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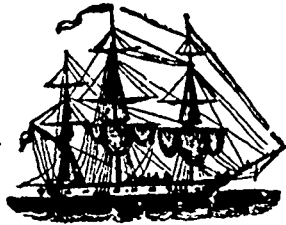
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 7TH NOVEMBER, 1846.

[No. 28.]

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 7TH NOVEMBER, 1846.

NAVIGATION LAWS.

That the principles of FREE TRADE will ere long be applied to British Shipping, we think few observers of the progress of public opinion in the mother country can entertain a doubt. All those arguments which have been brought to bear on the subject of protection to the Manufacturing and Agricultural interest, will, in like manner, be used for the destruction of the monopoly at present enjoyed by the British ship-owner. A presentiment of what this class considered as the coming evil, operated on their minds in the opposition which they generally gave, during the last session of the Imperial Parliament, to those fiscal measures of the British Premier which, from their evident tendency to increase the commerce of the country, and by consequence the prosperity of the shipping interest, would otherwise have obtained their warmest support.

But the march of every measure of reform in Britain, whether social or commercial, is slow; it is impeded at every step by obstacles interposed by conflicting interests and contending parties, and the goal is only reached after a series of hard-fought engagements. On which side the victory will ultimately fall, we entertain no doubt: the movement of commercial freedom is forward; the principle of British commercial legislation, is progress.

Although, therefore, we entertain no apprehensions as to the ultimate result of the conflict which will ere long occur in the parent state on the subject of the Navigation Laws, we are not equally confident that they will immediately be repealed or materially modified, and as we hold that to us delays, however short, are fraught with the utmost danger to our future commercial prosperity, we have urged and shall continue to urge, by every means in our power, the importance of the question as regards this country, and the necessity for its speedy and satisfactory adjustment. Our statements may be carped and cavilled at, our motives may be misrepresented, our efforts may be derided; but we shall pursue the even tenor of our way, confident in the soundness of our principles, and strong in the rectitude of our intentions.

What we have already asserted in this journal we repeat, that we consider the modification of the British Navigation Laws, and concurrently the opening of the St. Lawrence to foreigners, as the only means by which we can successfully compete with our active and enterprising neighbours in the Western trade. Without these, our canals, constructed at so enormous an outlay, will be idle, and instead of proving, as they ought, a source of revenue, will only continue a heavy drain on the national resources. Who that merely casts a glance over the map of North America, can hesitate to admit that the St. Lawrence is the natural outlet for the produce of the country bordering on the great Upper Lakes? Who but must admit, that it can only be by artificial means that the bulk of that produce can be diverted through the Erie Canal, when our own is completed? Again, looking at the vast extent of territory comprised in what is styled the Western

Country, its rapidly increasing population, and its proportionally extending cultivation, who can doubt that the limited dimensions of the Erie Canal, and the numerous transshipments in its passage, make it altogether insufficient for the transport of the surplus produce? These circumstances, if we properly avail ourselves of them, will give us the advantage in the race of commercial rivalry: but if we, either from supineness or any other cause, fail to exert our utmost vigour, we shall indubitably be left behind. In plain terms, our only chance of commercial advancement is to be found in inducing the American to use our waters for both the export and import of merchandise, in preference to his own: and every impediment in the way, every obstacle tending to counteract so desirable a result, is *pro tanto* injurious to our commerce.

Assuming, what we believe no one will deny, the advantages which the St. Lawrence possesses over the Erie Canal, can there be a doubt that, if free to use the former, the American merchant in the Western States will do so to a great extent, and that if our tolls be graduated on such a scale as to encourage, and not to check, the traffic on our canals, a large revenue may be derived from them? We know that the Erie Canal at present produces a revenue of upwards of £600,000 currency, and why should it be considered too sanguine to predict, that if a new system be adopted in this colony, taking into account the vast increase in population and produce in the Western Country, there may in a few years be an equal amount of revenue derived from the St. Lawrence Canals? If foreigners, however, are to be debarred from the free navigation of our waters, such a consummation can never be effected.

In every point of view that we consider the restrictions imposed on foreigners navigating the St. Lawrence, our policy appears short-sighted, nay, suicidal. Foreign vessels can legally navigate the St. Lawrence from Lake Ontario as low as Montreal, but when there, their cargoes must be transhipped in British bottoms to Quebec, where again they may be transhipped into foreign vessels, if for a foreign port. The unnecessary expense of these transshipments is apparently incurred for the sole purpose of giving to British vessels the transport between Montreal and Quebec. If the produce be intended for a British port, this sealing up of a part of the route of course secures to the British vessel the whole of the carriage from Montreal to a British port; and this may be supposed to be the reason, and at first view it appears a sufficient one, for the law as it stands. The practical result, however, is widely different, since it takes away the advantage which the St. Lawrence Canal has over the Erie Canal, that of the avoidance of transshipments, and the foreigner of course will naturally avail himself of the route through his own territory to a shipping port, where, encumbered with no restrictions, he is free to avail himself of the vessels of that nation which will carry his produce the cheapest. Thus we sacrifice our revenue from tolls without obtaining an equivalent in the increased employment of British shipping.

Again, consider the foreign merchant of the Western Country as an importer, either from Britain or any foreign country, in any vessels other than British: he is altogether precluded from the use of the River St. Lawrence below Quebec, and driven to the Erie Canal. Here again a large revenue which might be obtained for the country is sacrificed.

We shall not attempt to estimate the precise amount of loss which these impediments to the Free Navigation of the St. Lawrence, if maintained, will entail on the country. On such a point there would probably be a wide difference of opinion. We would, however, again direct the attention of our readers to the immense revenue derived from the Erie Canal at present, and to the advantages which the St. Lawrence Canal possesses over it: and we think they will agree with us that the rendering available those advantages is not one of the least important of the duties of our rulers at the present juncture. We know there are parties in this country who have designated the public works on the St. Lawrence as a mere job, and who entertain the opinion that they will never become a source of revenue, or even pay the interest of the debt incurred in their construction. In such opinions we have never joined. Although we believe that large sums of

public money have been injudiciously expended, and that the cost of various portions of the works have been greater than under judicious management it might have been; we have never doubted that the benefits which would accrue from them would far outweigh those evils; that on their completion they would form a great source of national wealth; that they would tend to make this a prosperous and united province, and to connect us indissolubly with the parent state.

MR. WATTS, M.P.P. AND AGRICULTURAL PROTECTION.

In a late number of the *Sherbrooke paper*, we find an account of an Agricultural Dinner, at Kingsey, Eastern Townships, at which Mr. Watts, the Member for Drummond, was present, and took the opportunity of delivering some of his peculiar opinions on the subject of Agricultural Protection. Mr. Watts is, our readers are doubtless aware, a gentleman excellently learned in the mysteries of fattening cattle, and in the course of this business has imbibed certain politico-economical opinions, which he takes an opportunity of setting forth on every possible occasion. His theory is comprised in certain high sounding dicta, which although not very consistent in themselves, or altogether intelligible to ordinary minds, find great favor with some of Mr. Watts' Agricultural friends, who on the strength of them have given him the cognomen of the 'farmer's friend,' and identify him on all possible occasions with high prices and fat cattle. On the occasion of the Dinner at Kingsey, Mr. Watts appeared once more, as the play bills would have it, in "his old character," and repeated those learned opinions which have gained for him such distinguished success. Above all, he insisted upon his favorite assertion, that the effect of the Agricultural Duties is not to raise the price to the consumer, and he did this in his usual clear, concise, and original manner. Thus he commenced by congratulating his agricultural friends on the more favorable state of their prospects now than in 1842, which he particularly impressed on them was due to "legislative enactments." "In 1842," said he, "we were compelled, in exchanging markets with our neighbours across the lines, to do so at a loss of 20 per cent.—the consequence was that our farmers were reducing their stock to the narrowest limits, and foreigners supplied our markets. Subsequently we were placed on a footing of reciprocity; and general content, and increased and increasing exertions and enterprise have been the consequence, ever since."

This is so far intelligible, that it coincides with the opinion entertained generally by the public, that the effect of these duties has been to raise the price of produce, and put a certain amount into the pocket of the farmer. But strangely enough, although Mr. Watts admits the gain to the farmer, he will not admit that that gain comes out of the pockets of the public, or that Agricultural Protection costs them one solitary farthing in keeping up. He repeated this over and over again in reference to the Commissariat cattle, which it will be recollected Mr. Watts sought to subject to duties, and which, he says, if not taxed, "will defeat protection altogether." His arguments and assertions on this subject, if placed under different heads, will stand thus:—

1. The farmer cannot exist without protection.
2. Allowing cattle for the use of the Commissariat to pass free of duty will defeat protection.
3. The effect of protection on the Commissariat will not "cost them a single farthing."

