produces everything cheaper than other nations, has nothing to fear from the general reduction of duties: let us not be the dupes of this *ruse de guerre*.'

What England, however, produces cheaper than others is not wheat, which is certainly as important a matter as any other; nor glass, paper, silk goods, nor articles of fashion, or bronzes. The act of the English Government is a sincere one, inspired by a profound conviction. This conviction takes its origin in facts, and the result is, that the English Government takes this step the first without demanding a return from any one. It is not a bargain which it makes with other nations, but an example which it gives. It is an act of enlightened policy, a decisive demonstration in favour of the peace of the world, which thus receives a precious pledge. From what passes in England it must come to pass that in France, as elsewhere, in consequence of the movement that has declared itself, the old prohibition system will be shaken, and that the duties will be successively modified so as to facilitate free trade. The formidable phrase of a tribute paid to foreign powers will lose its power and prestige. It will be generally understood that commercial transactions profit the two contracting parties, nation and nation, as well as individual and individual. Already some Governments, shaken by the example of Great Britain, give the signal. Absolute prohibitions will disappear from the code of nations, from ours at least, where they are still so multiplied. It will be admitted that it is good for foreign competition to make itself felt, in order to stimulate manufacturing improvements. The various great interests of the kingdom are as little tractable in England as with us, and yet we find that they yield to evidence, and accept what is commanded by the general interest. We do not deny that absolute liberty of commerce is, like perpetual peace, a Utopian scheme; but still it is one of those schemes which we ought to endeavour to approach as much as possible, and towards which we ought each day to make a step. The ultra-conduct of the partisans of the prohibitive system has at length produced a reaction which will impel us strongly in the course just alluded to. Such is the state of things, and we consider it fortunate for the country."

EFFECTS OF THE RUSSIAN PROTECTIVE TARIFF.—The Russian Government merely confines itself to securing manufacturers against all foreign competition, which causes them to persevere in their apathy and incapacity. To protect three or four thousand Russian manufacturers, it imposes annoying privations and excessive expense on millions of consumers, and, in spite of this factitious protection, the Russian manufacturers cannot compete with those of other countries. The raw materials, workmanship, living, are five times as cheap in Russia as in England, and notwithstanding this immense advantage, Russian manufactured goods are fifty and one hundred per cent dearer than those of English production. Foreign manufacturers are not easily tempted to settle in Russia, though capitals there yield double and treble what they produce in other countries. The cause of this is the insecurity of property, the deplorable state of legislation and the judicial system, and the little consideration which persons engaged in the pursuits of industry enjoy, either with the Government or in the public opinion. So long as foreign competition does not excite the Russian manufacturers to produce goods of better quality, and so long as instruction shall not have descended to them, one cannot expect to see industry prosper, nor even those branches of it which are, in some measure, the exclusive property of Russia. Thus the hemp, the leather, the metals, which Russia produces in quantity or in quality superior to other countries, have not yet become objects of perfect elaboration. The Russians have still to learn the art of producing varnished leather, and leather for carriages; and if their suit-cloth is of good quality, the fine cloths must be imported from abroad. Their mutations in bronze are all servile copies, and cannot sustain a comparison with those of France. The bad taste of the silks surpasses any thing that can be conceived, and their quality is notoriously very inferior. In woollen cloths they succeed only with the most ordinary qualities, and nothing but the excessive cheapness of these enables them to compete with foreign woollens.

A GOOD CASE FOR PROTECTION.—M. Bastiat (a French writer) illustrates the folly and injustice of restrictions on importation by an amusing petition of the manufacturers of candles, lamps, candlesticks, snuffers, and extinguishers, the producers of tallow, oil, alcohol, and the lighting material generally, to the Chamber of Deputies. This interest represent themselves as subject to the intolerable competition of a rival, who inundates the native market with his produce at a ruinous price, and who carries away all their customers as soon as he shows his face. This rival is no other than the Sun, in whose incessant and successful persecution they cannot but trace the influence of perfidious Albion. They, therefore, pray that a law may be passed, ordering that all windows, skylights, blinds, curtains, shutters, and, in short, all openings by which the light of the sun penetrates into houses, may be constantly closed. And they anticipate that this measure will afford encouragement and protection to numerous important branches of native industry.

FREIGHTS.—QUANTITY OF GOODS TO COMPOSE A TON.

From the Big Laws of the New-York Chamber of Commerce.

RESOLVED.—That when vessels are freighted by the ton, and no special agreement is made between the owner of the vessel and the freighter of the goods, respecting the proportion of tonnage which each particular article shall be computed at, the following regulation shall be the standard of computation.—

That the articles, the bulk of which shall compose a Ton, to equal a Ton of heavy materials, shall be in weight as follows:

- 1508 lbs Coffee, in casks, 150 lbs in bags
- 1120 lbs Cocoa, in casks, 147 lbs in bags
- 952 lbs Pimento, in casks, 110 lbs in bags
- 8 barrels of Beer, of 100 lbs each
- 6 barrels Flour, Peck, Meadow, Pickled Fish, Pick, Tur, and Turmeric
- 20 cwt. Pig and Bar Iron, Petroleum, Sugar, Logwood, Fat, Resin, Wood, Wax, Honey, all Heavy Lye, Woods, Bone, Ivory, Copper, Lead, and all other Heavy Goods
- 16 cwt. Coffee, Cocoa, and Drugs, in casks, in bulk, and 32 cwt. Lard, Candles, in casks of any size
- 6 cwt. Ship's Trawl, in casks, 7 cwt in bags, and 8 cwt in bulk,
- 200 gallons, wine measure, (reckoning the full contents of the casks) Old Wine, Brandy, or any kind of Liquors,
- 52 bushels of Corn, Peas, or Beans, in casks,
- 50 bushels of Grain, in bulk,
- 56 bushels of European Pot,
- 31 bushels of Salt from the West Indies,
- 29 bushels of Sea Coal,
- 40 feet (of the average) Mahogany, Square Timber, Oak, Pine, Lumber, and other Boards, Planks, Laths, Peas, Peas, Peas, Cotton, Wool, and Hair, in casks of all kinds,
- 1114 Tons, and 10 cwt. Dry Hides,
- 8 cwt. Clean Raw Silk,
- 10 cwt. net Red, and 8 cwt Green Tea

