

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Cover title missing/
Le titre de couverture manque

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/
Transparence

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Quality of print varies/
Qualité inégale de l'impression

Bound with other material/
Relié avec d'autres documents

Continuous pagination/
Pagination continue

Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/
Comprend un (des) index

Title on header taken from: /
Le titre de l'en-tête provient:

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

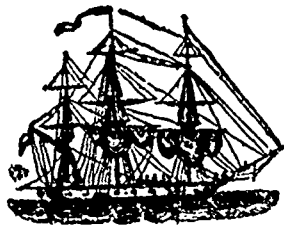
Additional comments: /
Commentaires supplémentaires:

Wrinkled pages may film slightly out of focus.

This item is filmed at the reduction ratio checked below /
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
										J	

CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 3rd APRIL, 1847.

[No. 49.

CONTENTS.

- | | |
|---|--|
| 1.—Montreal Board of Trade and the Press. | 7.—Duties.—Nova Scotia. |
| 2.—The Usury Laws. | 8.—The Navigation Laws and British Opinions. |
| 3.—Attorney General and Board of Trade. | 8.—Miscellaneous Articles. |
| 4.—Freights on the St. Lawrence. | 9.—Intelligence—General and Local. |
| 5.—British Shipowners' Circular. | 10.—The Markets. |
| 6.—Trade of Canada. | 11.—Advertisements. |
| 7.—Shipping Trade—Description of Seamen. | |

THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 3rd APRIL, 1847.

MONTREAL BOARD OF TRADE AND THE PRESS.

We had occasion in our last to pay a deserved tribute to our Board of Trade for the zeal and ability with which they have laboured in behalf of the mercantile community, and for the manliness with which they have stood forth to denounce the apathetic indifference with which the commercial interests of the country appeared to be viewed in high places. If any incentive—besides that of the approbation of their fellow-citizens—were needed to urge the Montreal Board of Trade—and those other public bodies who with them are struggling to emancipate the commerce of the country—to persist in their career, it is to be found in the covert opposition which they encounter from that portion of the press which is commonly supposed to be in the confidence, and under the influence, of the Administration. That opposition, it is true, is sufficiently contemptible in itself; being generally expressed in sneers and abuse—weapons easily wielded and ever at the command of those who are incapable of grappling with arguments;—but as probably directed by authority, it is entitled to graver consideration. We may be in error in our supposition—we shall rejoice to find that we are so—but the peculiar manner in which the attack in the *Montreal Gazette* on our Board of Trade has been conducted, certainly conveys to our mind the apprehension, that it is the dictation of persons behind the scenes; and who so likely as the party of whom he professes to be *par excellence* the organ? How otherwise are we to account for his continued silence for months after the appearance of those articles, which he now attacks with such virulence, but on the hypothesis that he is acting under orders? The occasion too is happily chosen: there is sufficient time before the meeting of Parliament to feel the pulse of the people, and to ascertain whether they will be satisfied to let things remain as they are. The instruments are also equally well adapted for the work. First, steps on the scene the Hon. Mr. Moore: he may be regarded as the pilot balloon, sent off to see which way the wind blows; but he is deficient in ballast, and the bubble soon bursts. Then is launched forth the *Montreal Gazette*, and although being light and puffed up with wind, like his *avant courier*, he is well adapted to soar into the clouds, he is ill qualified to abide the "pelling of the pitiless storm"; and consequently founders about tempest-tossed, until he also explodes, and falls to the ground; "used up," as our friend of the *Pilot* observes.

The results of these experiments—by whomsoever they may have been authorized—on the public mind, are certainly not very encouraging to the Protectionists; but they are, it seems, not easily daunted. Driven from the commercial metropolis of Canada—shamefully routed here—they have taken refuge in the *ultima Thule* of Canada West, and are again prepared to do battle. The cry of protection to the British shipowner, and to the British manufacturers, being in a manner abandoned, is to be replaced by the cry of Protection to the Canadian Agriculturist. Every exertion is to be used to persuade the people of this country that the notion of commerce, manufactures, and agriculture, being linked together in

interest, is a gross delusion. No longer are we to indulge the pleasing dream, that by the combined action of every class of the community, its general welfare is most effectually promoted: the maxim that union is strength is to be reversed, and the strength of our body politic is to be based on the disunion of its members. The champion of discord, the *British Colonist*, is to prove in his "next issue," "that there can be no identity between the interests of agriculture and commerce under an irreciprocal free trade system." "The fact," says he, "that the farmers and merchants in England regard each others' interests as hostile since the prospective repeal of the Corn Laws, is itself an argument that no such identity now exists. In Canada the same feeling exists generally, and this being generally known in Montreal accounts for the over-anxiety of the Board of Trade to press on His Excellency, prematurely and at a season entirely out of place, its free trade nostrums."

We have not room in our present number to comment on this and the other absurdities in the article in the *British Colonist* from which the above is an extract. We shall probably have occasion to meet him hereafter, as he is about to take the field. We merely quote the passage, as evidence of the *animus* of the Protectionists. Of course, censure from such writers being the highest praise, our Board of Trade must feel highly gratified by his vituperatory notice. Not satisfied, however, with attacking our Board of Trade, he falls foul of the whole Press of this city, and makes the notable discovery, that our newspapers are, "with scarcely an exception, the obedient tools of that new despotism," the commercial interest! We rejoice, however, to find there is "no doubt that, when the sentiments of His Excellency and the Council and the Legislature shall be fairly before the public, a little more independence on the part of the Press will become manifest."—A fine compliment this to his own party, at the expense of his brethren of the Press! Independence, *Astræa*-like, has fled from the corruption of Montreal, to take up her abode in her favored seat Toronto, and in the bosom of her chosen champion, the *British Colonist*!

Seriously, we should have thought the editor of the *British Colonist* had had sufficient employment afforded him by his contemporary the *Examiner*, who has rather awkwardly called on him to explain the trifling inconsistency of the *British Colonist*, in August last "demanding, as a consequence of the new imperial policy, the free navigation of the St. Lawrence to the whole world, the removal of all differential duties," &c. &c., and the same *British Colonist*, in March, 1847, striving to the best of his very humble abilities to maintain intact restrictions on the navigation of the St. Lawrence, and the Differential Duties. The awkward figure he cuts in his vain attempts to reconcile these palpable contradictions, and to justify his *turning his back on himself*,—to use the metaphor of a statesman after his own heart, the late LORD CASTLEREAGH,—we should have thought would have taught him at least sufficient caution to beware how he attacked the whole press of Montreal. But perhaps he considered it a good ruse to escape the fury of the main attack, by creating a division in a distant quarter. We assure him, however, that it shall not succeed; and that whensoever he broaches those pernicious doctrines which he promises to promulgate they shall be fairly encountered.

One word before we have done with the editor of the *British Colonist*; he says that our press will change its tone and opinions "when the sentiments of His Excellency and the Council and the Legislature shall be fairly before the public"; the inference being plain, that the predicted change of opinion is to be operated through the influence of those bodies: are we to understand that he draws his conclusions from mere conjecture, or from personal experience? Perhaps the best method by which he can reconcile his own inconsistency is by candidly admitting that it has been effected by some extraneous influence—by the "pressure from without," to which we alluded in the early part of this article.

Another champion of the Navigation Laws and the Differential Duties—of course also a direct opponent of the Montreal, and a covert opponent of the Toronto, Board of Trade—has appeared in the person of the *Toronto Patriot*.

For the present, we shall merely request him to show in what manner the Differential Duties are productive of revenue: in our ignorance, we have hitherto considered them as directly the reverse,—as a tax laid on the mass of the people for the purpose of encouraging some particular branch of commerce. This may, or

may not, be sound policy, but it is evident that its advocacy must be based on altogether different grounds to those which the *Patriot* assumes.