Thus it would appear that the farmer is to be ruined without losing a single farthing, and benefitted without gaining a single farthing; and this extraordinary result is to be produced by the simple use or non-use of the marvellous word "protection."

Another of Mr. Watts' opinions is, that although, if not subject to duties, the Commissariat will certainly go to the States for their supplies, they will do so, not because that is the *cheapest*, but because "it is the *nearest* market,"—a distinction so ingenious that it must have puzzled Mr. Watts' agricultural friends who, we dare say, had previously regarded cheapness and dearness as relative terms, very much influenced by distance, and who had considered that although an article might be very cheap at one place, it might also be very dear at another. Thus, although the fact that the stock of the Townships is as good, and the farms as fertile as those of the States, is gratifying to the inhabitants of Montreal and the Province generally, yet if they find that to obtain that stock costs them 25 per cent. more than they can get it elsewhere, they will, we fear, in spite of Mr. Watts' assertion to the contrary, consider

it *dear*, and not less so because originally, and at 150 miles distance, it was *cheap*.

Nor does the character that Mr. Watts gave of himself and brother agriculturists strike us as less singular. Speaking of the press of Montreal (which, it seems, has dealt hardly with the opinions of the honorable gentleman) he observed,—"That press, like ourselves and the rest of the community, are bread and butter hunters,"—an opinion, we confess, we should have hesitated to pronounce, but which, coming from so high an authority, we are bound implicitly to believe!

Mr. Watts wound up by telling the farmers, that they had the power in their own hands to prevent Government from interfering with these duties, and recommended them strenuously to do so by returning members to Parliament favorable to what he assured them were their interests. Such advice, coming from so disinterested a party, would of course have its weight, although why the farmers should so exert themselves in favor of a question which Mr. Watts took so much pains to convince them involved not the "cost of a single farthing to the public," and consequently (one would suppose,) not that value to themselves, does appear strange.

We confess, however, that there is one fact stated by Mr. Watts which, as far as the public are concerned, we do regard as satisfactory, and that is, that it is on account of the distance he is removed from the Montreal market *alone*, that the Township farmer requires protection. "This is our great drawback, and it is corrected by our present law," said Mr. Watts. Now in two years the Portland Rail-Road will be completed, by which the Townships will be brought within six hours distance of Montreal; and accordingly that objection can, after that time, no longer prevail. Supposing, therefore, that Mr. Watts should continue up to that time to believe all that he believes at present, when the Rail-Road is finished he must become a Free Trader, and we fully expect that his first act will be to go to the Legislature and tell them that since the "great drawback" is removed, his friends and himself are quite content to forego an advantage that was got out of no-one, came from nowhere, but that still, by some strange hocus-pocus calculation, they believed to be of enormous value to themselves.

OUR PROSPECTS.

Whilst it is a matter of no little satisfaction to us that we have succeeded in influencing public opinion, and giving to Free Trade doctrines that importance in the eyes of the colonists which it was so necessary they should command, we cannot conceal from ourselves that we have drawn forth some opposition, and that we have not been more fortunate than other supporters of new doctrines, in arousing the jealousy or mistrust of the crowd of men of small minds and natures who make it a point to rail at everything that does not proceed directly from themselves. We have felt this, we say, and we were to a great degree prepared for it. Our course was too bold—maybe too honest—not to offend some, and to interfere with the dearly prized interests of others, who claim a voice in the direction of the public mind. If it was a sin in the eyes of these people to have taken the lead in the great question of the day, it was a still greater sin to have done so in the spirit and with the determination which we have exhibited. Had the "ECONOMIST" been content to follow, instead of claiming to lead, we have reason to believe that our course would have been more smooth, though less beneficial to the public interest, and certainly far less creditable to ourselves. We should not then have had to encounter the bitter hostility of a portion of the city press, or the less open though not less rancorous hostility of men who whilst they had not the courage to oppose us, never really wished success to our cause. Instead of scurrility, and abuse, and secret rancour, we should have received the meek-mouthed praise of a host of hollow friends, and our feeble and inefficient advocacy of a good cause would have been trumpeted forth as the greatest of virtues. Two courses, in short, lay open to us at starting—either by temporizing and shirking the real points at issue, to please those who were not sincerely our friends, or by pursuing a bolder course

"Take arms against a sea of troubles
And by opposing, end them."

We preferred the latter course. We knew it to be the most difficult, but it was the most honest, and in the end the best both for ourselves and the country.

When we look back over the numbers of our journal—and still more when we note public opinion abroad, we feel that we have very little to reproach ourselves with in the management of our great cause. That we have committed some errors is likely

enough—no journal starting under the circumstances ours commenced with, ever avoided them—but against these, such as they are, we can place the fact that we have made a deep impression on the public mind, and that let the question of Free Trade come on for discussion when and where it may, it will have a numerous and most powerful body of supporters. This was the object we strove for, and this object we know we have accomplished. Our great aim has been to keep Free Trade out of the category of political questions. We knew very well, for there is bitter proof in the past—that if left to the tender mercies of this clique or that clique in the Government, it never would have a fair trial, and that immediately the banner of party was waved over it, its chances of success were hopelessly removed. Our object was to make it not a question of one party, but a question of all parties—to bring it forward as a great national necessity, for which the countenance and aid of every good citizen was required to help in the carrying out. We knew nothing of leaders—nothing of parties. All that we saw was a great commercial revolution, in which all were alike interested, but for which the public mind required to be prepared. Radical or Conservative, it was the same to us. Differing amongst ourselves on political questions, we were united for one object, and that object we were determined to spare no toil, no trouble, no expense, to carry out.

And have we not succeeded to a great extent? Has not Free Trade thus far steered clear of the dangerous shoals of party, and united in bonds of common interest men of the most discordant opinions on other subjects? Has it contracted any distinctive political character, although the attempt has been made to give it such? Are there not Free Traders who are Conservatives, and Free Traders who are Radicals, and Free Traders of all and every party? The opinions of the press—the speeches of public men—and numerous other evidences not less prominent, show that such is the case.

What more then could we expect? Those who oppose us may cavil at our facts,—facts which they cannot correct and which they could not supply,—but can they deny our influence? They may affect to ridicule or they may assume the right to blame, but they will hardly venture to question our success. Nor is it true, as these persons would have the world believe, that any great or important portion of the mercantile community—a community by no means above jealousy or fond of change—proclaim disapproval of our course. The great majority of the mercantile body are, we thoroughly believe, our friends. Individuals there are, doubtless, who from feelings it were hard to explain, look not kindly on us—small cliques of self-sufficient men whose nature it is to object, and who would war against nature were they to approve.—From such it is possible our open opponents find a slight support, but it is but slight, and opposed to those who hold our faith, most unimportant.

No; look where we will we find reason for encouragement. Judged numerically the country is with us, a hundred souls to one, and after all it is in the hands of the people the question rests. If they decide against the restrictive laws which bind our commerce, those laws eventually must give way. The Provincial Legislature is to be the arena where the great battle will be fought, and we look forward with full confidence to find a bold commencement made when that Legislature meets.

THE AGRICULTURAL INTEREST AND THE NAVIGATION LAWS.

It is with very great satisfaction that we insert the following article on the Navigation Laws, taken from the last number of Mr. Evans' *Canadian Agricultural Journal*. Sooner or later, we felt quite sure that the Agricultural body would see the great interest they have in an alteration of these laws, the effects of which are to lower the price of every thing they produce; for it is quite evident that a large portion of the sum now paid to the British ship-holder over what would be paid to the foreigner, comes out of their pocket. There is, indeed, no question which is so much a farmer's question, and we are glad they are beginning to find it out:—

“It our last we stated our conviction of the necessity that existed that the cost of freight from Quebec to England should be greatly reduced, or that we should give up altogether the idea of raising produce here for exportation. We should also inquire whether the freights upon our own Canadian water communications are moderate, as they should be. If the charges upon our own waters are unreasonably high, they will be as injurious to the farmer, diminishing the value of his produce nearly as much as high freight from Quebec would do. We cannot certainly complain much of high freights from Quebec, if the freights upon our own waters are immoderately high. It may be objected that these waters are free to competition; but however this may be, there are means in the power of merchants and forwarders by which freights are kept up at

a high rate upon the Canadian waters. Every man who wishes that we should retain the carrying trade, should be anxious that we should be able to offer the inducement of cheapness of freight, which alone can secure it. It is not very reasonable of us Canadians to leave all the obligations of cheap freight upon the English shipowner. It is our duty that we make no overcharges on the transit of foreign or Canadian produce to the shipping ports. Private and individual interests must give way, if desirable that the public and general interests of this province and of the empire should be promoted. If the carrying trade will be lost to Canada, it will be altogether the fault of those who are the carriers both on the Canadian waters and on the Atlantic, by their desire of exorbitant and unreasonable gain.