Parliament was prorogued on Tuesday. In the speech delivered on the occasion by His Excellency the Governor-General, we find the following allusion to the trade of the country —

"In returning to your homes, where your presence is so much required, Gentlemen, I doubt not that you will use your utmost influence to inspire confidence in your respective districts, by encouraging that spirit of loyalty for which the Canadian people have always been distinguished, and by promoting as far as may be in your power those branches of useful and productive industry, as well as of commercial enterprise, upon which the welfare of the Colony so mainly depends. For they may be assured, that, however unfavourable the aspect of affairs may have appeared to them, there exists sufficient power and energy in this noble Province, if well directed, to make the most of the resources it unquestionably possesses; that will under the blessing of Divine Providence, create new sources of Wealth and Prosperity, should those upon which they have hitherto relied be found ultimately to fail them."

One of the latest acts of the Assembly was to draw up an address to the Queen on the subject of the management of the Post-Office Department, which, on all hands, is admitted to be grossly defective. In this Address, attention is drawn to the fact that a letter can be conveyed to Great Britain at as cheap a rate as another sent only within the limits of the Province, and that in all cases the rate of postage is very much higher than in the United States, where the same difficulties of conveyance, &c. have to be surmounted. The result of this state of things is, as a matter of course, that the revenue is immensely defrauded. Parties having letters to convey to Quebec or Montreal, avail themselves of the services of friends; and instead of getting a moderate amount paid to them for postage, the Government gets nothing at all. In short, high postage, like high duties, tends to lessen the revenue, while it seriously affects the interests of the public. A low rate of postage, on the other hand, is always increasing the gross amount received by the Government. The most striking proof of this is exhibited in the revenue statements at home. Since the introduction of the penny-postage system in England, the Post-Office revenue has been gradually recovering itself, and in the course of a short time will (as Mr. Rowland Hill prophesied it would) exceed the amount raised under the old system of high postage. The country will thus have received all the immense benefit attached to this great reform without the loss of a farthing to the exchequer. There is no good reason, that we can see, why the same plan should not be tried here, and it is just one of those practical reforms which the House, the press, and the country, ought to take up.

Amongst the Bills reserved for the farther signification of Her Majesty's pleasure, are the following —

- An Act to incorporate a Company to extend the Great Western Rail Road from Hamilton to Toronto.
- An Act to amend an Act passed in the eighth year of Her Majesty's reign, intitled, "An Act to amend an Act passed in the sixth year of the Reign of His late Majesty King William the Fourth, intitled, "An Act to incorporate the City of Toronto and Lake Huron Rail Road Company."
- An Act for erecting a suspension bridge over the Niagara River, at or near the Falls of Niagara.
- An Act for supplying the City of Quebec and parts adjacent thereto with Water.
- An Act to incorporate the Wolf Island, Kingston and Toronto Rail Road Company.
- An Act to incorporate the Peterboro and Port Hope Railway Company.
- An Act to incorporate La Banque des Marchands.
- An Act to incorporate the Montreal and Kingston Rail Road Company.

Why should these Bills be reserved? Surely the local Legislature is competent to protect the interests of the public, and is a much better judge of those interests than Her Majesty's Government at home.

ST. LAWRENCE AND ATLANTIC RAILROAD.—The Times announces that the survey of this line is going on with great success, and that by the 1st of August next the Directors will be prepared to take contracts for the first thirty miles from the St. Lawrence. Owing to the hilly nature of the route originally contemplated through Rouville, Bolton, and Brompton, it has been thought advisable to abandon it, and the surveyors are now exploring the country along St. Hilaire, St. Hyacinthe, and up the valley of the St. Francis, running along that river to Sherbrooke. As far as the survey has extended on this latter route, the grades are extremely favourable, and, from the level character of the ground, the costs will be comparatively much less than by the other.

The advices from Portland, says the same paper, are extremely cheering. The surveys have been completed; contracts have been advertised for, to be run by the 17th instant; and it is intended that ground shall be broken at the city of Portland on the 4th July, when it is expected that some of the English stockholders will be in attendance.

The Manchester Guardian, in taking notice of the Free-Trade Meeting which was held in this city on the 9th of March last, observes (after copying the resolutions) —

"Some of the speeches addressed to the meeting in support of these resolutions, were truly admirable, and would have done credit to the most distinguished advocates of free-trade in this country; but, we regret to say, that our limits will not permit us to give extracts from them. They were marked throughout by a strong feeling of confidence in the commercial resources of the colony, and its capability of enduring competition with any other country under the sun. Even some of those who advocated the retention of such protection as the Government at home was disposed to concede, very frankly admitted that, in case the necessity arose, they could do very well without it.

"We trust that the proceedings of this meeting will put an end to the foolish cry about the dissatisfaction and probable losses of the North American colonies."