We may perhaps further advert to his lucubrations when wo encounter his coadjutor, the *Colonist* :

"Two, lovely in their lives, nor in their death
Divided."

THE USURY LAWS.

The *Toronto Examiner* of the 24th March contains an article on these Laws, which we think deserving of some notice,—our contemporary seeming to us to have fallen into inconsistencies which have a tendency to shew that he has but little faith in the principles which he professes to inculcate. In the first place, he argues in general terms that "these laws are absurd and inconsistent," and gives many excellent reasons for the soundness of that opinion. We refrain, however, from copying his remarks, because we have so recently discussed the question in our own columns, that it might be fatiguing to our readers to go over the same ground again without furnishing new facts or examples to elucidate the argument; especially as our contemporary does not appear to have enriched the subject with anything strikingly new.

The object we have in view at present is not to go over the ground where we concur with him, but to take up a point on which we differ, in order to provoke discussion, and thereby assist in defining and determining public opinion upon it.

Thus our contemporary, while advocating the repeal of the Usury Laws, proposes, we regret to see, to make an exception with respect to the banking establishments of the country,—in other words, he loses faith in the soundness of his principles when he applies them to the transactions of individuals with banks. In this respect, we think that his reasoning is in every way inconsistent and inconclusive; and to allow our readers to judge for themselves, we take the liberty of detaching some of his inconsistencies from the main body of his argument. For instance, in one place he says: "It would be just as rational to fix the value of every kind of property by law, as of one; just as reasonable that grain, pork, houses, and land, should have their value fixed by law, as that the value of gold and silver should be fixed by law. Consistency requires that every description of property be subjected to the same general law, and justice and common sense require it. If the Legislature be guided by common sense, and have any regard for justice, they must either modify or abolish those laws, or extend the operation of the principles which they embody to every form and description of property. But as all property should be left free and unrestricted, it follows that to be consistent they should be abolished." So far well.

Again, after stating that these laws are daily evaded, and "as much as twenty and thirty per cent extorted from individuals, who, though perfectly solvent and who offer the best security, are hard pressed for money," he proceeds:

"How then do the usury laws protect the borrower? They give impunity to the partiality which often characterizes the transactions of the Banks, by limiting the number of lenders, and preventing competition amongst them; they force the capitalist who will not violate even an unjust and absurd law to abandon the idea of loaning his money, and seek for it some more profitable investment; and they place the borrower at the mercy of the unscrupulous and avaricious money lender, who will be satisfied with no less than fifteen, twenty, and thirty per cent per annum."

"Money, like every other mercantile commodity, will always seek the best market, and in those countries where the law fixes its value, and attempts by artificial means to make it cheap, the effect will be to make it scarce and artificially dear. Why do we so frequently hear of a want of Capital in Canada? It is certainly not because there is not plenty of money in other portions of the Empire, or because English capitalists are unwilling to advance loans on good security in Canada; but our absurd Usury Laws, by fixing the price of money, drive capital to seek better markets."

Again we say, so far well. But after meeting with so much to approve of, we confess we were mortified and startled, as no doubt our readers will be also, to find him contradicting himself at every step in applying his arguments to banks. We shall allow him, however, to speak for himself:

"All the arguments that we have seen in favour of allowing the Banks to be placed on the same footing as private capitalists, have failed to convince us of the justice or propriety of doing so. Take away the advantages which Banks enjoy over private capitalists, place both on the same footing, and then we would say place both under the operation of the same principles, subject them to one common law. But Banks have a protection which is not extended to private individuals, and in return for which they should, in common justice, be required to give up to private capitalists an equivalent advantage. A Banking company are allowed to issue paper, promises to pay, (which the simplicity of some people causes them to regard as money) to three times the amount of their capital. Thus for every hundred pounds in specie which a Banking Company may possess, they are allowed to issue and to receive interest on three hundred pounds in paper promises; which at the rate of six per cent, gives them eighteen per cent. per annum, on all their real money; besides the profits

arising from other sources, such as from Exchange operations and from unredeemed notes. Now is not this rate of interest quite high enough? And is it not higher than the probable market price of money would rise to, were the Usury Laws to be repealed? It is notoriously higher than almost any business would warrant the borrower in promising to pay. Why, then give certain corporations bearing the name of Banking Companies advantages not possessed by individuals? Every man should be left at liberty to make all he can on his real capital, but if companies who are allowed to create an extensive fictitious capital were permitted to receive, the very highest market value of real capital, for that which is only fictitious, the consequence to the public would be of the most disastrous description. Suppose the market value of money to be ten per cent; and that the Banks were allowed to receive the maximum value for their fictitious capital, the public would lose twenty per cent. on every dollar issued by the Banks. This would be protecting one class of the community at the expense of all the rest. A large increase of fictitious capital, would give a false value to every description of property, and risk violent fluctuations which would bring ruin upon hundreds."

In our humble opinion, there is a current of fallacy and misconception running through the whole of the foregoing extract. Our contemporary, it appears to us, contradicts his own principles throughout. He would in the first place repeal the Usury Laws, because they have a tendency to make capital scarce, and consequently to enhance the rate of interest to the needy or enterprising borrower. But yet he would not allow this principle to operate in relation to the transactions of banks, because they have the right of issuing notes "to the amount of three times the amount of their specie, which," he says, "gives them eighteen per cent on all their real money." Our contemporary will surely, on reconsideration, perceive that the privilege of issuing notes cannot be used as an argument in favour of maintaining the Usury Laws, and that in fact in advancing such an argument at all he has been guilty of a gross inconsistency. The right of issuing notes, is one thing; the rate charged for the use of money, is another. If our contemporary thinks the first injurious in its tendencies, he is quite right to object to the principle; but we must protest against its being mixed up with the question of the Usury Laws, from which it is obviously quite distinct.

A convertible paper currency has been found by the experience of nations to possess many advantages over a purely metallic currency, and the only questions with statesmen at the present day are, what are the best means of securing its convertibility, and guarding against violent fluctuations in its amount. These points being secured, convertible paper and coin are, to all intents and purposes, identical, and one law should apply indifferently to loans made in either of them. Our contemporary seems to think it hard that banks, by the right of issuing notes, should be allowed to make a profit of eighteen per cent. per annum upon a portion of their capital; but in this he seems to us to lose sight of his own reasoning, viz., that by allowing capital in general to find its level, instead of restricting it by artificial laws, you would thereby promote its introduction into the colony.

Supposing, for the sake of argument, that banks were to make eighteen per cent per annum by the suspension of the Usury Laws, does our contemporary suppose that such a rate of profit could be maintained for any length of time, unless all other branches of business afforded an equal profit? On the contrary, capital would be withdrawn from every other trade or investment that did not pay as well, and turned into the business of banking, till by competition—that ever-active principle which our contemporary seems entirely to have overlooked—the profits of banking were reduced to the general level.

But there is another fallacy in our contemporary's argument which we think it necessary to call attention to.

He seems to assert that while banks make eighteen per cent. upon a portion of their capital through their circulation, that their customers thereby pay eighteen per cent per annum for loans! "which," he says, "is notoriously higher than almost any business would warrant the buyer in promising to pay"

Our contemporary must surely see that he has gone wild here altogether. A bank by its credit converts £100 in coin into £300 through its circulation; and it lends the whole to a borrower at six per cent per annum. The bank makes eighteen per cent per annum, it is true, but it would puzzle the *Examiner* himself, upon such portion of its actual capital, we think, to show how the borrower is made to pay more than six per cent per annum for the loan. It is true he may say that bank notes are a delusion,—as we notice that speaking of such elsewhere he sneers "at the simplicity of some people for regarding them as money"; but in this respect there are few in the world at the present day who would agree with him. A paper dollar, convertible into coin, is to all intents and purposes as good as coin; and while it has the same exchangeable value, the use of it deserves to be paid for as well and at the same rate as coin.