We cannot understand why an individual in this province would advocate a free admission of foreign productions into this country for exportation, and at the same time desire to maintain the English Navigation Laws in full force. There is an inconsistency in such conduct that is unaccountable to us, and a manifest injustice to the Canadian producer for exportation to allow foreign productions of all descriptions to crowd in upon them, and give them only limited means of exporting either their own or this foreign production. We never would be the advocate of the sweeping changes that have been lately introduced, but now that they are to be fixed upon us, we cannot shut our eyes upon the necessity that exists for a full and perfect free trade, as well in all products and merchandise to be carried, as in the ships that are to carry them. Forwarders and shipowners may be very much opposed to the Canadian Agricultural Protection Bill, because it may have the effect of diminishing the quantity of freight and the amount of their large profits. They must be resolved not to see, who cannot perceive the tendency of the laws that would admit the free and unlimited importation of foreign productions, the same exactly as those raised in Canada, for exportation, and allow us only a protected shipping to carry those productions. There cannot be a doubt that such a state of the law would severely diminish the value of the Canadian farmer's produce; and we have sufficient confidence in the justice of the Imperial Parliament to believe that our circumstances shall obtain full consideration, and our interests receive all reasonable protection, or at least that we shall not be subjected to the effects of Free Trade on one side and a strictly protected monopoly on the other. We have now water communication far from the sea, nearly one thousand miles into the country, on the grandest scale of any fresh-water communication on earth, and if we desire that they should be fully employed, we can only make them so by cheapness, safety, and expedition. Every means should be promptly adopted to give as much security as possible in the passage of ships, &c. to the open sea, to give us a chance of the carrying trade. According to our own humble views, Canada can only prosper under the encouragement of protection, or with a full, free, and unrestricted trade. All the political-economists and free-traders that ever existed cannot point out any other means to give a fair chance of prosperity. No half measures will answer: let us have either the one or the other, entire and perfect.”

TRADE OF NEW YORK.

The following is a statement of the imports and exports of the port of New York for nine months, as given under the head “Commercial Chronicle and Review,” in *Hunt's Magazine* for the present month:—

COMMERCE OF NEW YORK.—VALUE OF IMPORTS AND EXPORTS.

	1815.		1816.	
	Imports.	Exports.	Imports.	Exports.
January,	6,310,159	1,167,955	5,219,809	2,100,344
February,	4,730,293	1,820,135	4,652,292	1,558,845
March,	6,174,077	2,317,202	9,750,269	1,651,517
April,	5,908,260	2,459,053	6,334,271	2,309,181
May,	5,464,732	2,971,270	5,488,397	3,114,547
June,	5,244,496	3,181,788	5,873,655	4,062,249
July,	6,742,889	2,286,688	6,125,709	3,119,295
August,	9,964,053	2,709,625	8,457,124	2,678,627
September,	7,152,750	3,266,334	5,883,516	2,628,826
Total,	\$57,891,519	\$22,120,543	\$57,855,312	\$23,511,233
Duties,	15,118,567		14,880,151	

The falling off of imports in the month of June is ascribed to the passing of the new tariff, which has caused buyers to hold back, in anticipation of the low rate of duties which come into operation on the 1st of December.

Amongst the evidences of prosperity, the increase of tolls on the public works is the most conclusive. On the great avenues between the Western States and the Atlantic States they have been as follows, up to October 1st:—

	1815.	1816.	Increase.
N. York Canals, fiscal year, to Oct. 1.	\$2,332,336	\$2,743,618	\$411,282
Penna. Works, openng. navig. to Oct. 1.	940,926	1,003,125	62,199
Total,	\$3,273,263	\$3,746,743	\$473,481

On the New York Canals, the increase is near 20 per cent, and on both, the excess over last year, increased as the season progressed, stimulated by the enhanced foreign export trade. The rail-roads and other public works in all sections show a similar improvement, giving unerring indications of growing business activity.

The prices of the great leading products of the country have improved as follows:—

ARTICLES	JUNE 10	JULY 14	AUGUST	SEPTEMBER	OCTOBER
Ashes P. C.	3.50 a 3.50	3.50 a 3.56	3.60 a 3.56	3.75 a . . .	4.37 1/2 a 4.50
Cotton Fair	7 1/2 - 8 1/2	7 1/2 - 8 1/2	8 1/2 - 8 1/2	8 1/2 - 9	10 1/2 - 11
Flour, Ohio	3.93 - 4.00	4.00 - 4.06	4.07 - 4.09	4.76 - 4.87	6.37 1/2 - 6.50
Wheat	1.00 - 1.02	95 - 1.00	92 - 97	92 - 1.00	1.16 - 1.20
Rye	65 - 65	70 - 67	70 - 67	73 - 73 1/2	79 - 81
Corn, Southern	65 - 65	52 - 57	55 - 64	67 - 68	76 - 78
Beef, Mess.	6.00 - 6.50	6.37 - 7.00	6.50 - 7.00	6.50 - 7.00	
Pork, do.	10.50 -	9.37 - 9.50	6.62 - 9.75	9.75 - 10.00	10.37 - 10.50
Lard	5 1/2 - 7	6 1/2 - 6 1/2	6 - 7	6 - 7.07	7 1/2 - 8
Iron, Pig, No. 1	34.00 - 36.00	34.00 - 36.00	32.50 - 35.00	32.50 - 35.00	
Coal	5.00 - 6.00	5.00 - 6.00	6.00 - 6.50	5.60 - 6.00	

The advance in these prices in face of the large receipts, is sufficient evidence of the prosperity of the great interests engaged in their production, while the high freights and active employment of the shipping appears alone to check a greater animation, and a further advance in prices. The aggregate receipts of some articles of produce at tide-water on the Hudson, from the commencement of navigation in 1845 and 1846, to and including the first week in October, have been as follows:—

	Flour.	Wheat.	Barley.	Corn.
1846	1,950,527 bbls.	1,516,004 bush.	491,466 bush.*	1,238,646 bush.
1845	1,133,265 do.	552,103 do.	371,223 do.	28,936 do.
Increase	517,262	963,901	117,243	1,209,710

* Of this quantity about 160,000 bushels were received prior to the new crop coming into market. The increase in flour and wheat is equal to 719,012 barrels of flour.

THE CHANCES OF SUCCESS IN MERCANTILE LIFE.

(From Hunt's Merchants' Magazine.)

We certainly take no pleasure, as the conductor of a journal devoted to the interests of commerce, in disparaging the calling of the merchant; but, as the honest advocate of whatever is calculated to promote his moral and social well-being, it becomes our duty to lay before him the difficulties and dangers of his profession, as well as the varied information so requisite to the successful and accomplished merchant.

On the evening of the 28th of February, 1840, General Henry A. S. Dearborn delivered an address at an agricultural meeting of the members of the legislature, in the state-house in Boston, which embraced a statement touching the chances of success in mercantile pursuits, that astonished many, and attracted the attention of business men in all parts of the country. We had frequently seen the statements alluded to quoted in the public journals and in lectures before mercantile associations, and agricultural societies; but, as a report of the address had only been published in some of the eastern agricultural periodicals, we had only met with the single remark of the author, "that among one hundred merchants and traders, not more than three, in the city of Boston, have acquired independence." We therefore wrote to General Dearborn for a copy of his remarks made in connection with that statement, which he has kindly transcribed, and placed at our disposal. The reader will bear in mind that General Dearborn was speaking to an audience chiefly composed of cultivators of the earth, and wished to impress on them the advantages, in all respects, of a rural home, and only presented a well established fact, to show them how delusive was the youthful dream of fortune in the hazardous career of commercial adventure. As a branch of industry, and one of the most important, General Dearborn considers commercial enterprise, and national trade, in all its divisions, as deserving the highest commendations; but, like distinctions in the army and navy, how few obtain the querdion of wealth and honorable fame!

General Dearborn was collector of the port of Boston for nearly twenty years, and was, therefore, enabled to notice the vicissitudes in trade; and his statements are confirmed, as will be seen by the remarks of a Boston merchant, which are here appended to the extracts from his address.

EXTRACT FROM AN ADDRESS DELIVERED BY GEN. H. A. S. DEARBORN, IN BOSTON.

"In England the pleasures, and privileges, and blessings of the country, seem properly understood and valued. No man there considers himself a freeman unless he has a right in the soil. Merchants, bankers, citizens, and men of every description, whose condition in life allows them to aspire after anything better, are looking forward always to retirement in the country—to the possession of a garden or a farm, and to the full enjoyment of rural pleasures. The taste of the nobility of England is eminently in that direction. There are none of them who, with all the means of luxury which the most enormous wealth can afford, even think of spending the year in London, or of remaining in the confinement, noise, and confusion of the city, a day longer than they are compelled to do by their parliamentary or other public duties.