AMERICAN COTTONS.—ONE OF THE EFFECTS OF PROTECTION.—The New-York Evening Post says:—

"Housewives complain bitterly that American cotton fabrics are declining in quality. Formerly our sheetings and shirtings were remarkable for the very substantial manner in which they were made. The raw material was not spoiled; they were firm, strong and durable. Now it is complained that they are grown thin, flimsy and gauzy. The change has principally taken place since the passing of the tariff of 1842. Why it is we do not know whether it is because our manufacturers have a monopoly of the market, and are thus exempted from the necessity of giving us as good fabrics as heretofore, or whether they have merely learned an art after which they have been always striving, that of making the largest number of yards of cloth out of the smallest quantity of cotton. We have heard people experienced in such matters say, that if they want good cottons they must now buy the English fabrics. To obtain substantial American cottons again, we must repeal the tariff of 1842."

Of course, if the manufacturers have a monopoly of the market, they will endeavour to get as high a price as possible for as bad an article as possible. The only correction to these tricks of trade is competition—that is, Free Trade. The rule is then reversed: the manufacturer makes as good an article as he can at as low a price as he can, because he knows that the better he works and the cheaper he works, the more certainty he has of getting a sale. The Editor of the New-York paper is quite right when he says, that "to obtain substantial American cottons again, we must repeal the tariff of 1842."

The following is the copy of a letter addressed to the Secretary of the Board of Trade at Quebec, by the Civil Secretary, Mr. Higginson:—

SECRETARY'S OFFICE,
MONTREAL, 26th May, 1846.

SIR,—I am directed by the Governor General to inform you that His Excellency has received a Despatch from the Secretary of State, acknowledging the receipt of the Address of the Quebec Board of Trade of March last, wherein the Board prays for the repeal of certain provisions of the Imperial enactments 5 and 6 Victoria, chapter 49, and 8 and 9 Victoria, chapter 33, the continuance of which, it is represented, will seriously affect the Trade of Canada, if the proposed alterations in the commercial policy of the United Kingdom should be sanctioned by Parliament, and instructing His Excellency to acquaint the Board of Trade, in answer, that the interests of Canada continue to engage the lively solicitude of Her Majesty's Government, but that they have felt it their duty to decline acceding to the request that the system denominated "naturalization" of goods may be introduced into the pending law, upon grounds which they conceive to be of such force as to leave them no option.

Her Majesty's Government are, however, by no means similarly pledged, or disposed to refuse consideration, to the question, how far the Imperial duties chargeable in Canada may be susceptible of alteration with advantage, though they entertain the opinion that it would be premature to enter upon the subject without further knowledge than they now possess of the sentiments of the various parties interested in it. With respect to the article of timber Mr Gladstone observes, that Parliament has already declared itself, on that question, in unison with the views of Her Majesty's Government; and adds, that Her Majesty's Government are firmly persuaded that British North American Timber, from its own useful properties, and with the aid of the reduced protection which it is proposed to retain, as well as from the energy and intelligence of those who trade in it, and their command of capital, will continue to hold its place in the British market.

I have the honour to be, Sir,
Your most obedient humble servant,
J. M. HIGGINSON.

The Secretary of the Board of Trade, Quebec.

THE CORN BILL.—We believe that we may now rest satisfied that the bill will progress, as nearly as possible through its various stages in the following order—if, as we suppose, at the latest, it is sent up to the House of Lords on Monday, the 18th:—The first reading will be on Monday the 18th, the second reading will probably be on Thursday and Friday, the 21st and 22nd; it will go through the committee on Monday the 25th; the third reading will take place on Tuesday the 26th, or Thursday, the 29th; and the royal assent may be given on Monday, the 1st of June. And if, as we are still disposed to hope, the third reading may be concluded in the House of Commons on Tuesday next, and the bill carried up to the House of Lords on Thursday, then the various stages of the bill may be expected to be a few days earlier. At all events we have at this moment the fullest confidence that, in the first week of June, this measure which has so long kept the country in the utmost suspense, will have received her Majesty's most willing assent.—*Economist.*

AGENTS FOR THE "CANADIAN ECONOMIST"—Mr. Wm. Lane, Quebec; Mr. Stubbs, Three Rivers; Mr. James T. Westland, Toronto.

SHIPPING INTELLIGENCE.

PORT OF MONTREAL.

ARRIVED.

JUNE 6.

Brig *Crowley*, Campbell, Glasgow, A. Burns.

8TH.

Bark *Marquis of Normandy*, M^r Tibben, Glasgow, Ryan, Chapman & Co.

9TH.

Brig *Hotspur*, Purcell, Gloucester, J. Mesurier, Routh & Co.

10TH.

Ship *Cambria*, Kelso, Glasgow, J. R. Orr.

CLEARED.

JUNE 6.

Bark *Promise*, Pines, Liverpool.

Bark *Mrszy*, M^r Beth, do

Brig *Baron of Bramber*, Flynn, Liverpool.

Brig *Jane Stewart*, Laird, do.

9TH.

Brig *Amity*, Lemoine, Quebec.

Brig *Ariel*, Rutchie, Lirkaldy.

11TH.

Bark *Douglas*, Richards, London, Gillespie, Moffatt & Co.

Comparative Statement of Arrivals and Tonnage from Sea, at the Port of Quebec, to the 10th June, inclusive.

| | | |
|-----------------|--------------|---------------|
| 1845, | 553 Vessels. | 203,582 Tons. |
| 1846, | 473 " " | 177,245 " " |

80 26,337 less this year.