In conclusion, we trust our contemporary will reconsider his opinions, in order to do away with the prejudice against banks which his article is calculated to excite in the minds of those who do not understand the subject as well as himself; and in particular, we trust that he will observe the distinction which we have drawn his attention to, viz., that the privilege of issuing notes, now generally conceded to banks, has nothing to do with the Usury Laws, either directly or indirectly.

ATTORNEY GENERAL AND BOARD OF TRADE.

[Communicated.]

We published in our last number a copy of a correspondence between the Board of Trade, through their secretary, and the Honorable the Inspector General, in which the opinion of the Attorney General of Lower Canada appears as having been officially given on the subject of that correspondence;—and though we made no comments on it then, yet upon further reflection, we feel it to be our duty to call the attention of our readers to what, under all the circumstances, must be certainly considered rather a singular production.

The Board of Trade expressed an anxiety to be informed whether, under the Act recently passed in England, foreign ships could ascend the St. Lawrence to Montreal, for the purpose of taking on board cargoes of the bread-stuffs referred to in that Act.

Mr. Attorney General Smith says, "I have now to state, that the provincial authorities have no power to extend in any manner the operation of that Law. If the Imperial Statute," says he, "does not give the power to foreign vessels to trade to Montreal, the Provincial Government has no authority to grant permission to do that which it would require express authority by the statute itself to do."

Now the question upon which Mr. Smith was asked to give an opinion is clearly and distinctly stated.—It is, we repeat it again, does the Imperial Act go so far as to extend the power to foreign vessels to trade with the Port of Montreal, or rather to take in cargoes at Montreal of the bread-stuffs in the said Act mentioned?

As a lawyer, he should have given a direct answer—either that it does, or that it does not; but instead of this, he lays down certain principles with which the merest tyro must be acquainted, though he may not have had the opportunity of studying the written constitution of England, with which the learned gentleman himself is so familiar.

He gravely informs the Inspector General, for the information of the Board of Trade, that a colonial legislature cannot alter the provisions of an Imperial Act, and he forgets to add, without being especially authorized so to do,—and that the Government cannot do that which requires the authority of an Act of Parliament. The Board of Trade sought for no information on these points, for they required none. They put a plain and intelligible question, to which they asked a categorical answer; but Mr. Attorney General Smith entirely evaded it, and for what cause we leave our readers to infer. We will, however, venture to offer an opinion upon the question put by the Board of Trade, and though we do not give it *ex cathedra*, we trust, nevertheless, that it will not be dissented from even by so learned a functionary as the Attorney General, East; and we feel confident it will not, provided he will condescend to examine the provisions of the law to which we shall refer.

We shall first inquire what privileges foreign vessels enjoy, so far as they can participate in our trade and commerce.

By the 3 & 4 Will. IV, chap. 14, intitled, "An Act for the encouragement of British shipping and navigation," it is provided that goods the produce of Asia, Africa, or America, shall not be imported into the United Kingdom, to be used therein, in foreign ships, unless they be the ships of the country in Asia, Africa, or America of which the goods are the produce, and from which they are imported; and that no goods shall be exported from the United Kingdom to any British possession in Asia, Africa, or America except in British ships; and that no goods shall be conveyed from any British possession in Asia, Africa, or America to any other of such possessions, nor from one part of any such possessions to another part of the same, except in British ships; and that no goods shall be imported into any British possession in Asia, Africa, or America in any foreign ships, unless they be ships of the country of which the goods are the produce, and from which the goods are imported.

From the above it will be discovered, that a foreign vessel cannot import from the United Kingdom into this Province any goods whatever, nor from any other country, except the country to which she belongs, nor any other goods except such as are the produce of that country;—nor can such a vessel export the produce and manufactures of this Province to the United Kingdom, nor from one part of a British possession to another part of the same, nor to another possession.

An American vessel, for instance, can bring into this Province, by sea, the produce and manufacture of her own country, and carry ours back; but on reference to the Imperial statute 8 & 9 Vic. Chap. 93, intitled, "An Act to regulate the trade of the British Possessions abroad," she can enter no other port except

Quebec, either with a cargo or to take a cargo away. The provision of the 2nd clause of that Act is this, that no goods shall be imported into nor exported from any of the British Possessions in America by sea from or to any place other than the United Kingdom or some other of such possessions, except into or from the several ports in such possessions called "Free Ports," and as Quebec is the only "Free Port" created by that Act in Canada, it follows as a necessary consequence that it is the only port into which foreign vessels can import, or from which they can export, by sea.

The next question, and the important one, is, whether under the Act recently passed in England, entitled "An Act to allow until the first day of September, one thousand eight hundred and forty-seven, the importation of corn in foreign ships," such ships can ascend the St. Lawrence to Montreal for the purpose of taking on board cargoes of the bread stuffs, &c., referred to in that Act. At least, this is the question propounded by the Board of Trade, and upon which Mr. Attorney-General Smith gave his evasive opinion. We have already shown the reason why, under the laws as they previously existed, foreign vessels could only enter the Port of Quebec for the purposes of trade; we have also shown that vessels which may by law carry goods from Canada to the United Kingdom and, *vice versa*, are not confined to a free port, but that they may load and unload at any established port existing.

Then does the recent Act, suspending the Navigation Laws for a particular purpose, change the position of either of the parties? We, though not supposed to be learned in expounding the law, venture to assert that it does, and that so far as carrying from Canada to England any corn, maize, grain, flour, meal, rice, or potatoes, foreign vessels may ascend the St. Lawrence to Montreal, and thence take in a cargo of those stuffs and carry the same into the United Kingdom. As regards carrying these particular articles, foreign ships may by the recent Act do all that British ships could do before the passing of the Act. The enacting clause is as follows:

"Be it enacted, that from and after the passing of this Act, and before the first day of September in this present year, it shall and may be lawful for any person or persons to import into the United Kingdom for home use, from any country in any ship or vessel of any country, however navigated, any corn, maize, grain, flour, meal, rice, or potatoes, the growth or produce of any country, any thing in the law of navigation to the contrary in any wise notwithstanding."

What rendered it absolutely necessary, as we have observed, that a foreign ship should load and unload heretofore at Quebec, was, that not being able to export from or import into the United Kingdom, or into or from a British possession, she was obliged, in carrying on her legitimate trade, to deliver and receive her cargo at and through a "Free Port." By the recent Act, as far as regards the articles enumerated therein, she can be employed in the trade between Canada and England upon the same terms, and with the same rights, privileges, and restrictions which British ships possess, or to which they are liable. But as regards all other articles of trade, the rules and provisions laid down in the law of navigation apply as heretofore.

FREIGHTS ON THE ST. LAWRENCE.

We have had some communication, both from individuals engaged in the Forwarding Trade and from other merchants, on the subject of the article in our last, headed "Freights on the St. Lawrence." From the result of our enquiries, and from a careful perusal of the advertisements of the Forwarders, we are led to the conclusion that the former advertisement could only be considered as an offer to take such property as might be in possession of the Forwarders on the opening of the navigation, at the rates therein specified, and could not in fairness be considered to extend to any later date. We must, however, admit that the Companies had the right at any time to withdraw their offer, and that such withdrawal would not constitute a just ground of complaint from such persons as may not, during its pendency, have thought proper to avail themselves of it by concluding contracts at the advertized rates. It is manifest that one party could not be considered bound without the other being so at the same time.