"There is, in this respect, a marked difference between England and France. Formerly the nobility of France were scattered broadcast over the territory, and had their villas, their castles, and chateaux, in all the provinces of the kingdom. But the monarchs, anxious to increase the splendour of their courts, and to concentrate around them all that was imposing and beautiful in fashion, luxury and wealth, collected the aristocracy in the capital. The natural consequence was, that the country was badly tilled, and agriculture made no advancement; while England was making rapid and extraordinary progress in the useful and the beautiful arts of agriculture and horticulture; and now, in her cultivation, presents an example of all that is interesting in embellishment, and important in production. We are the descendants of England; yet, on these subjects, we have reversed the order of taste and sentiment which there prevails.

"Happy would it be for us if our gentlemen of wealth and intelligence would copy the bright example of the affluent and exalted men of England. If, after having accumulated immense fortunes in cities, they would carry their riches and science into the country, and seek to reclaim, to improve, and render it more productive and beautiful, Massachusetts might be transformed into a garden, and rival the best cultivated regions on the globe.

"It is an inexplicable fact, that even men who have grown rich, in any manner, in the country, should rush into cities to spend their wealth; and it is equally as remarkable that those who have accumulated fortunes in the city, should shudder at the idea of going into the country, where wealth might be safely appropriated to purposes of the highest utility, pleasure and refinement.

"There prevails in this rather too much ignorance, false sentiment and unworthy prejudice. The city must, of course, be regarded as the proper seat of active business, in all the branches of commerce and navigation. But when a large portion of life has been spent in these harassing pursuits, and men have acquired the means of competence and independence in the country, why they should not seek to enjoy the refreshing exercise, the delightful recreations, and the privileged hours of retirement and reflection, which a rural residence affords, was a mystery which it was impossible to solve.

"It was not merely the ungovernable influence of a city life, upon health, comfort, and enjoyment, but its pernicious moral influence, was most deeply to be deplored. Many an uncorrupted young man from the country, impelled by a reckless passion for gain, has there early found the grave of his virtues. But too many instances might be pointed out, in which the acquisition of property has proved as great a curse as could have befallen them. The chances of success in trade are likewise much less numerous, and are more uncertain than men generally believe, or are willing to allow. After an extensive acquaintance with business men, and having long been an attentive observer of the course of events in the mercantile community, I am satisfied that, AMONG ONE HUNDRED MERCHANTS AND TRADERS, NOT MORE THAN THREE, in this city, ever acquire independence. It was with great distrust that I came to this conclusion; but, after consulting with an experienced merchant, he fully admitted its truth. Infinitely better, therefore, would it be for a vast portion of the young men who leave the country for the city, if they could be satisfied with a farmer's life. How preferable would it have been for many of those who have sought wealth and distinction in cities, if they had been satisfied with the comforts, innocent amusements, and soothing quietude of the country; and, instead of the sad tale of their disasters, which must go back to the parental fireside, the future traveller, as he passed the humble church-yard in which they had been laid at rest with their laborious ancestors, might truthfully repeat these emphatic words of England's gifted bard:—

"Some village Hampden, that, with dauntless breast,
The little tyrant of his fields withstood,
Some mute, inglorious Milton, here may rest;
Some Cromwell, guiltless of his country's blood."

The following confirmatory remarks of an intelligent gentleman from Boston, recently appeared in the *Farmer's Library*:—

"The statement made by General Dearborn appeared to me so startling, so appalling, that I was induced to examine it with much care, and I regret to say I found it true. I then called upon a friend, a great antiquarian, a gentleman always referred to in all matters relating to the city of Boston, and he told me that, in the year 1800, he took a memorandum of every person on Long Wharf, and that, in 1840, (which is as long as a merchant continues business) only five in one hundred remained. They had all, at that time, either failed, or died destitute of property. I then went to a director of the Union Bank (a very strong bank); he told me that the bank commenced business in 1798; that there was then but one other bank in Boston, the Massachusetts Bank, and that the bank was so overrun with business, that the clerks and officers were obliged to work until twelve o'clock at night, and all Sundays; that they had occasion to look back, a year or two ago, and they found, that of the *one thousand* accounts which were opened with them in starting, only *six* remained; they had, in the forty years, either failed or died destitute of property. Houses whose paper had passed without a question, had all gone down in that time. Bankruptcy, said he, is like death, and almost as certain; they fall single and alone, and are thus forgotten; but there is no escape from it; and he is a fortunate man who fails young.

"Another friend told me that he had occasion to look through the probate office, a few years since and he was surprised to find that over 90 per cent of all the estates settled there were insolvent. And, within a few days, I have gone back to the incorporation of our banks in Boston. I have a list of the directors since they started. This is, however, a very unwise way of testing the rule, for bank directors are the most substantial men in the community. In the old bank, over one-third had failed in forty years, and in the new bank, a much larger proportion.

"I am sorry to present to you so gloomy a picture, and I trust you will instil into your sons, as General Dearborn recommends, a love of agriculture, for, in mercantile pursuits they will fail, to a dead certainty."

COMMERCIAL TRIALS.

Court of Queen's Bench.—Sittings in Banco.—October Term.

ARCHIBALD McVICAR, vs. JOHN KAY.—In this case, the defendant had been a member of the firm of Alexander Ewing and Company, formerly merchants in this city. This firm failed, was dissolved, and ceased to carry on business in July, 1843, of which public notice was given. In the spring of the same year, Alexander Ewing, the senior member of the firm, being in Scotland, procured a consignment of a quantity of iron from the plaintiff. The bills of lading and invoices were made out in the name of the firm, but on the arrival of the goods, the firm having previously stopped payment, they were, by Mr. Ewing's orders, sent to another house in town for sale, and this house afterwards accounted to Ewing individually. No communication appeared to have been made to the plaintiff respecting this arrangement. By the present action, the plaintiff sought to charge the defendant, as having been a member of the firm, and liable to account for and pay over the proceeds of the goods. The defendant contended that the goods had been supplied on Ewing's sole credit, and not on that of the firm,—that the mandat was not complete, and no liability attached until the actual receipt of the goods, which had never come into the possession of the firm. In support of this, the case of *Pindar vs. Wilkes*, 5 Taunton, was cited. The defendant contended, in the second place, that even if the firm had been originally liable, the plaintiff, by his conduct, had adopted Ewing as his sole debtor, by allowing the goods to remain under his control—that the plaintiff never intimated to the defendant that he looked to him as liable to account, but, on the contrary, corresponded with Ewing alone,—that in 1843 an assignment had been made by the firm of Alexander Ewing & Co., for the behoof of their creditors, and that the defendant and the other members were then discharged. In support of the proposition that the plaintiff had adopted the sole liability of Ewing, the case of *Hart vs. Alexander* (Collyer on Partnership, p. 297) was cited, and that case appeared to have over-ruled the previous contrary decision of *David vs. E. L.*

The Court, in now pronouncing judgment, intimated that it did not become necessary to examine the second question raised in argument, since it appeared by the evidence that the goods had been furnished on Ewing's sole credit, although the bills of lading were made out in the name of the firm. That this circumstance alone was not sufficient to charge the defendant, especially as it was for the plaintiff's security that the goods were not received by the firm. The action was, therefore, dismissed with costs.

HENRY LE MESURIER et al, Plaintiffs, vs. DILLON, Defendant.—This was an action against a shipmaster for the deficiency in a quantity of gun, shipped at Liverpool to the plaintiffs, who are merchants in this city. It appeared that the casks had been stove in on the voyage, and a large quantity of the gun leaked out. The evidence showed that the casks had been laid upon a quantity of whitening and were well stowed for good or ordinary weather, but that in a heavy gale the vessel sprung a leak, the whitening was washed from beneath the gun, and the casks were smashed. The defendant contended that the direct cause of the loss was a peril of the seas for which he was not responsible. But, per curiam:—the evidence goes to show that the stowing was well enough for fair weather, but not sufficient for rough weather, and we must hold the defendant responsible for such imperfect stowing, although the immediate cause of damage was the rolling and leaking of the ship, occasioned by the storm. The plaintiffs, however, cannot recover all they claim, for they did not pay the duty of 1s. 11½ l. per gallon on the quantity of gun deficient, and their demand must be reduced pro tanto.