Comparative Statement of Arrivals and Tonnage from the Lower Ports, at the Port of Quebec, to the 10th June inclusive.

| | | |
|-----------------|-------------|-----------|
| 1845, | 11 Vessels. | 553 Tons. |
| 1846, | 18 " " | 1287 " " |

7 734 more this year.

Number of Emigrants arrived at the Port of Quebec since the opening of the navigation to this date inclusive.

| | | |
|-------------------------|-----------|----------------|
| From England, | 62 Cabin. | 2589 Steerage. |
| Ireland, | 89 " " | 9242 " " |
| Scotland, | 68 " " | 301 " " |

To same period last year, 219 12,132
165 10,468

Increase in favour of 1846, 54 1,664

THE MARKETS.

ENGLISH.

The latest accounts from England are by the Steamer *Hibernia*, up to the 19th ult., which represent the leading Markets as still very depressed for Canadian products, particularly Bread stuffs, to which our attention is more immediately directed.

Flour—was quoted at 30s. to 31s. 6d., but there was no demand; and it was said that lower rates must have been submitted to if sales were forced.

WHEAT—was held at 7s. 9d. to 8s. 4d. for Red, and 8s. 6d. to 9s. for White, per 70 lbs.; but the transactions were of a mere retail character.

PEAS—were quoted at 42s. to 44s., with little doing.

ASHES—were in better demand, and a fair business was doing at 23s. per cwt. for Pots, and 21s. 6d. for Pearls. The Glasgow Market was represented about 6d. higher for Pots, and 1s. 6d. to 2s. higher for Pearls.—demand limited. In other respects the general features of the Market come within the above quotations.

(Written for the Economist.)

NEW YORK. 9th June, 1846.

Flour.—The dull state of the Market noticed in our last still continues, and the arrivals from the West and South having been heavy, prices have suffered a further decline. It is difficult to quote prices from actual transactions, as only sales of small quantities have been effected; but holders are asking for Genesee \$1 1/2 for Michigan \$1 06 1/2c. to \$1 1/4, and for Southern \$1 1/2 to \$1 1/4.

WHEAT.—There has been more demand for prime White for export, but prices are nevertheless rather lower, say \$1 to \$1 05c. Red Wheat is neglected, and there are no transactions to authorize quotations.

ASHES.—There has been a steady demand at our last quotations for both Pots and Pearls, and we continue our former quotations of \$3 50c. to \$3 56 1/2c., and \$1 to \$1 06 1/2c.

FREIGHTS—are firm at former rates, say 3s. per barrel for Flour to Liverpool, and 3s. 3d. to London or Glasgow.

EXCHANGE.—Very little was done in London per the *Great Britain*, and that at lower rates, say 7 1/2 to 8 1/2 per cent.

W. LEA ROBERTS, Broker, Wall Street.

MONTREAL. Friday Evening, 12th June.

The Produce Market during the week has been unusually dull.

Flour.—Good shipping brands commanded this day week, 21s. 6d. per barrel, but the prices since then have been receding, and the limited transactions that have occurred, have been chiefly at 23s. 9d. to 24s. 3d. for the best brands of Fine, and 23s. 6d. for second rate qualities. Spring Wheat Flour sells in retail for consumption, 21s. per barrel. There have been no transactions in Superfine worth taking notice of.

WHEAT—has sold steadily during the week at 5s. 3d. to 5s. 4 1/2. per 60 lbs. for White, and 4s. 10d. to 5s. for U. C. Red, though the latter quality has been stored in several instances, in preference to selling at 4s. 10d. per bushel.

ASHES—have been in moderate request at our quotations, viz.: 22s. 6d. to 22s. 9d. for Pots, and 21s. 6d. to 21s. 9d. for Pearls.

PROVISIONS.—Beef is nominal; but there is a fair retail enquiry for Pork, at the rates quoted.

FREIGHTS.—To London and Liverpool the engagements have been large, 1 5s. to 5s. 3d. for Flour, and 9s. for Wheat, the vessels on the berth being nearly all taken up. To the Clyde 4s. 9d. for Flour, and 9s. for Wheat has been paid, and 3d. more is now asked.

EXCHANGE.—Bank is still quoted at 11 per cent. Merchants' 90 day Bills sell at 9 1/2 to 9 3/4, but the demand is very languid.

PRICES CURRENT.

Montreal, June 13th, 1846.