However, therefore, we may regret the decision to which the Forwarding Companies have arrived with reference to the rates of transport, and however apprehensive we may be that those enhanced rates may operate injuriously to the commerce of the country, by diverting produce to the American waters, which, under a more moderate tariff, would pass down the St. Lawrence, we must, in the most unqualified manner, admit their right to do what they will with their own; and we can only hope that the desire which they, in common with all others engaged in commerce, naturally entertain to "make hay whilst the sun shines," may not lead them to lose sight of the maxim "not to kill the goose for the sake of the golden eggs."

BRITISH SHIPOWNERS' CIRCULAR.

It will be seen from a copy of a circular letter which we give elsewhere, that the English shipholders are beginning to grow alarmed, and are taking steps to protect themselves in the monopoly. We cannot be surprised at this. If the shipholders of the mother country can persuade those to whom their arguments are addressed that it is their interest to pay them a higher price for conveying what they have to sell, than others are willing to take it for, no one can reasonably blame them. What we should regret would be that there should be parties so blind or so prejudiced as to be influenced by their arguments, and believe that a different rule applies to shipping to that which applies to everything else. An excellent article which we copy from the *London Daily News*, exhibits in a strong light the absurdity of the legislation which has been applied to shipping, and how injurious it has been to our own interests. And yet it is to keep us to this same fatal course that the efforts of a few interested persons in this colony and at home are directed!

We shall in future numbers take up this appeal of the British shipowners. In the meantime, we would merely point out one gross blunder that the gentleman "experienced in shipping matters," who replies to the queries of the Shipowners' Society, has made. In referring to the effect of the Navigation Laws on the colonies, this politico-commercial Justinian ascribes any disadvantage we may labour under to our "own legislative enactments"; and adds, "For instance, Quebec is a free port, and Montreal is not. This," says he, "is attributable to the jealousy of Upper and Lower Canada, when separated." Is it possible that this experienced gentleman does not know that both Quebec and Montreal are in Lower Canada, and that the question of "free ports" is one over which no Colonial enactment can have any force, being matters of purely Imperial legislation?

After this, we think we may be well permitted to doubt the sagacious forebodings of this shipowners' prophet.

TRADE OF CANADA.

We learn that the *BELLONA*, from Glasgow, has arrived at New York, with a general cargo, consigned to Buchanan, Harris & Co. This vessel is one of the regular traders between the Clyde and Montreal, but from particular circumstances, she has this season been sent to New York. Her cargo is not only valuable, but, owing to the present high rates of freight from New York to Liverpool, her return voyage must be very profitable to the owners; while with favorable weather and a speedy home-passage, she may still have time to make two voyages to the St. Lawrence. We have heard it stated that the cargo of the *Bellona*, or a portion of it, is intended for Canada; and that the importation by this route has been made in order to send the goods forward with all convenient speed, through the State of New York, to the Canadian frontier, with the view of introducing them into the province, under the United States' bonding and transportation Acts. This, probably, has been done, under the impression that the goods will retain their original character, and be received by our customs department as British manufactures, upon payment of the same duties as if imported direct from the Clyde to the St. Lawrence; but it may be well to bear in mind that the rule acted upon here is widely different from this. The Law Officers of the Crown have lately given their opinion officially, for the guidance of the Government and the Customs department, that British goods so imported are on no better footing as regards the duties than foreign goods; that under the existing law, they must be entered and paid for at our Custom-houses at the value at the last foreign port of exportation, and not at the value at the place of purchase in Great Britain. The difference of duties by this route is about fifteen per cent. more on the value of the goods than if imported by the St. Lawrence. The only advantage which the importer then has, by adopting the New York, route, is the early receipt of the goods in Spring, and the drawback of the United States duties,—leaving still the difference of fifteen per cent. above named, in favor of the St. Lawrence route. It does appear to us, as we stated on a former occasion, that the restrictions thus placed on the importation of British manufactured goods by way of New York, into Canada, particularly at a time when the St. Lawrence is frozen and inaccessible to our trading ships, are quite incompatible with the professed freedom of trade with all the world, which the recent changes embodied in the Statutes of the Imperial Parliament are said to confer. If we are to be allowed, as the common phrase runs, "to buy in the cheapest and sell in the dearest market," it surely is a monstrous inconsistency, that the Canadian consumer is to be taxed fifteen per cent. more, on account of the channel of importation which he adopts, and that too, not only on foreign articles, but on British manufactures, the products of the industry of our own countrymen at home.

The trade policy to be followed, ought to be to encourage to the greatest possible extent the consumption of British manufactures

in the Colonies and dependencies of the Crown; and so far as this particular branch of economy is concerned, it appears at once impolitic and unjust, besides being at variance with the spirit of the recent Imperial enactments, to impose restrictions upon our trade or additional and weighty duties, on account of the route of importation,—that route being adopted for expeditiousness, convenience and cheapness, and in general at a season of the year when the St. Lawrence is closed. The amount of goods that would be imported into the Province by New York would be so small in proportion to the imports by the St. Lawrence, that a differential duty in favour of our canals and inland water is scarcely worth contending for.

Homo freights from New York have ruled exceedingly high during the winter. As much as 9s. sterling has been paid per barrel for flour to Liverpool; a considerable reduction has since taken place, and about 7s. is now paid. The probability is, that during the approaching season, freight from New York will rule fully as high as from the St. Lawrence, owing to the quantity of produce to be transported, and the large number of merchant vessels in the employment of the United States Government, for transports for troops and stores in connection with the war with Mexico. There are at present upwards of 700 vessels, of various sizes, so employed by the United States Government.—*Toronto Colonist*.

SHIPPING TRADE—DESSERTION OF SEAMEN.

From the Shipping Gazette, London, March 3rd.

It is truly deplorable to consider the state of demoralisation into which the seamen engaged in the North American trade, and more especially the Quebec trade, are plunged through the machinations of the ruffianly crimps who are permitted to carry on their nefarious traffic in that city. To us it seems most unaccountable that the Colonial Office and the Local Government and Legislature cannot conjointly put down this vile gang, and the trade in which they are engaged. No sooner does a vessel arrive at Quebec than the crew are beset by crimps, who prevail on them to desert, harbour them in debauchery, and then literally sell them to some other vessel which has undergone a similar visitation, and is left without men to navigate her home. Five, six, and seven pounds are constantly given to a man for the run home, while the crimps artfully manage that the greater part of the money shall be paid in advance, when they, as a matter of course, pocket it in payment of the bill they have trumped up for the sailor's entertainment. What is this but selling the services of the seamen for the advantage of the crimp? It is really disgraceful that such a system should be allowed to prevail in any part of her Majesty's dominions.

We were among those who thought that the Act for the Registering of Seamen would check, if not entirely put a stop to, desertion; and such, we are confident, would be the effect of a proper and efficient registry, which, unfortunately, the present one is not. The second clause of the existing enactment says, that "it shall not be lawful for the master of any ship to carry to sea any seaman who shall not be provided with a register ticket." But it has been decided that this only applies to vessels sailing from the ports of the United Kingdom, and that a register ticket is not required of a man shipping at a foreign or colonial port. This at once accounts for the crimping trade that is carried on at Quebec; it offers no check whatever to desertion: the seaman runs from his ship, leaves his register ticket in the master's hands, and trusts to his own ingenuity, or the aid of the English crimps, to procure a new ticket when he returns home in another vessel. We believe, indeed, there is no difficulty in any seamen effecting this: and yet, surely, even under the existing clumsy piece of legislation, where the Registry Act has been in operation for more than ten years, no ticket should be given to a new applicant without the most rigid scrutiny. If a different construction were put upon the second clause of the Act, or if it were so worded as to require the production of a register ticket, whether the seamen were shipped at home or not, it would throw some little difficulty in the way of desertion at Quebec. The crimps would soon discover that they had a stock on hand which was unsaleable.