PRICES OF GENESSEE FLOUR IN NEW YORK FOR THE LAST TWENTY-FOUR YEARS.—The *Buffalo Express* furnishes the following table of the prices of Genessee flour in the city of New York, for the last twenty-four years, on the first Wednesday in the months of September and December in each year—

Year.	September.	December.	Year.	September.	December.
1823.....	\$6 50	\$6 62½	1835.....	\$3 75	\$7 50
1824.....	5 25	5 87½	1836.....	7 75	10 00
1825.....	5 12½	5 12½	1837.....	9 62½	9 00
1826.....	4 62½	5 12½	1838.....	7 62½	8 62½
1827.....	4 69	5 62½	1839.....	6 75	6 25
1828.....	5 75	7 87½	1840.....	5 00	4 62
1829.....	5 50	5 38½	1841.....	6 50	6 37½
1830.....	5 62	5 18	1842.....	4 04	3 87½
1831.....	5 25	6 00	1843.....	4 81	4 62
1832.....	5 87½	6 37½	1844.....		
1833.....	5 75	5 62½	1845.....	4 75	6 87½
1834.....	5 25	4 87½	1846.....	4 18½	

The table showing that in six years, prices have been lower than at present; and in eighteen years, have been higher. In the December column, the prices are in each year higher than there is any reason to believe will be the range in 1846. These two periods have been taken for the purpose of showing the state of the market under the effect of a full supply from the West, and at a time when the market is controlled by a demand dependent on a given supply, without the effects of additions or arrivals.

REVENUE, DEBTS, AND POWER OF EUROPEAN NATIONS.—In England, the number of inhabitants is 28,600,000, on 90,950 square miles, or 368 per square mile; in France, the population is 31,709,000, on 151,000 square miles, or 225 per square mile. In Austria, there are 37,500,000 inhabitants, on 204,000 square miles, or 184 per square mile; in Prussia, the population is 15,500,000, on 80,450 square miles, or 191 per mile; in Russia in Europe, the population is 50,500,000, scattered on the enormous quantity of 2,000,000 square miles, being but 2½ persons to each

square mile. At nearly the same period, the public debt and revenue of each of these powers were as follows:—

	Revenue.	Debt.
England.....	£53,400,000	£813,800,000
France.....	38,480,000	156,000,000
Austria.....	20,880,000	68,000,000
Prussia.....	8,320,000	25,800,000
Russia.....	17,360,000	61,500,000

Thus England is indebted to the extent of thirteen times its revenue, while France and Russia owe but four times their respective revenues. Austria and Prussia little more than three. The relative number of troops kept up in time of peace by each nation, holds about the same proportion—the number of soldiers in the whole British empire being 410,000; in France, 363,000; in Austria, 424,000; in Prussia, 131,000; and in Russia, 1,300,000.

"We again repeat that we are not arguing for the Navigation Laws. We have great doubts of their wisdom. Commercially they are totally indefensible. Politically they are considered a necessity for Britain herself. Perhaps they are not. Perhaps all that is said of their cost to us is as true as we believe it to be false. Perhaps, if Great Britain would make us an exception to all other colonies, and all the independent nations in the world, it would be very greatly to our benefit. We doubt not it would be of some. But what right, conceding all the commercial postulates, have we to demand, not humbly to entreat, the concession of this peculiar benefit, be it great or small? To demand it as colonists, as the alternative of renouncing our allegiance, disowning our sovereign, and, possibly, incurring all the guilt and perils of a civil war? To be plain, what excuse does it afford for contemplating—we will not call it treason—but, to use the mildest term, successful revolution, pacific or otherwise?"—*Gazette, of yesterday.*

From this it would appear that the only difference between ourselves and our most inconsistent contemporary is as to the manner of claiming to be relieved from the operation of laws which he confesses are, "commercially totally indefensible." He would have the world believe that we have made the demand in a manner inconsistent with our allegiance as Colonists—a charge we positively deny. If the word "disaffection" once, and once only, was used in an article, it was not as a threat it was employed, but simply to mark what might be the result in this case, as it has been in others, of keeping up restrictive laws after the period when the necessity for their existence had passed. In all cases our language has been, we submit, respectful though firm. We have spoken as we think it behoves British subjects to speak when dealing with public questions. To the Editor of the *Gazette* this may not appear sufficiently submissive, but to the public it will appear amply submissive. He would have us use the "bondsmen's key," speaking with "bated breath," as he would do under similar circumstances. But we prefer the manlier course, and shall continue to follow it, notwithstanding his terrible list of pains and penalties that are to follow our plain speaking.

Our facetious friend of the *Herald* is at some pains to inform his readers of a fact which we believe they must ere this have been fully sensible of, that he is not profoundly versed in the mysteries of Cocker and other arithmetical worthies. Verily, had our illustrious contemporary profited, as he ought to have done, by the instructions and flagellations of the worthy pedagogue whom he has so graphically described, and who appears, if we may judge by the epithet so unceremoniously applied to him, to have entertained a less exalted opinion of the editor's powers than he apparently enjoys himself; he would have understood that in our articles on the subject of the Navigation Laws, we have throughout estimated the loss to our Canadian producers, from the monopoly enjoyed by British shipping, at £300,000 per annum, but that in our last we showed that if the data given to us by those who expressed the opinion that we had exaggerated the amount of that loss, were correct, we must have put it down at double the sum. The increase in the estimates, be it observed, is not ours, but those who demurred to our first statement.

Our attention has been directed to an article in the *Hamilton Spectator* of the 24th ultimo, in which we of the *Economist* are railed at in: "good set terms". What our other crimes are we cannot exactly make out, but we are certainly guilty of *lèse-majesté* against "that great source of Britain's naval power and supremacy, the Navigation Laws," and against the Differential Duties. We confess ourselves astonished at such a charge coming from such a quarter, since we entertain a vivid recollection that but a few months since, in August last, this same *Hamilton Spectator* expressed its complete approbation of our efforts to obtain "the repeal of the Navigation Laws so far as the St. Lawrence is concerned"; declaring, "as a matter of right and justice, the free and unrestricted navigation of the St. Lawrence should not for a moment be withheld"; and recommended, that public meetings should be held to urge this matter, and the repeal of the Differential Duties on the British Government.

We leave the Editor to reconcile his own inconsistencies, but if we wanted an argument against the *Spectator* of October, we need only refer back to the files of the same paper for August last.

On one point, however, we must set our contemporary right. He says:

"To add to the misfortunes of the Free-Traders, a division has sprung up in the camp. While one portion of the League would be satisfied with a reduction and equalization of existing duties, another demand their total repeal, and the substitution of a direct tax upon property instead."

Now if he has taken the trouble to read the *Economist*, he must be aware that not one single expression has ever appeared in that paper which would lead to the inference that the opinion of its writers is in favour of a property tax, or indeed any other modification of the existing duties than such as would tend to their more equal distribution.

The following remarks on the effects of the American tariff are from the new work entitled "Hochelaga, or the New World." The author is not, we suspect, a Free Trader in the full sense of the word, but he has too much good sense not to see the injustice the Americans are inflicting on themselves as well as others, by adhering to their present protective system.—

"The establishment of any sort of manufacturing industry here, from shoes upwards, appears to me an error. The men so employed could get higher wages in the agricultural labors of the West, where they would be free from the danger of contamination in crowded cities. If the English Corn Laws be materially relaxed, the cultivation of these grain growing districts will be still more profitable; while, by a removal of the American prohibitory duties, all articles of clothing could be obtained at one-third less price than that now exacted, and paid for in food to England.

"Without giving an opinion on the advantages of free trade for ourselves, I cannot see the possible cause of its being denied to the people of the United States, where there is no vital interest to be endangered, no great mass of people or capital to be put out of employment; for who can doubt that a few months would absorb the scanty manufacturing population of New England among the millions of the new States, and that, in all probability, their condition would be thus very much improved? I have said before, that they can in some coarse cloths rival the English factories; but why should they try, when they would be so much better off elsewhere? I have not the least doubt that, if my friend from Chicago and his western neighbours could sell their corn in England, they would not for any length of time allow the interests of the Lowell capitalists to stand in the way of their barter."

EXTENSION OF THE MAGNETIC TELEGRAPH IN THE UNITED STATES.

	Miles.
From New York to New Haven, Hartford, Springfield and Boston,	265
From New York to Albany, Utica, Auburn, Syracuse, Rochester, Lockport, and Buffalo,	507
From New York to Philadelphia, Baltimore and Washington,	249
From Philadelphia to Harrisburg,	105
From Boston to Lowell,	26
From Boston to Portland (110 miles—half finished),	55
From Ithaca to Auburn,	40
From Troy to Saratoga,	31

The question of Free Trade will be a subject of discussion whenever a general election takes place. Upon one of the most practical parts of this question—we may add one of the simplest, viz:—whether the 3s. on the importation of breadstuffs intended for the re-exportation should or should not be repealed, the ex-ministerialists and their supporters voted for the continuance of the duty, and almost succeeded in throwing out their opponents. At present the whole of the press of this party is out in favour of the movement. This is something like a sign of the times.—*Herald*.