| ARTICLES. | PRICES. | | Duties on Impts. | | ARTICLES. | PRICES. | | Duties on Impts. | | ARTICLES. | PRICES. | | Duties on Impts. | | | |
|-----------------------------|-----------------|---------|------------------|--------------|------------------------------|------------|------------|---------------------------------|--------------------------|---------------------|-------------|--------------|------------------|-------------|------------|------------|
| | s. d. | s. d. | Imperial | Prov'l | | Imperial | Prov'l | Imperial | Prov'l | | Imperial | Prov'l | s. d. | s. d. | Imperial | Prov'l |
| | | | in Sterlg. | in Sterlg. | | in Sterlg. | in Sterlg. | | | | in Sterlg. | in Sterlg. | | | in Sterlg. | in Sterlg. |
| ASHES, per cwt | 22 | 6 a 23 | Free. | 1 p. ct. | Sheet, £10 15 a £17 10 | 7 p. cent. | 6 p. cent. | SOAP, per lb | 0 2 1/2 a 0 2 1/2 | English, 7 p. cent. | 5 p. cent. | 1 d. p. lb. | | | | |
| Pots, 27 | 0 a 27 | | | | Nails, Cut, 21 | 3 a 0 | | Canada, 4 p. cent. | 0 1 1/2 a 0 2 | | | | | | | |
| Pentils, 10 | 0 a 17 | | 4 p. cent. | 5 p. cent. | TIN, 48 | 9 a 50 | 0 | SUGAR, per cwt. | 42 | 6 a 44 | 6 | 5s | 5 p. cent. | 1 d. p. lb. | | |
| ALUM, 21 | 0 a 21 | | | | J. C., 35 | 0 a 0 | 0 | Mus. fair to bright, 40 | 0 a 41 | 3 | 0 | | | | | |
| BONES, 10 | 0 a 17 | | | | I. N., 42 | 0 a 0 | 0 | Dark to fair, 55 | 0 a 60 | 0 | 0 | | | | | |
| Shank, 10 | 0 a 17 | | | | D. C., 50 | 0 a 0 | 0 | Bastards, White, 42 | 0 a 44 | 0 | 0 | | | | | |
| Rough, for Grinding, 0 | 7 1/2 a 0 8 1/2 | | 5s. p. cwt. | 1 d. p. lb. | D. X., 3 | 6 a 4 | 0 | Yellow, 41 | 3 a 42 | 6 | 0 | | | | | |
| CO: FEE, 0 | none. | | 4 p. cent. | 1 p. cent. | INDIGO, 3 | 6 a 4 | 0 | Dark, 41 | 3 a 42 | 6 | 0 | | | | | |
| LANGUAYRA, good, 0 | 7 1/2 a 0 8 1/2 | | | | Ordinary Madras, 3 | 6 a 4 | 0 | Refined, 0 | 8 1/2 a 0 8 1/2 | | 20 p. cent. | 2 d. p. lb. | | | | |
| JAVAN, 0 | none. | | | | Fine, 4 | 4 a 4 | 9 | SPICES, 0 | 10 1/2 a 1 | 0 | 4 p. cent. | 2 d. p. lb. | | | | |
| COALS, 27 | 0 a 00 | 0 | 4 p. cent. | 1 p. cent. | LINSEED CAKE, 120 | 0 a 130 | 0 | Cassia, 4 | 0 a 0 | 0 | | | | | | |
| Scotch, 27 | 0 a 27 | 0 | | | LEATHER, 3 | 0 a 4 | 0 | Nutmegs, 4 | 0 a 0 | 0 | | | | | | |
| Lat. pool, 27 | 0 a 27 | 0 | | | Calf Skins, per lb., 3 | 0 a 1 1/2 | | Pepper, 0 | 4 1/2 a 0 | 0 | | | | | | |
| W. waste, 27 | 0 a 27 | 0 | | | Harness, per lb., 8 | 0 a 11 | 3 | Pimento, 0 | 6 a 0 | 0 | | | | | | |
| PPERAS, 27 | 0 a 7 | 6 | 4 p. cent. | 5 p. cent. | Upper, per side, 6 | 0 a 2 11 | 3 | Ginger, Barbadoes, 0 | 6 a 0 | 0 | | | | | | |
| SPONGE SALTS, 10 | 0 a 12 | 0 | 4 p. cent. | 5 p. cent. | Sole, per lb, 0 | 10 1/2 a 0 | 11 | Jamacia, 0 | 6 a 0 | 0 | | | | | | |
| FISH, 10 | 0 a 12 | 0 | 2 p. cent. | 1 p. cent. | Middlings, 0 | 10 1/2 a 0 | 11 | SEEDS, 0 | 7 a 0 | 10 | | | | | | |
| Try Cod, 10 | 0 a 11 | 6 | | | Heavy, 4 | 0 a 0 | 10 | Clover, per lb., 0 | 7 a 0 | 10 | | | | | | |
| F. do, 10 | 0 a 11 | 6 | | | Kips, per doz., 4 | 0 a 60 | 0 | Linseed, per muot, 5 | 0 a 10 | 0 | | | | | | |
| Salmon, 10 | 0 a 11 | 6 | | | MOLASSES, per gall, 1 | 7 a 1 | 8 | Timothy, do, 7 | 6 a 10 | 0 | | | | | | |
| Mackrel, No. 1, 10 | 0 a 11 | 6 | 4 p. cent. | 1 d. p. lb. | OILS, 3 | 0 a 3 | 1 | TEAS, 2 | 9 a 3 | 9 | | | | | | |
| Do, No. 2, 10 | 0 a 10 | 0 | | | Limeed, Holed, per gl., 2 | 10 a 0 | 0 | Gunpowder, 2 | 9 a 3 | 9 | | | | | | |
| Do, No. 3, 10 | 0 a 10 | 0 | | | Raw, 4 | 0 a 4 | 1 | Imperial, 2 | 9 a 3 | 9 | | | | | | |
| Herrings, No. 1, 10 | 0 a 10 | 0 | | | Olive, 4 | 0 a 4 | 1 | Hyson, 2 | 9 a 3 | 9 | | | | | | |
| Do, No. 2, 10 | 0 a 10 | 0 | | | Lard, 3 | 6 a 3 | 10 | Young Hyson, 1 | 9 a 3 | 0 | | | | | | |
| FRUIT, 10 | 0 a 11 | 6 | 4 p. cent. | 1 d. p. lb. | Sperm, 6 | 0 a 2 | 9 | Hyson Skin, 1 | 6 a 1 | 9 | | | | | | |
| Raisins, Musc. Bunch, 10 | 0 a 11 | 6 | | | Cod., 2 | 3 a 2 | 6 | Pwankay, 1 | 9 a 2 | 6 | | | | | | |
| Bloom, 10 | 0 a 10 | 0 | | | Seal, Pale, 2 | 6 a 2 | 8 | Cangzon, 1 | 0 a 2 | 0 | | | | | | |
| Valentia, per lb, 10 | 0 a 10 | 0 | | | Straw, 0 | 6 a 0 | 5 | Souchung, 1 | 9 a 2 | 9 | | | | | | |