Why is the Admiralty so listless in this matter? Why does this board offer no assistance to put down desertion at Quebec? It ought surely to feel some interest in preventing the demoralisation of British seamen. There are generally from 300 to 400 sail of vessels in the St. Lawrence, at one time, during the season, and in the summer of last year we pointed out how necessary it was to have three or four vessels of war there, as a support to the masters of the commercial marine in preserving something like order among their men, arresting desertion and preventing mutiny. We anticipate the best moral effects from the appearance of a few ships of war in the river; and the leaving of so many merchant vessels there, altogether unprotected, is in our opinion, a gross dereliction of the duty which devolves upon the Admiralty. The navigation of the St. Lawrence will soon be open, and we would strongly urge, not merely the propriety, but the necessity of stationing a frigate or two, and some smaller vessels, in the river during the coming season. As a mere experiment it would be worth trying.

DUTIES.—NOVA SCOTIA.

Duties finally agreed to by the House of Assembly of Nova Scotia, in Committee on Ways and Means, Friday, 12th March, 1847.

1st Resolved, That on, from, and after, the 31st day of March inst., the Colonial Import Duties now levied and raised by virtue of the Provincial Acts, now in force, shall continue to be levied, collected and raised, as they now are, until the fifth day of July, ensuing, and thence until the 31st day of March, 1848, or until the Royal Assent shall be given to an Act for repealing the Duties of Customs imposed upon Goods imported into this Province, by the Imperial Act of 1845, 8 & 9 Victoria, chapter 93.

2nd. Resolved, That all Duties of Customs, imposed by said Imperial Acts, shall be wholly repealed, in pursuance of the Imperial Act, passed on the 28th day of August, 1846, by an Act of this Legislature, to take effect from the 5th day of July, now next, or from such time thereafter as the Royal Assent shall be duly signified thereto.

3rd. Resolved, That on, from, and after, the fifth day of July now next, if the Act for repealing such Duties shall have been previously assented to, and Proclamation thereof made in the Royal Gazette, or otherwise, from and after the day when such Proclamation shall have been duly made, there shall be levied, raised, and collected, the several and respective Colonial Duties set opposite to the several Articles in the column of Duties to the following Table affixed, payable in Sterling Money of Great Britain:

TABLE OF DUTIES.

ARTICLES.	Duties in Sig. s. d.	ARTICLES.	Duties in Sig. s. d.
Apples, fresh or dried, per barrel....	4 0	Spirits, viz:—	
Bacon, per cwt.....	3 0	Brandy, Whiskey, Gin, Cor	
Beef, salted, per cwt.....	6 0	dials and other Spirits ex-	
Do. fresh, do.....	5 0	cept Rum, not exceeding	
Biscuit or Bread, per cwt.....	1 8	the strength of Proof by	
Do. Fino, called Crackers, p. cwt.	3 4	Sykes' Hydrometer, and so	
Butter per cwt.....	8 0	in proportion for any	
Candles, Wax, Spermaceti, or Com-		greater strength than the	
position, per lb.....	0 3	strength of Proof, per gall.	2 8
Candles, Tallow per lb.....	0 1	Rum, not exceeding the strength	
Cattle, viz—Horses, Mares, Geld-		of Proof by Sykes' Hydro-	
ings, each.....	10 0	meter and so in proportion	
Not Cattle, viz.—Oxen or		for any greater strength	
other Neat Cattle, 3 years		than the strength of Proof,	
old, or upwards, each.....	30 0	per gallon.....	1 6
Cows and Cattle under 3 yrs.	10 0	Shrub or Santee, per gallon..	1 4
Sheep, each.....	3 0	Sugar, refined, per cwt.....	14 0
Hogs, over 100 lbs weight, each	20 0	Do. Crushed, and Bastard	
Do. of 100 lbs. weight and		Facings, per cwt.....	10 0
under, each.....	2 0	Do. Brown or Muscovado, not	
Cheese, per cwt.....	5 0	fined, per cwt.....	7 0
Chocolate, or Cocoa Paste, per lb.	0 1	Tea, viz.—Souchong, Congo, Pekoe,	
Coffee, green, per lb.....	0 1	Bohea, Pouchong, and all	
Do. roasted, burned, or ground p. lb.	0 2	other Black Teas, per lb. . . .	0 1 1/2
Clocks, on all Clocks costing under		Do. Gunpowder, Hyson, Young	
twenty shillings.....	5 0	Hyson Teawark, and other	
Do. of all others.....	10 0	Green Teas, per lb.....	0 3
Hams, smoked or dried, per cwt....	8 0	Tobacco, Manufactured, (except	
Lard, per cwt.....	9 0	Small and Cigars,) per lb. . . .	0 1 1/2
Leather, Sole Leather, including		Tongues of Cattle, dried or pickled,	
Hides and Skins, partially		per cwt.....	9 0
dressed therefor, per lb.....	0 1	Wines, viz.—No. k. Constantin,	
Do. Upper Leather, of all sorts,		Malmsey, Tokay, Champagne,	
including Hides and Skins,		Burgundy, Hermitage, Claret,	
partially dressed therefor,		called Jasitte, Latour, Margaux	
per lb.....	0 2	or Hautbrin, per gallon.....	3 0
Maltster, per gallon.....	0 2	Madeira and Port per gall.	2 6
Onions, per cwt.....	2 6	Sherry Wine, of which the first	
Pears, fresh, or dried, per barrel....	4 0	cost is £20 per pipe or upwards,	
Pork, salted, per cwt.....	6 0	per gallon.....	2 6
Do. fresh, per cwt.....	4 0	Other Claret Wines, Bariac,	
Raisins, in boxes, per lb.....	0 0 1/2	Sauterne, Vin de Grave, Muselle,	
Do. in other packages, per lb. . . .	0 0 1/2	and other French Wines, and	
Spirits, viz—Brandy, Gin, Rum, or		Lisbon and German Wines, per	
other spirituous liquors,		per gallon.....	1 3
(save and except Rum or		All other Sherry Wines, Teneriffe,	
Spirits distilled from Molasses,		Marsala, Sicilian, Malaga, Fayal,	
Grain, or Fruit,) which by any way or		and all other Wines, per gall. . . .	1 3
method whatsoever, shall be		Clocks, viz.—All Wheels, Machinery,	
manufactured, compounded,		and materials for manufacturing	
or extracted, distilled, or		Clocks.....	20 per cent.
made within this Province,		Hay and Straw.....	20 do.
not exceeding the strength		Cigars and Snuff.....	10 do.
of Proof by Sykes' Hydro-		Currants and Figs.....	10 do.
meter, and so in proportion		Leather, viz—Boots, Shoes, and Leather	
for any greater strength		Manufactures of all sorts.....	10 per cent.
than the strength of Proof,		Meat, fresh.....	10 do.
per gallon.....	1 4	Poultry of all sorts, dead.....	10 do.
Rum, or Spirits distilled in this		All other Goods, Wares and Merchandize,	
Province, from Molasses,		not otherwise charged with duty,	
Grain, or Fruit not exceed-		and not enumerated in the Table of Ex-	
ing the strength of Proof		emptions.....	5 per cent.
by Sykes' Hydrometer, and			
so in proportion for any			
greater strength than the			
strength of Proof, per gall.	1 0		

TABLE OF EXEMPTIONS.