PROVINCIAL, LOCAL, AND GENERAL INTELLIGENCE.

The Quarantine establishment, at Grosse Isle, was closed for the season on Thursday se'night. About 1600 sick emigrants have been admitted in the hospital at that place during the season, out of whom nearly 100 have died.—A substitute for the Potato has been proposed by Dr. Gesner, of New Brunswick. It is a plant used by the Indians, and called by them in their language *Mus-qua-sete*. This plant has a number of bulbous roots (attached to each other by a small fibre,) about the size of a pigeon's egg. In the raw state, the *Mus-qua-sete* smells and tastes like a potato, and when boiled is dry, and white as the finest flour. The vine which it sends forth is delicately slender, running from three to six feet high, bearing branches of rich purple blossom, resembling the pea; the leaf resembles that of the passion flower in shape and color. It is said that this root is not confined to any particular district, but is to be found commonly over all the Lower Provinces. Four bushels of them have been sent to the Agricultural Societies of Great Britain, and hundreds of farmers in Nova Scotia, it is said, prepared seed for cultivation in the spring. It is well known that the potato when first discovered was not larger than the root in question, and that cultivation gave it size, it may therefore happen that the *Mus-qua-sete* will offer a substitute for this plant, whose decay throughout the world is creating so much alarm.

—The *Montreal Gazette* says, "Among the many improvements of our navigation, we may notice one effected by Jacob De Witt, Esq., of great interest to the dwellers on Lake St. Louis. That gentleman has put a new steam ferry-bont on the station from Lachine to Beauharnois. It is a very great improvement, 175 feet long, with powerful engines and capital accommodation. It performs the trip between the two places, on an average, in an hour each way, while the old one which it replaces occupied three to four hours."—Mr. Evans states, in his agricultural report for last month, that the disease in the potatoes appears to have been checked by the very dry and warm weather in August and September.

—Another of the "Markham Gang" of robbers has been convicted at the late assizes for the Home District. He was a well-known criminal, named Johnson, and was tried and convicted on several indictments, and sentenced to four years' imprisonment in the penitentiary.—We perceive by the reported proceedings of the Toronto City Corporation, that that body has passed a bill entitled "An Act to facilitate the erection of an Electric Magnetic Telegraph."—The weather during the past week has been of the mild and beautiful kind known as the Indian summer.

—Mr. Tate, proprietor of the steambot *Sydenham*, has denied that the loss of life by the late accident exceeded five, three of whom belonged to the crew, and two passengers.—There has been a terrific storm at the South, by which great injury has been done to shipping, and many lives lost. It extended to the Havana, where it is said fifty ships were lost in the harbour. Altogether it is said that there never was in the annals of American commerce a season so disastrous to shipping as the present autumn.—A man named Joseph Roberts, a labourer, who was found guilty at the late Criminal Term for Three Rivers of the horrible crime of violating the person of his own daughter—a girl of ten years and a half old—is to suffer the extreme penalty of the law on the 21st instant.—The English packet of the 19th, now due, has not yet been heard of, but is expected hourly.

THE MARKETS.

ENGLISH.

No later intelligence since our last.

[The United States mail not having arrived yesterday, we are deficient in our New York and Cleveland Prices Current for the past week.]

(Reported for the Economist)

CLEVELAND.

Oct. 21, 1846.

WHEAT.—The sales during the early part of the week were at 69 to 70c. per bushel. On Thursday the price declined to 65c., since which, however, rumours of the arrival of the Caledonia with later English advices quoting a material advance in the price of breadstuffs, has for the time suspended operations, and the market closes quite unsettled. Receipts 110,168 bushels.

FLOUR.—Several parcels have changed hands at \$1 12½ to \$1 25 per bbl. for good brands. The news will probably advance these quotations next week. Receipts 19,710 bbls.

CORN.—The article has been dull at 37½ cts. Receipts 12,797 bushels.

PORK.—Sales of 100 bbls. Mess at \$9 50, and 150 at \$9 88½.

EXCHANGE.—The Banks do not allow any premium on sight drafts on New York

& FREIGHTS.—To Buffalo, on Wheat, 12c., Flour 40c.; to Oswego, Wheat 20c., Flour 80c.; to New York, Wheat 45c., Flour \$1 50; to St. Catherine's, Wheat 7c.; to Kingston, Wheat 10c., Flour 40c.

C. McDONALD & Co

MONTREAL. Friday Evening, 6th Nov.

ASHES have declined to 22s. for both Pots and Pearls, from the high rates of freight.

FLOUR.—The sales during the past week have not been extensive. Prices have been at 31s. 6d. to 32s. for Fine, 32s. 6d. for Extra Fine, and 33s. to 34s. for Superfine. To-day there has been rather more animation, but no change in price.

WHEAT.—Large quantities offering and market very dull. To-day there have been some transactions at 5s. 6d. to 5s. 7½d.

PEAS.—Dull sale at 4s. 6d. to 4s. 7d. per minot.

PROVISIONS.—The business done has not been extensive. Mess is selling at \$14 to \$14½, Prime Mess \$11½ to \$12, and Prime \$9½ to \$10. New Beef sells at \$3½ Prime, and \$3½ Prime Mess. Butter is worth 7½d. to 8½ per lb.

FREIGHTS are scarce for grain, and rate is high as 1½ per qr.; Ashes 50s. per ton. For Flour, on the other hand, they are dull, the quantity in market being so limited. 5s. 3d. may be considered the extreme rate.

EXCHANGE.—Merchants' Bills dull at 8 to 8½ per cent premium.

PRICES CURRENT.

Montreal, Nov. 7th, 1846.