| Cusk, 10 | 0 a 0 | 3 | | | Palm, 0 | 5 a 0 | 9 | Bolca, none. | | | | | | | | |
| Almonds, Sult. Shea, 10 | 0 a 0 | 5 1/2 | 4 p. cent. | 5 s. p. cwt. | Castor, 0 | 5 a 0 | 9 | TALLOW, per lb. | none. | | 1 p. cent. | | | | | |
| Jordan, 10 | 0 a 0 | 5 | | | PROVISIONS, 40 | none. | | S. American, 0 | 0 a 0 | 5 | | | | | | |
| Currants, Zante, 10 | 0 a 0 | 5 1/2 | | | Beef, Mess., Prime Mess., 40 | 0 a 41 | 3 | Russian, Y. C., 0 | 0 a 0 | 5 | | | | | | |
| Barrcelona Nuts, 10 | 0 a 0 | 5 | 4 p. cent. | 5 s. p. lb. | Prime, 35 | 0 a 36 | 3 | Canada, 0 | 0 a 0 | 5 | | | | | | |
| FLOUR, per hb. 135 lbs, 23 | 6 a 24 | 3 | 2s. | 6d. | Cargo, none. | | | United States, 0 | 0 a 0 | 5 | | | | | | |
| Canada, fine, 00 | 0 a 25 | 6 | | | Pork, Mess., Prime Mess., 00 | 0 a 71 | 3 | TOBACCO, per lb. | U. C. Canada Leaf, none. | | | | | | | |
| Superfine, 00 | 0 a 25 | 6 | | | Prime, 55 | 0 a 57 | 6 | U. C. Canada Leaf, Ping., none. | | | | | | | | |
| Fine Sult., 0 | 0 a 25 | 6 | | | Cargo, 50 | 0 a 52 | 6 | United States Leaf, Plug., 0 | 4 a 0 | 4 | 4 p. cent. | 1 d. p. lb. | | | | |
| American Superfine, 0 | 0 a 25 | 6 | | | Lard, 0 | 0 a 0 | 5 | Plug., 0 | 5 a 0 | 0 | 7 | do. | | | | |
| Indian Meal, 120 lbs, 0 | 0 a 0 | 5 | 2s. | 196lb. | Butter, 0 | 7 a 0 | 8 | TAR, per barrel, | 0 | 0 a 7 | 6 | 4 p. cent. | 5 p. cent. | | | |
| Oatmeal, per 224 lbs, 0 | 0 a 0 | 5 | 2s. | 196lb. | Cheese, Canada, U. S., 0 | 7 a 0 | 8 | Coal, per barrel, | 3 | 9 a 4 | 0 | 4 p. cent. | 5 p. cent. | | | |
| GRAIN, 5 | 3 a 5 | 4 1/2 | 3s | p. gr. | PORTER, per doz., 7 | 6 a 8 | 6 | TURPENTINE, 3 | 9 a 4 | 0 | 4 p. cent. | 5 p. cent. | | | | |
| Wheat, U. C. best 60 lb, 4 | 9 a 5 | 0 | | | London, 7 | 6 a 8 | 6 | VINEGAR, per gal., 0 | 0 a 1 | 9 | 4 p. cent. | 5 p. cent. | | | | |
| Middling, 4 | 9 a 5 | 0 | | | Leith Ale, none. | | | WAX, Bees. Canadian, 6 | 0 a 15 | 0 | 7 p. cent. | 10 p. cent. | | | | |
| L. C. Red, per munit, 2 | 10 a 3 | 0 | do. | | RICE, 24 | 0 a 25 | 0 | WINES, 2 | 3 a 2 | 4 | 2 | 0 a 0 | 0 | | | |
| Barley, 1 | 6 a 1 | 9 | do. | | Carolina, per 100 lbs, 0 | 0 a 25 | 0 | Madra, per gal., 6 | 0 a 15 | 0 | 7 p. cent. | 10 p. cent. | | | | |
| Oats, 3 | 9 a 4 | 0 | do. | | East India, per 112 lbs, 26 | 0 a 27 | 7 | Spanish, per gal., 2 | 0 a 0 | 0 | | | | | | |
| Peas, bullock, 3 | 9 a 4 | 0 | do. | | ROBIN, 6 | 6 a 7 | 0 | Common, 2 | 0 a 0 | 0 | | | | | | |
| Indian Corn, 58 lbs, 0 | 0 a 0 | 5 | 2s. | 480 lb. | United States, 6 | 6 a 7 | 0 | Sherry, per gal., 3 | 0 a 14 | 0 | | | | | | |
| GLASS, per 100 feet, 20 | 0 a 25 | 0 | 15 p. ct. | 5 p. cent. | SALT, 0 | 8 a 0 | 9 | Port, 4 | 0 a 9 | 0 | | | | | | |
| Window, 20 | 0 a 25 | 0 | | | Liverpool, per munit, 0 | 8 a 0 | 9 | Beucaello, none. | | | | | | | | |
| Do, 20 | 0 a 25 | 0 | | | Caniz and Lisbon, 47 | 6 a 0 | 0 | SPRITS, 5 | 0 a 6 | 0 | 1s. p. gal. | 1s. 3d. gal. | | | | |
| Do, 20 | 0 a 25 | 0 | | | Saltpetre, refined, 5 | 0 a 6 | 0 | Cognac, inferior, 5 | 0 a 6 | 0 | | | | | | |
| Do, 20 | 0 a 25 | 0 | | | Old and Martell's, 7 | 6 a 7 | 9 | Old and Martell's, 7 | 6 a 7 | 9 | | | | | | |
| Crown, in crates, 35 | 0 a 50 | 0 | | | Hemessy's, 4 | 9 a 4 | 11 | Gen. Hollands, 15 | 0 a 16 | 0 | | | | | | |
| Bottles, per gross, 30 | 0 a 0 | 0 | | | Schiedam, per doz, 15 | 0 a 16 | 0 | Rum, Jamaica, 1 a 2 1/2 | 3 | 9 a 4 | 3 | 6d. do | 6d. do. | | | |
| IRON, 20 | 15 | 13 a 16 | 7 p. cent. | 5 p. cent. | Rum, Demerara, 1 a 4 | 3 | 0 a 4 | 0 | 0 a 4 | 3 | | | | | | |
| English Bar, £0 | a £14 | | | | Leeward, 1 a 4 | none. | | East India, 1 a 2 | none. | | | | | | | |
| Hoop, £15 | 13 a 16 | | | | N. York, 1 a 2 1/2 | none. | | | | | | | | | | |
| Scotch Pig, No. 1, £0 | 6 0 a £6 7 6 | | 4 p. cent. | 1 p. cent. | | | | | | | | | | | | |
| Swedish Bar, 0 | 0 a 20 | 0 | 7 p. cent. | 5 p. cent. | | | | | | | | | | | | |
| Steel, Eng. b'st, per lb, 0 | 3 1/2 a 0 4 | | 7 do | 5 do. | | | | | | | | | | | | |
| Cast, 0 | 7 a 0 | 11 | | | | | | | | | | | | | | |
| Crawley, 0 | 7 a 0 | 11 | | | | | | | | | | | | | | |
| Canada Plate, per box, 21 | 0 a 22 | 0 | | | | | | | | | | | | | | |