Anchor and Grapnels, and Anchor Palms—Ashes, viz: Pot Ashes and Pearl Ashes—Axes and Mules.—Bazrago and Apparel of Passengers, not intended for Sale.—Barilla and Soda Ash.—Beans.—Books not prohibited to be imported into the United Kingdom.—Ballion, Gold and Silver.—Barr Stones.—Cables, of Hemp or other Vegetable substances, and of Iron.—Coal.—Cocoa.—Coin, Gold and Silver Coins, and British Copper Coins.—Copper, viz: Upper Ore, or in Pigs or Brecks; or Plates, Sheets, Bars, or Bolts, for Ship Building.—Copper, viz: in Pigs or Brecks; or Plates, Sheets, Bars, or Bolts, for Ship Building.—Wrought or Cast, for Machinery, Pure or without other Metal; Copper Castings, of every description, for Machinery, for Mills, or Steam Boats, Copper and Composition Nails and Spikes, for Ship Building, Old or Worn, or fit only to be re-manufactured.—Cordage, Tanned or Untanned, and whether fitted for Riggering or other use.—Corkwood.—Corn, viz: Wheat, Rye, Indian Corn, Barley, Oats, Rice and Buckwheat, unground, Wheat, Flour, Barley Meal, Rye Meal, Oat Meal, Indian Meal, Buckwheat Meal, Peas, Beans, and Colvances.—Fish, viz: Fresh, Salted, Dried, or Pickled.—Fur Hooks.—Fish Oil, viz: Train Oil, Spermaceti Oil, Head Matter, and Madder.—Furs and Skins, the produce of Fish or Creatures living in the sea.—Flax.—Furniture that has actually been in use, Working Tools and Implements, the property of Emigrants or persons coming to reside in this Province, and not intended for Sale.—Hemp.—Hides, or pieces of Hides, raw, not tanned, curried, or dressed.—Horns.—Horses and Carriages of Travellers, and Horses, Cattle, Carriages, and other vehicles, when en-

gaged in carrying Merchandize, together with the necessary Harness and Tackle, so long as the same are bona fide in use for that purpose.—Iron, viz: in Bars or Pigs, Wrought or Pig Iron.—Ores of Iron of all kinds.—Castings, for Mills or Steam Engines, and Cast or Wrought Pipes and Tubes.—Sheet Iron.—Iron Rails, for Rail Roads, Bolters, Plates, and Plough Moulds.—Lentils.—Lime and Lime Stone.—Lines, for the Fisheries, of all kinds.—Machinery, or parts of Machinery, for Steam Engines or Carding Machines.—Measures of all kinds.—Maps, Charts.—Nets; Fishing Nets, Seines, of all kinds.—Oakum.—Ores, of all kinds.—Paintings.—Palm Oil.—Pitch.—Plants, Shrubs, and Trees.—Plate, of Gold and Silver, and fit only to be re-manufactured.—Potatoes.—Rings, viz: Old Rings, Old Rope, Junk, and old Fishing Nets.—Roses.—Sail Cloth of all kinds, Canvas included.—Sails or Rigging, saved from Vessels wrecked on the Coast of this Province.—Salt.—Seeds, of all kinds.—Skins, Furs, Pelts, or Tails, undressed.—Stone, unmanufactured.—Sugar, of the Maple.—Tallow.—Tar.—Twines and Lanes, used in the Fisheries.—Tobacco, unmanufactured.—Tur.—Turpentine.—Whale Fin or Bone.—Wood, viz: Boards, Planks, Staves, Square Timber and Firewood.

4th. Resolved, That when any of the British North American Colonies shall allow the Importation from Nova-Scotia of articles the growth, produce, or manufacture of Nova-Scotia free from Duty, all articles, the growth, produce, or manufacture of such Colony shall be Imported from such Colony into Nova-Scotia free from Duty—and it shall be lawful in every such case, for the Governor, with the advice of Council, by Proclamation in the Royal Gazette, to give immediate effect to an Act to be passed for that purpose.

5th Resolved, That the several Duties imposed upon Licenses for Public Houses and Shops for the sale of Liquore, and on sales by Auction in Halifax and throughout the Province, be continued in the same manner and at the same rates as during the past year.

6th. Resolved, That the Act concerning the support and regulation of Light Houses be continued in force for the year ending the 31st March, 1848.

THE NAVIGATION LAWS AND THE ENGLISH OUTPORTS.

The following is a copy of a circular letter from the General Shipowners' Society to the principal outports, on the subject of the threatened abrogation of the Navigation Laws:—

GENERAL SHIPOWNERS' SOCIETY,
London, 80, Cornhill, 21th February, 1847.

Sir,—The committee of this society have felt it their duty to direct their serious consideration to the position in which the interests of British shipowners are placed by the appointment of the select committee of the House of Commons "to inquire into the operation and policy of the Navigation Laws."

Although the committee entertain the unhesitating conviction that the principle on which the Navigation Laws are based is so inseparably interwoven with the national security as to constitute the whole system of British Maritime Commerce a just and prudent exception from the general rules by which commercial legislation is at present regulated; and although viewed in that light, they are not aware of any such practical inconveniences resulting from the operation of the system as to justify the agitation and alarm, the excitement and uncertainty, inevitably consequent on such a parliamentary investigation of a question of high state policy; they would still, confident in the result, have yielded with readiness to the demand for such inquiry, if it had been proposed on the responsibility of the executive government, and undertaken subject to its management and control.

But disclaiming all intention of impugning the motives of those honourable members of the select committee by whom the inquiry has been brought forward and supported, and allowing unequivocally the utmost latitude for the difference of opinion on the great and interesting questions now actually placed in issue, the committee of this society, on deliberate review of the recorded sentiments of those honourable members, and of all the circumstances preceding and accompanying the appointment of the select committee, find it impossible to admit its claim to be regarded by shipowners with the confidence due to an impartial tribunal. At the same time it was equally impossible to deny, that whatever its constitution or proceedings, its report can scarcely fail to exercise a powerful influence on future practical legislation; and hence it follows, that if the apprehensions and distrust of this committee be well-founded, British shipping interests are placed in a position of imminent peril, from which united, prompt, and energetic exertion can alone rescue them.

In these sentiments the committee believe that the great majority of shipowners entirely concur; but while, if isolated and separate, it is certain that every effort will fail, it is obviously a matter of extreme difficulty to obtain with promptitude the requisite concentration of exertion. In this difficulty it has appeared to the committee an imperative duty considering the facilities afforded by their position, not to shrink from the task of originating and suggesting such a united course of action, as they believe, would, if adopted, prove practically effective. And in this explanation I trust to find apology for now, addressing you, and for inviting your aid towards securing the co-operation of the shipowners of your port.

We consider that it may possibly be in some quarters most acceptable, and consequently that it would on the whole, be most advisable, that the proceedings in this matter being special and peculiar, should be kept distinct from the general operations of the Shipowners' Society. We propose, therefore, the formation of a separate committee with separate funds to give to its operations every facility afforded by our own organization, to become individually members of it, and to associate with us any parties disposed and able to assist the objects in view whether resident in London or delegated from the outports.

The general object we seek in the maintenance of the principle of the navigation system as now by law established, subject only to such prudent modifications as altered circumstances may require, and as may not be subversive of that principle; the particular and immediate proceedings we contemplate are the preparation of evidence to be laid before the select committee of the House of Commons, including the collection of information, correspondence with the outports, communication with members of parliament, and other measures bearing directly on the inquiry now in progress. The latter may be regarded as urgent, but temporary; in the

former we embrace the possibility of more continual exertions, including, especially, the diffusion of accurate information on the whole British Navigation system, with a view, by the correction of prevalent errors, to bring the influence of a sound public opinion to bear on the legislature, in defence of a policy, which however bitterly assailed on the private judgments of theoretical individuals, has never, as has been loudly but erroneously asserted, been condemned by public opinion, and which, we believe, will be supported by the popular voice, in the precise proportion in which its real merits are understood.