ARTICLES.	PRICES.	Duties on Imps.		ARTICLES.	PRICES.	Duties		ARTICLES.	PRICES.	Duties on Imps.	
		Imperial in Sterlg.	Prov'l in Sterlg.			Imperial in Sterlg.	Prov'l in Sterlg.			Imperial in Sterlg.	Prov'l in Sterlg.
ASHES.....per cwt.	s. d. s. d.	Free.	1 p. ct.	Sheet.....	£17 10 a £18 0	7 p. cent.	6 p. cent.	SOAP.....per lb.	s. d. s. d.	7 p. cent.	6 p. cent.
Paris.....	22 0 a 00 0			Nails, Cut.....	29 0 a 21 3			English.....	0 2 a 0 2		
ALUM.....	22 0 a 00 0			TIN.....per box.	47 6 a 48 0			Canada.....	0 1 a 0 2		
COFFEE.....per lb.	16 0 a 17 0	4 p. cent.	5 p. cent.	I. C.....	55 0 a 0 0			SUGAR.....per cwt.	50 0 a 51 0	5 p. cent.	7 61 cwt
Laguayra, good.....	a 0	5 p. cent.	1 d. p. lb.	L. X.....	42 6 a 0 0			Mus. fair to bright.....	37 6 a 39 0	do.	do.
Java.....	one.	4 p. cent.	1 p. cent.	D. C.....	42 6 a 0 0			Dark to fair.....	60 0 a 65 0	do.	do.
COALS.....per chaldron.				D. X.....	50 0 a 0 0	4 p. cent.	1 p. cent.	Bastards, White.....	47 0 a 50 0	do.	do.
Scotch.....	30 0 a 35 0			INDIGO.....				Yellow.....	43 9 a 45 6	do.	do.
Liverpool.....	37 6 a 40 0			Ordinary Madras.....	3 6 a 4 0			Dark.....	0 2 a 0 9	20 p. cent.	21 p. lb.
Newcastle.....	0 0 a 5 0	4 p. cent.	5 p. cent.	Fine do.....	4 4 a 4 9			Refined.....per lb.			
COPPERAS.....	10 0 a 12 0	4 p. cent.	5 p. cent.	LINSEED CAKE.....	130 0 a 130 0			SPICES.....			
EPSOM SALTS.....	nominal.	2 p. cent.	1 p. cent.	LEATHER.....				Cassia.....	0 10 a 1 0	4 p. cent.	23 p.
FISH.....				Calf Skins, per lb.....	3 3 a 4 0	4 p. cent.	6 p. cent.	Nutmegs.....	4 6 a 5 0	do.	41 p. lb.
Dry Cod.....per cwt.	12 0 a 17 6			Harness, per lb.....	8 6 a 11 3	do.	1 d. do.	Pepper.....	0 4 a 0 5	do.	1 d. p. lb.
Pickled do.....per bil.	16 0 a 10 0			Upper, per side.....	0 0 a 0 11	do.	do.	Pimento.....	0 6 a 0 0	do.	1 d. p. lb.
Salmon.....	10			Sole, Light, per lb.....	0 10 a 0 11	do.	do.	Ginger, Barbadoes.....		do.	5 p. cent.
Mackerel.....No. 1.				Middlings.....	0 0 a 0 10	3 d. do.		Jamaica.....		do.	10 p. cent.
Do.....No. 2.				Heavy.....	40 0 a 60 0			SEEDS.....			
Do.....No. 3.	23 9 a 0 0			Kits, per doz.....	1 7 a 1 8	3 s. p. cwt.	1 s. p. cwt.	Clover, per lb.....	0 7 a 0 10		
Herrings.....No. 1.	21 6 a 0 0			MOLASSES.....per gall.				Linseed, per minut.....	4 9 a 4 6		
Do.....No. 2.	17 6 a 0 0			Linseed, Howard, per gl.	3 2 a 0 0	4 p. cent.	21 p. gal.	Timothy, do.....	7 6 a 10 0		
FRUIT.....per box.				Lard.....	2 10 a 3 0	do.	do.	TEAS.....per lb.			
Raisins, Musc. Bunch.....	10 0 a 11 0	4 p. cent.	1 d. p. lb.	Olive.....	4 0 a 4 3	do.	4 d. do.	Gunpowder.....	2 0 a 3 0	1 d. p. l.	1 d. p. lb.
Bloom.....	9 0 a 10 0	do.	do.	Sperm.....	3 6 a 3 10	do.	1 p. cent.	Imperial.....	2 9 a 3 6		
Valencia, per lb.....	0 3 a 0 4	do.	3 d. p. lb.	Cod.....	1 10 a 2 0	do.	do.	Hyson.....	2 9 a 3 0		
Chak.....	0 0 a 0 3	do.	do.	Seal, Fat.....	2 9 a 2 11	do.	do.	Young Hyson.....	1 9 a 3 0		
Almonds, Soft Shell.....	0 7 a 0 8	do.	1 d. p. lb.	Straw.....	0 0 a 0 5	4 do.	do.	Hyson Skin.....	1 6 a 1 9		
Jordan.....	0 8 a 1 0			Palm.....per lb.	0 5 a 0 9			Twankay.....	1 3 a 2 0		
Currants, Zante.....	0 5 a 0 6	4 p. cent.	5 s. p. cwt.	Castor.....	0 5 a 0 9	3 s. p. cwt.	10 p. cwt.	Congou.....	1 0 a 2 0		
Barcelona Nuts.....	0 0 a 0 5	2 s.	6 d.	PROVISIONS.....				Souchong.....	1 0 a 2 9		
FLOUR, per bil. 196 lbs.				Beef, Mess.....	none.			Bohea.....	none.		
Canada, fine.....	31 6 a 00 0			Prime Mess.....	47 6 a 00 0			TALLOW.....per lb.			1 p. cent.
Superfine.....	32 6 a 00 0			Prime.....	42 6 a 00 0			S. American.....			
Pine Sour.....	28 6 a 0 0			Cargo.....	none.			Russian, Y. C.....	0 4 a 0 5		
American Superfine.....	32 0 a 0 0			Pork, Mess.....	75 a 0 0			Canada.....	0 5 a 0 6		
Indian Meal, 196 lbs.....	none.			Prime Mess.....	60 0 a 00 0			United States.....	0 5 a 0 6		
Oatmeal, per 224 lbs.....	30 0 a 0 0			Cargo.....	42 6 a 0 0	4 p. cent.	1 p. cent.	TOBACCO.....per lb.			
GRAIN.....				Lard.....per lb.	0 0 a 0 5			U. C. Canada Leaf.....	none.		
Wheat, U. C. best 60 lb.	5 9 a 0 0			Butter.....	0 7 a 0 8			Plug.....	none.		
Middling.....	6 0 a 0 0			Cheese, Canada.....				United States Leaf.....	0 4 a 0 4	4 p. cent.	1 d. p. lb.
L. C. Red, per minut.....	5 9 a 0 0			U. S.....				Plug.....	0 5 a 0 6	7 do.	do.
Barley.....per minut.	2 10 a 3 0			PORTER.....per doz.	7 6 a 8 6	4 p. cent.	5 p. cent.	United States Leaf.....	0 5 a 0 6	4 p. cent.	1 d. p. lb.
Oats.....	0 0 a 1 9			London.....	7 6 a 8 6			Plug.....	0 5 a 0 6	7 do.	do.
Peas, boiling.....	4 10 a 5 0			Leith Ato.....	none.	5 p. cent.		TAR.....			
Indiana Corn.....58 lbs.	none.			RICE.....				Coal, per barrel.....	0 0 a 7 6	4 p. cent.	5 p. cent.
GLA S.....per 100 feet.		15 p. ct.		Carolina, per 100 lbs.....	24 0 a 25 0			TURPENTINE.....per gal.	2 6 a 2 9	4 p. cent.	5 p. cent.
Window.....7 1/2 x 6 1/2	30 0 a 25 0			East India, per 112 lbs.....	25 0 a 27 7			Bordeaux, dble, clar.....	1 6 a 1 8	4 p. cent.	5 p. cent.
Do.....8 1/2 x 7 1/2	"			ROBIN.....				WAX.....			
Do.....9 x 7	"			United States.....	6 6 a 7 0	5 p. cent.		Bees, Canadian.....			
Do.....10 x 8	"			SALT.....				WINES.....			
Do.....12 x 10	32 6 a 27 6			Liverpool, per minut.....	0 10 a 1 0	1 s. p. ton.		Madeira, per gal.....	6 0 a 15 0	7 p. cent.	10 p. cent.
Do.....14 x 10	"			Cadiz and Lisbon.....	1 0 a 1 3	do.		Spanish, per gal.....			and 81.
Crown, in crates.....	45 0 a 50 0			Saltpetre, refined.....	47 6 a 0 0	do.		Best.....	2 3 a 2 4		per gall.
Bottles.....per gross.	30 0 a 0 0			SPIRITS.....				Common.....	2 0 a 0 0		
IRON.....per ton.				Cognac, inferior.....	5 6 a 6 0	1 s. p. gal.	1 s. 3 d. gal.	Sherry, per gal.....	3 0 a 14 0		
English Bar.....	£0 a £14	7 p. cent.	5 p. cent.	Otard and Martell.....	7 6 a 8 0	do.		Port.....	4 0 a 9 0		
" Hoop.....	£17 10 a £18			Hennessy's.....	7 6 a 8 0			Buenos Aires.....	none.		
Scotch Pig.....No. 1.	£6 6 0 a £6 7 6	4 p. cent.	1 p. cent.	Gin, Hollands.....	5 6 a 6 0						
Swedish Bar.....	0 0 a 20 0	7 p. cent.	5 p. cent.	Schieland, per doz.....	15 0 a 16 0						
Steel, Eng. blt per lb.....	0 3 a 0 9	7 do.	5 do.	Rum, Jamaica, 1 a 2 1/2	4 6 a 5 0	6 l. do.	6 l. do.				
Cast.....	0 7 a 0 11			Demerara.....1 a 4							
Crawley.....	0 7 a 0 11			Leeward.....1 a 4							
Canada Plates, per box.....	21 0 a 22 0			East India.....1 a 2							
				N. York.....1 a 2 1/2							

FREIGHTS.

To London, Flour, 5s. 6d. a Ct. Od.; Ashes, 4s. 6d. a Ct. Od.; Wheat, 12s. 6d. a 0s
 " Liverpool, do. 5s. 6d. a Ct. Od.; do. 4s. 6d. a Ct. Od.; do. 12s. 6d. a 0s
 " Clyde, do. 5s. 6d. a Ct. Od.; do. 4s. 6d. a Ct. Od.; do. 12s. 6d. a 0s.

EXCHANGE.

Bank.....60 days on London.....10 a 0 per cent. premium.
 Private.....90 days on do.....8 1/2 a 9 do. do.
 Bank.....3 days on New York.....1 a 0 do. do.
 Private.....do. do.....1 1/2 a 0 do. do.

DUTIES.

On Imports, the produce or manufacture of the United Kingdom or British Possessions, the duties stated under the head "Provincial," are levied. On Foreign Goods both "Imperial" and "Provincial" are payable.
 A part of the ad valorem duty is levied under the Imperial Act 4th and 5th Victoria, cap. 49, upon the value at port of entry, which is ascertained by adding 10 per cent. to the invoice value; and the remainder of the duty, which is provincial, is levied simply on the invoice price.
 Foreign articles, excepting sugar and tans, 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 7TH NOVEMBER.