FREIGHTS.

To London, Flour, 0s. 0d. a 5s. 6d.; Ashes, 00s. 0d. a 0s. 0d.; Wheat, 9s. 0d.
 " Liverpool, do. 5s. 2d. a 0s. 0d.; do. 00s. 0d. a 00s. 0d.; do. 9s. 0d. a 0s.
 " Clyde, do. 0s. 0d. a 5s. 0d.; do. 00s. 6d. a 00s. 0d.; do. 8s. 9d. a 0s.

EXCHANGE.

Bank, 60 days on London, 0 a 0 1/2 per cent. premium.
 Private, 90 days on do. 9 1/2 a 9 1/2 do. do.
 Bank, 3 days on New York, 0 a 2 do. do.
 Private, do. do. 1 1/2 a 1 1/2 do. do.

DUTIES.

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

RECEIPTS OF PRODUCE UP TO 13TH JUNE.

| | ASHES. | FLOUR. | WHEAT. | PORK. | BKFF. | BUTTER. | LARD. | BARLEY. | PEAS. | OATS. |
|--|----------|----------|----------|----------|----------|---------|-------|----------|----------|----------|
| | Barrels. | Barrels. | Bushels. | Barrels. | Barrels. | Kegs. | Kegs. | Barrels. | Barrels. | Bushels. |
| Canada Produce, 11951 | 19144 | 153200 | 6000 | 614 | 1585 | 782 | 549 | 63 | 1609 | 2680 |
| United States Produce, 178 | 15151 | 3254 | 14 | 14 | 519 | 117 | 969 | 5932 | 21941 | |
| Total, 12159 | 206295 | 153200 | 9334 | 616 | 1690 | 1331 | 969 | 21941 | | |
| Same time 1845, Canada Produce, 119473 | 119437 | 48547 | 724 | 89 | 63 | 117 | 969 | 1609 | 2680 | |
| United States Produce, 1636 | 1636 | 179 | 14 | 7 | 117 | 969 | 5932 | 21941 | | |
| Total, 121673 | 121673 | 48547 | 903 | 98 | 70 | 117 | 969 | 21941 | | |

EXPORTS OF PRODUCE UP TO 13TH JUNE.

| | ASHES. | FLOUR. | WHEAT. | PORK. | BKFF. | LARD. | BUTTER. | OATMEAL. | PEAS. | BARLEY. | OATS. |
|---------------------|----------|---------|----------|----------|----------|-------|---------|----------|----------|----------|----------|
| | Barrels. | Barrel. | Bushels. | Barrels. | Barrels. | Kegs. | Kegs. | Barrels. | Bushels. | Bushels. | Bushels. |
| From Montreal, 5763 | 81903 | 139255 | 269 | 570 | | | | | | | |
| Quebec, 119437 | 119437 | 48547 | 724 | 89 | 63 | 117 | 969 | 1609 | 2680 | | |
| Total, 121673 | 121673 | 48547 | 903 | 98 | 70 | 117 | 969 | 21941 | | | |

MONTREAL BOARD OF TRADE.

A GENERAL MEETING of the MEMBERS of the CORPORATION of the MONTREAL BOARD OF TRADE will be held in their Rooms on **WEDNESDAY** the 17th inst. at ONE P. M. to fill up a Vacancy at the Council of the Board, and transact other Business.

By order,

FREDERICK A. WILLSON,

June 13, 1846. Secretary.