To accomplish these objects effectually, we know from experience that considerable funds are necessary. We repeat our belief, that if vigorous exertions in the direction we indicate are not made, the Navigation Laws will be repealed, or so materially altered, as that the remnant may scarcely be worth retaining. We add our conviction, that if such a change take place, the value of all existing British ships will be greatly restricted in extent, and the return on capital invested in them be greatly reduced. To avert such consequences, any reasonable expenditure, judiciously made, would be, in reality, the most obvious economy on the part of the shipowner.

We suggest, therefore, that you should without delay convene a meeting of the shipowners of your port, and if they should concur in the views I have stated on the part of this committee, that you should forthwith appoint an auxiliary committee—collect subscriptions—appoint a secretary—place your committee in communication with us, and inform us, as soon as possible, what amount we may rely on receiving from you in aid of the general fund. We should be glad also to receive the name of any gentleman possessing the confidence of the shipowners of your port who would be willing to act with us as a member of the committee, and we invite the most candid and unreserved communication of any suggestions calculated in your judgment to forward the objects I have thus hastily endeavoured to explain, assured that they will receive our impartial and careful consideration. And in conclusion, I would only very earnestly press on you the great importance of promptitude and decision of action, without which no effort will, in this crisis, be available to practical good, as the select committee has actually commenced its labours,

I am, sir, your obedient servant,
DUNCAN DUNBAR, Chairman.

(From the Shipping Gazette, London, February 27, 1847.)

Referring to our remarks of yesterday, relative to the active measures taken by the General Shipowners' Society in defence of the Navigation Laws, a correspondent reminds us that, in December last, circulars were sent to the principal ports, requesting replies to certain queries on this very subject; and, for the information of our readers, we cannot do better than publish the questions put, and answers returned in writing by a gentleman then applied to, whose experience in shipping matters is most extensive, and whose opinions, in all that relates to the maritime commerce of the country, are deserving of the highest consideration.—

QUESTIONS AND ANSWERS RELATING TO NAVIGATION.

FIRST.—The comparative cost of ship building, and expense of navigation, in all or any of the undermentioned countries, viz.—Great Britain, United States, Russia, Norway, Sweden, France, Belgium, Holland, Denmark, Prussia, and Spain?

ANSWER.—The comparative cost of ships, and expense of navigation.—

Great Britain,.....	According to class and materials, varying from 2 to 13 years
United States,.....	A 1, at from £6 to £18 per ton, for a Baltic outfit, and 30s. extra per ton, if coppered.
Russia,.....	Ships built of fir, about £6 to £7 per ton.
Norway,.....	
Sweden,.....	About £12 per ton.
France,.....	
Belgium,.....	About from £11 to £13 per ton.
Holland,.....	
Denmark,.....	About £12 to £14 per ton.
Prussia,.....	
Spain,.....	

In Denmark, the exportation of oak timber for ship building is prohibited; and in France the export duty on oak is also prohibitory, having been imposed on this country importing largely some six or eight years ago, when the French government took alarm and stopped the export.

SECOND.—Whether there are any peculiar advantages enjoyed by any of these countries?

ANSWER.—Yes, in some being free from port charges for the first two years, and in America and France the light dues are borne by government. Spain virtually excludes us, but we do not exclude Spain.

THIRD.—Whether the late alterations in the tariff, particularly in the timber duties, have reduced the cost of ship-building in this country?

ANSWER.—No. A twelve years British-built ship is constructed of English and African oak, or East India teak. The decks only are of yellow pine from our Colonies, and the price now is higher than when the colonial duty was exacted, varying, as prices always will do, according to supply and demand. Copper is cheaper, iron is dearer, as well as labour.

FOURTH.—Whether there are any, and what, advantages to the shipowner in the present Navigation Laws?

ANSWER.—The only advantages are the exclusive trade to and from our own Colonies direct, and, under the reciprocity treaties, where treaties exist, the trade on equal terms with reciprocating states to and from direct.

FIFTH.—Whether there be any, and what, advantages or disadvantages to the merchant and manufacturer in the present Navigation Laws?

ANSWER.—For the last five years shipping property has been a losing investment all over the world, and the only parties who have gained are the merchants and manufacturers, by low unremunerating freights, and the entire earnings being spent in the purchase of the manufacturing requisite for the supply of ships' materials—victualling, labour, and clothing of seamen: all, or nearly all, being purchased in this country.

SIXTH.—Whether there be any advantages or disadvantages to the colonies and colonial trade in the present Navigation Laws?

ANSWER.—Taken in the aggregate, the Colonies have an advantage, all colonial ships enjoying the privilege of British ships, the North American colonies possessing peculiar privileges, having not only the exclusive carrying to Great Britain, in common with all British ships, but all the other privileges of trading to other countries under reciprocity treaties, whilst exempt from rearing and maintaining apprentices. Any disadvantage, their labour under arises from their own legislative enactments, for instance, Quebec is a free port, and Montreal is not. This is attributable to the jealousy of the legislatures of Upper and Lower Canada, when separately united as they are now, local jealousies will, it is to be hoped, give way to national good. Canada, Nova Scotia, and New Brunswick, should be united and formed into a Federal Union, having one common interest in the mother country.

SEVENTH.—What less, inconvenience, or disadvantage to the British shipowner, would be the consequence upon opening the ports of Great Britain and its dependencies to ships of all nations, upon equal terms?

ANSWER.—Such a question could only be put by a fool, or a traitor to his country. It would not only involve the destruction of our mercantile marine, and the supply of

seamen for national defence, in times of both peace and war, but be the first step to repudiation of the national debt. It would compel our shipwrights to emigrate, and make our tradesmen bankrupts.—Shipowners are compelled to maintain apprentices by law, to employ British seamen, whilst manufacturers may erect machinery, and employ men, women, and children, without being obliged to support the latter as apprentices, whether the mill is in operation or stopped. But, as a shipowner, I am prepared to state, that if expediency demands the national defence of the country to be jeopardised, and our British artisans to be sacrificed, I should at once say, by all means, let us have entire free trade with all the world, if other nations will grant it. Let us trade from England to America, and thence to France, Holland, and Belgium; permit us to buy our ships, and build them in the cheapest market. Don't oblige us to rear apprentices; allow us to man our ships with foreign seamen; place no more burdens on British shipowners than the heaviest levied on any foreign nation, and the British capitalist will be able to maintain his ground, whether sailing under the British flag or under that of any more powerful nation that may subdue this country. After the late war, free trade was first tried on the shipping interest, and it ruined what might be termed the legitimate shipowner—that is, the man who embarked his all in shipping, on the faith of the Navigation Laws being upheld, and which, during the reign of Napoleon, secured to this country the command of the ocean, whilst all the Continental powers were subjugated. And if the mania for free trade is encouraged and permitted to ride rough shod over the nation, what remains of the Navigation Laws will be erased from our statutes."

THE NAVIGATION LAWS.

[From the London Daily News.]

Washington Irving, in his pleasant idle way, tells us that he was one of a party of Americans who, for a while secluded from the world of disputes and dollars in a stream-cooled region of the Alleghanies in Western Pennsylvania, took to reading old Isaac Walton instead of the newest prices current and the latest Liverpool circulars. So charmed were Knickerbocker and his friends with the pictures of gentle rapacity sketched by the venerable Englishman, that bamboo rods, silk-worm gut, and kirby hooks, were forthwith ordered from Philadelphia, and the pleasant streams that splash down the shady wooded hills of that lovely region were assiduously flogged for a whole summer's day.

In vain: the return was their own hooks, and not always those. Disappointed, wearied, resolved henceforward to taste only in Walton's pages the pleasures he describes, the future minister at the court of her Most Catholic Majesty, and his party, were sitting by one of the streams they had tortured, when up rambled an urchin from a newly projected Eden just below, furnished with a sappling as a rod, with five yards of packthread as a line, and with a crooked pin as a hook. To complete the difference between this intolerable dissenter from the rules of regular sport and their orthodox selves, the young scamp had speedily pendant, their gills on a twig, more fish than the creels of his rivals would have held after a day's pursuit.