	ASHES.	FLOUR.	WHEAT.	PORK.	BEEF.	BUTTER.	LARD.	BARLEY.	PEAS.	OATS.
	Barrels.	Barrels.	Bushels.	Barrels.	Barrels.	Kegs.	Kegs.	Barrels.	Bushels.	Bushels.
Canada Produce.....	26150	591249	460390	9503	600	5425	1226	489	4013	600
United States Produce.....	483	34169	3990	8490	1	18	1464	.....	.....	.....
Total.....	26633	625418	460390	18233	601	5443	2670	489	4013	600
Same time 1845,—Canada Produce.....	30933	458066	185332	2834	547	6069	604	1110	2927	7455
United States Produce.....	696	44490	72394	1664	102	43	80	.....	.....	.....
Total.....	31634	502866	192726	4498	649	5112	684	1110	2927	7456

EXPORTS OF PRODUCE UP TO 7TH NOVEMBER.

	ASHES.	FLOUR.	WHEAT.	PORK.	BEEF.	LARD.	BUTTER.	OATMEAL.	PEAS.	BARLEY.	OATS.
	Barrels.	Barrels.	Bushels.	Barrels.	Barrels.	Kegs.	Kegs.	Barrels.	Bushels.	Bushels.	Bushels.
From Montreal.....	23971	211490	376188	2693	840	29	4750	206	22044	6	30992
" Quebec.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Same time 1845, from Mont- al.....	31997	192570	199260	942	918	25	6224	162	116013	.....	27563



NOTICE.

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

RECEIVER GENERAL'S OFFICE,
Montreal, 9th October, 1846

THE RECEIVER GENERAL is authorized to issue DEBENTURES; redeemable in Twenty Years, for the liquidation of these Losses, in sums not less than Twenty five Pounds, Currency, bearing Interest at Six per Cent per Annum, as provided by the Act 9 Victoria, Cap 65, payable yearly on the 1st January. It is recommended to those individuals whose claims are under the sum above specified, that they should unite so as to make up the Minimum Amount of Debentures allowed to be issued.

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

NOTICE.

ON Downward Property received by the undersigned at Kingston or places below, on and after TUESDAY, the 20th inst, the following Rates will be charged to Montreal, till further notice—

Flour,	2 0	per barrel
Ashes,	5 0	per barrel
Pork and Beef,	3 0	per barrel
Lard and Butter,	1 0	per keg
Wheat or other Grain,	0 7 1/2	per 60 lbs.
Brn,	2 0	per ton
Tobacco,	10 0	per hhd

All other property in proportion regulated per barrel bulk. Insurance as usual on all property downwards, and charged in addition to the Freight.

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

October 15, 1846.

NOTICE.

WE the Undersigned hereby give notice, that application will be made by us at the next meeting of the Legislature to obtain a CHARTER for the purpose of CONSTRUCTING A BRIDGE, ACROSS THE ST. LAWRENCE, say from the South side of said River to a point on St. Paul's Island (Isle 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.

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|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| H. STEPHENS,
HUGH AGLAN,
JASON C. PIERCE,
D. DAVIDSON,
WILLIAM DOW,
JOHN LEEMING,
WM. LUNN,
J. B. SWIFT,
J. FROTHINGHAM,
JO YOUNG,
JOHN E. MILLS,
L. H. HOLTON,
D. L. MACDOUGALL,
BENJ. LYMAN,
R. CORSE,
DAVID TORRANCE, | ANDREW SHAW,
JAMES GILMORE,
WM. EDMONSTONE,
MORRIS HAYS,
JOSEPH MASON,
ROBERT MACKAY
O. BERTHELET,
H. JERDAN,
A. LA ROCQUE,
ART.
JOSEPH BOUQUET,
A. M. DELISLE,
W. REMATINGER,
W. C. MCKEITH,
JOHN J. DAY,
GEO. ELDER, JUNR. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Montreal, September 14, 1846.

ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

NOTICE.

THE STOCKHOLDERS of the St. Lawrence and Atlantic Rail-Road Company, having, at their Special General Meeting, held on the 2nd instant, unanimously resolved upon the immediate commencement of the Rail-Road, whereby the Subscriptions for Shares of Stock conditional upon that resolve (received subsequent to the 30th ultimo) have become absolute, the New Stockholders are requested to PAY the FIRST INSTALLMENT of £4 10s 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.

FOR SALE.

TEAS: Twanky, Young Hyson, Gunpowder and Souchong, in boxes, Malacca, Hevrr, Martell's Cognac Brandy, Sively Miral Wine, Bold and Raw Lined Oil, Olive Oil, English Glue, Plug Tobacco, Pimento, and Pepper.

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

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

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

BUDDEN & VENNOR.

ENGLISH CROWN AND SHEET WINDOW GLASS.

NOW IN STORE and Daily Expected TO ARRIVE—

3000 BOXES WINDOW GLASS, Extra Thick—all sizes, 60 CRATES DO. 16 to 21 or. per foot.

BUDDEN & VENNOR.

Montreal, 25th September, 1846.

NOW OPENING, AND FOR SALE
By the Subscribers

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

August 28, **ALISON & CO.**

COMMISSION AGENCY.

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

ALPORT & GLASS.

Quebec, 3rd Sept. 1846.

NOTICE.

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

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

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

Montreal, 31st August, 1846.

NOTICE.

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

**JOHN YOUNG,
BENJAMIN HOLMES.**

Montreal, 31st August, 1846.

BIRMINGHAM AGENCY.

THE SUBSCRIBER,

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

WILLIAM HEDGE.

Montreal, 30th May, 1846.

OFFICES AND STORES TO LET.

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

"CANADA" WINDOW GLASS.

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

EDWIN ATWATER,

2nd May, 1846 193, St. PAUL STREET

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

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

Montreal, 9th April, 1846.

THE Subscribers have constantly on hand—

- | | |
|--------------|----------|
| FLOUR, | CODFISH, |
| INDIAN MEAL, | BUTTLER, |
| PORK, | 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.

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

1846.

NORTHERN TRANSPORTATION LINE OF INSURED.

JAMES H. HOOKER AND OTHERS, Proprietors.

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

For Freight, apply to—Charles B. Jones and Pope Catlin, No. 33, Coenties Slip, New-York; J. H. Hooker and L. A. Cadleton, 155, River Street, Troy; H. A. Holcomb, 101, Pror, Albany; J. C. Pierce & Son and William Coote, St. Johns, C. E.; Oliver Hascomb and W. S. Eddy, Whitehall; J. H. Hooker, 15, Long Wharf, Boston.

GEORGE BENT, MONTREAL.

N.B.—Boats of the above Line leave Coenties Slip, N.Y. daily, at 5 P.M.

1846. Northern Line. 1846.

TRAVIS & CO. PROPRIETORS.

MERCHANDIZE, &c. &c. FORWARDED FROM NEW-YORK TO MONTREAL and all intermediate places, with care and dispatch, at the lowest rates.

For Freight apply to L. J. N. Stark, 33, Coenties Slip, New York; O. F. Blount, 133, River Street, Troy; W. A. Travis, Whitehall; William Coote, St. Johns, C. E.; J. C. Pierce & Son, St. Johns, C. E.; Matthewson & Sinclair, 160, St. Paul Street, Montreal, C. E.

Mark Goods—Care of Travis & Co.

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

PEOPLE'S LINE OF STEAM BOATS.

THE Public are informed that WILLIAM BRISTOW, Esquire, is appointed Agent, for MONTREAL, of this Line.
Quebec, 6th May, 1846. **JOHN WILSON.**

GLOBE INSURANCE CO. OF LONDON.

LIFE, FIRE, AND ANNUITIES.

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

No Entrance Money or Admission Fees required from persons effecting Life Insurances.

Officers in the Army or Navy are not charged with any additional Premium, unless called into active service.

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

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

Consulting Physician.—Dr. CRAWFORD, Montreal.

RYAN, CHAPMAN & CO.

Agents for Canada,

1st May, 1846.

MONTREAL.

REMOVAL.

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. Francois Xavier Street, Montreal.

C. J. DUNLOP,

BROKER IN PRODUCE, BILLS OF EXCHANGE, &c
No. 3, St. Sacramento 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 7/4d. each subsequent insertion. Ten lines and under 3s. 9d. first insertion, and 1s. each subsequent insertion. Above ten lines 1d. per line first insertion, and 1d. per line each subsequent insertion. The usual discount is made where parties advertise by the year, or for a considerable time.

Office.—No. 3, St. SACRAMENT STREET, where all Communications are requested to be directed.

Montreal, 16th May 1846.

PRINTED FOR THE COMMITTEE OF THE

Montreal Free Trade Association,
DONOGHUE & MANTZ, PRINTERS.