1348,

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 Cathin, No. 33, Coenties Slip, New York. J. H. Hooker and L. A. Carleton, 155, River Street, Troy. H. A. Holcomb, 101, Pier, Albany. J. C. Pierce & Son and William Coote, St. John's, C. E.; Oliver Basecomb 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.

SUPERIOR PICKLES.

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

BENJ. WORKMAN & CO.

172, St. PAUL STREET.

6th June. Corner of Custom House Square

GENTLEMEN'S SUMMER WEAR.

SUMMER TROWSERINGS, SUMMER VESTINGS, SUMMER NECKERCHIEFS, SILK AND CAMBRIE POCKET HANDKERCHIEFS.

SUMMER GLOVES in Kid, Silk, & Lisle Thread, **SUMMER UNDER CLOTHING, MERVIN & CO.'S HALF HOSE, SHIRTS, FRONTS, & COLLARS, DAV'S PATENT SHIRRED SUSPENDERS,** in Silk and Cotton,

AT

J. B. BROWN'S,

201, NOTRE DAME STREET, (West End of Mt. St. Helens)

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.

NEW HARDWARE, CUTLERY, &c.

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

JAMES FOX,

16th May, 1846. No. 19, St SACRAMENT STREET.

THE Subscribers have received, ex "Erromanga" &c, a Large Assortment of **STAPLE** and **FANCY DRY GOODS,** suitable for the Season, including—

Fancy Prints, Printed Muslin Dresses, Moodkee and Muslin Embroidered Robes, Printed Delains, Belain and Cashmere Dresses, Coloured and Orleans, plain and printed, Merinoes, Shaded ditto, Ribbons, Laces, Shawls, Doekens, Tweeds, Chinos, Grey Domestic, White Shirting, Twilled Stripes, Derry, Printed Dugget, Molekias, &c.

—ALSO—

A Large Variety of Plain and Fancy **CAPS,** All of which will be offered very low for Cash or approved Credit.

WM. MACLELLAN & Co.,

171, Notre Dame Street.

NEW WHOLESALE WAREHOUSE.

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, better themselves that their Stock, on inspection, will give every satisfaction.

9th May, 1845.

FOR SALE.

TEAS: Twankay, Young Hyson, Gunpowder and Souchong, in boxes, Molasses, Heavy, Martell's Cognac Brandy, Sells' Mustin Wine, Baled and Raw Linseed Oils, Olive Oil, English Glac, Plug Tobacco, Pimento, and Pepper.

ALSO.

Patent Sperm Candles, from the Manufacturer

STEPHENS, YOUNG & CO.

2nd May, 1846.

FOR SALE, EX "ALBION."

AN Assortment of **GLASGOW GOODS,**—comprising Stripes and Checks, Gingham, Muslins, Printed Muslins and Ginghams, Muslin de Laine and Cashmere Dresses, Fanny Tweeds, White Drills, Fancy Wove Linnen Drills, Osunburghs, Pattars, Bath Canvas, &c.

ALSO.

12 Cases Beaver, Silk, and Velvet Nap **HATS, Trundle and "Non conductor of Heat" HATS, 2 Cases Military and other CLOTH CAPS, AND**

A small Lot of **BAZIL SKINS.**

ARMOUR, WHITEFORD & CO.

2nd May, 1846.

FOR SALE BY THE SUBSCRIBERS:—

Bright Muscovado Sugar, London Refined Sugar, Cassia, in chests and mats, Currants, Honsegood and Martell's Brandy in qr, casks & lbsds. De Kuyper's Gin, Baled and Raw Linseed Oil, in qr. casks and lbsds

HARRISON & MACFAVISH.

2nd May, 1846.

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

ALISON & CO.

9th May, 1846.

FOR SALE:—20 Hhds and Quarter Casks BILLED and RAW LINSEED OIL.

9th May, 1846.

ALISON & CO.

FOR SALE.—200 Barrels PRIME MESS PORK, of excellent corn and quality.

9th May, 1846.

ALISON & CO.

ON SALE AND TO ARRIVE.

SEVEN THOUSAND Gallons LINSEED SOIL,

- 10 tons Pure Dry WHITE LEAD, 13 do. WHIPPING, 5 do. PUTTY, 50 gallons COPAL VARNISH, 5 tons SPANISH BROWN, 5 do. VENETIAN RED, 3 do. YELLOW OCHRE, 3 do. BEST FRENCH do.

ALSO, IN THE "SOUTH JOHNNY," "DOUGLAS," "PALMYRA," and "LADY SEATON,"

A large supply of **GENTLE DRUGS, CHEMICALS,** and **SALTS,** which will be sold on favourable terms.

WILLIAM LYMAN & CO.

2nd May, 1846. 191, St. Paul Street.

"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. 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.**

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

THE Subscribers have constantly on hand.—

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

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

D. P. JANES & CO.

Corner of St Paul & St-Gill Streets.

OFFICES AND STORES TO LET.—Apply to

MACDOUGALL & GLASS, BROKERS, St. Francois Xavier Street.

9th May, 1846

FOR SALE, EX "ALBION."

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

ARMOUR, WHITEFORD & CO.

2nd May, 1846.

1846. **Northern Line.** 1846.

TRAVIS & CO. PROPRIETORS.

MERCHANDISE, &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,** 31 Coenties Slip, New York. **O. F. Blount,** 193, River Street, Troy. **W. A. Travis, Whitehall, William Coote, St. John's, C. E.; J. C. Pierce & Son, St. John's, C. E.; Matthewson & Sinclair,** 169, 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. 2nd May, 1846

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.**

CANADIAN SCHOOL BOOKS.

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