What Irving's vagabond-ling was to the literary anglers, the 700 small, ricketty, dirty, home-made, foreign-worked, Yankee whalers are to Mr Charles Enderby's stately, goodly, orderly, British South-sea ships. It can't be the superiority of their craft, for ours are better; nor of their equipment, for ours are more perfect; nor of their crews, for they are more fully foreign, being in great part British seamen; nor that they are more cheaply worked, for stores and provisions are now as cheap here; nor that their ports of outfit are nearer the whaling ground than ours. How, then, in the name of Neptune, is it that these irregularly constituted prowlers contrive to increase and multiply, so that a duty of from 50 to 100 per cent. on what they caught was not enough to keep the supply of this market in the hands of our own "merchant princes" of the southern seas?

Is there any other trade in which (with equal chances for the whole world) the superior capital of this country does not command supremacy? Must not the drawback be most powerful, which, in this particular pursuit, neutralizes the many advantages we have over the northern states of America? Does not the parallel we have drawn from Washington Irving, with the smaller fishing of fresh water, hold good? And can we assign to any other cause than the superior maritime skill of the Americans, our subjugation in the employment which of all most severely and simply tests the comparative seamanship of the two nations?

It is impossible but that this striking instance of the rising superiority of the sailors of the only nation whose position, ports, extent, intelligence, and commercial activity can make her our rival, should not excite alarm. It is our first duty to consider if, by any act of our own, we have contributed to her success. A somewhat more detailed reference to the past than we yesterday made will show.

Omitting mention of the laws affecting shipping during the middle ages (avowedly intended as much to favour classes as to protect the navy of the country), the origin of the navigation laws is, as we all know, a statute of the commonwealth, prohibiting the import of the produce of Asia, Africa, and America, except in English shipping. This was an act of war, directed against the Dutch, who had as their national treasure, instead of broad and productive lands, sunny skies, a numerous people, or the mines of Mexico and Peru, what in their hands proved better than them all—what we have now—what is to civilized Europe that which speech is to man—the conveyance of the products of the earth. The Navigation Act, depriving them of that large share of this precious privilege, which consisted in the transport to England of the productions of our own colonies, was as much an act of war, though unaccompanied by others, as the bombardment of a town or the blockade of a port, and it was accepted as such by the Dutch; for active hostilities broke out shortly after its enactment. The Dutch were in a great measure only carriers; producing little, manufacturing little. We brought little from Holland, we took little to it: they could not, therefore, retaliate by legislation upon our trade. But, even under these, the most favourable circumstances, we were not suffered to derive unmixed advantage from our measure. In very few years after the confirmation, under the restoration of the navigation law, it was remarked that the Dutch were excluding us from some trades in bulky articles, whose chief value was the cost of conveyance; as, for example, the Baltic trade; and especially was it found that we could not compete with them in the fisheries. Our exclusion from these, by the operation of our own act of navigation in making our shipping unnaturally dear, gave them over as a monopoly to the Dutch. Roger Cole, to whom we yesterday referred, notices the fact:—"In two years after the Navigation Act, of the Rump Parliament in 1551," he remarks, "the building of ships in England

became one-third dearer than before, and seamen's wages became so excessive dear, that we have wholly lost the Muscovy and Greenland trades, whereby we give the Dutch and other nations the power of driving the trade of the world." Sir Josiah Child, an admirer of the navigation law, in the same year admitted that there were 22 large Dutch ships in the Russian trade to one English, and in the Greenland fishery 400 or 500 sail to one English; in the Baltic trade generally we had but one-half of that we had had, and the Dutch had ten times as much. Two years after, heavy duties were imposed on both foreign and colonial fish oils to support efforts made to revive the Greenland trade, which yet miserably failed. In 1693 it was discovered that a company, and that only, could regain the Greenland fishery, and it was incorporated with the advantage of importing, duty free, all that its ships might get. Capital £40,000, an excellent direction, but, by some mishap, the company was dissolved in 1706, with a loss of £80,000.

These facts should have taught the legislature that what injures our neighbours does not always benefit ourselves, and that it was time to lay aside the navigation act, when heavy taxation, excessive exertion, and the advance of other nations, had rendered the Dutch, against whom it was directed, no longer formidable. But the country was entering on an age in which class interests ruled; in which, with the greatest attention to the supposed welfare of parts, the community was neglected. We now say, that what is everybody's business is nobody's business; and in those days what was everybody's interest was nobody's care. The ship-owners found each dram of protection an agreeable stimulant; and in the youth of the present generation the support required had brought the patient to the natural termination of his career, at which a gradual diminution of the dose became unavoidable. We can't say, with all our admiration of Mr. Huskisson, that the reduction was well managed.

For when we come to apply our navigation laws to the case of nations in situations utterly different from that of the Dutch, the new case forced upon us modifications of our law; but as the principles on which it was based had been totally lost sight of, our modification was the very worst that could be. Take the example of the United States of America, a rising nation of seamen and merchants, whose country produced more of bulky produce employing shipping than any other—an attribute it has retained and augmented—was our navigation law to benefit ourselves or to repress the extension of the navigation of others? The latter was its original, and could be its only possible aim, and had we kept that in view, we could not have made, or could not long have persisted in, any serious error. But, by the time we had to legislate for the case of the United States, we had lost sight of this, its object.

In seeking to benefit our own shipping, we could not absolutely exclude American ships from bringing American produce, for they would at once retaliate and close the contest. So we fell back upon what was a very old idea, though not contemplated as capable of such expansion as we now witness; and we determined to divide the trade with them. All American produce should come in English or American ships. We confessed, by the very fact of the law excluding them from general commerce, that American ships were more cheaply sailed than our own; and yet to preserve to us some part of their trade, we excluded from competition with them the shipping of other nations, which might perhaps again beat them! The commerce of the States with this country is by very much the most important of the world—the one item of a million and a half bales of cotton far exceeds for employment of shipping our importation of any other article from all the rest of the world. And it was this trade in which, after confession that they were our superiors in carrying, we agreed to preserve them from competition with any other people!

Had there been no previous navigation law, no misunderstood precedent of our conduct in the contest with the Dutch, could such an error have been made? Could we have been betrayed into it but by a succession of blunders, each carrying us further from that original light of natural law from which in commercial science we must never depart.

Now there is but one nation whose maritime greatness we need fear: we have named her. The Hanseatic Towns sail their ships yet more cheaply, we believe; at least American shipowners have said so. The Danes, Swedes, Norwegians, Sardinians, are good and economical navigators. Which of these can be our rival? But in our maritime, as in other branches of our foreign policy, we have lost sight of the maxim, "Divide and rule." It is by protecting the weak, and not by adding to the power of the great, that we can maintain our position at the head of the world—a position depending on our naval supremacy, and of the foundation of which we shall be satisfied by the unavoidable reflection, that a lost Trafalgar—a great battle destroying an English fleet—would be a greater convulsion to the two worlds, would be productive of more incalculably disastrous consequences, than would have been the fall of France before the sabres of the Moslem on the plains of Chalons.

RAILROADS.—INCREASE OF BUSINESS.—The increase of business on the railroads already in operation has put all previous calculations far in the back-ground. Estimates, originally deemed to be highly exaggerated, have proved to be far below the actual results—"truth is stranger than fiction." The annexed statement is copied from the Boston Post.

The annexed table exhibits the gross receipts of the following Railroads leading from Boston, in four years ending December 1, 1846:—

	1843.	1846.
Boston and Worcester,.....	\$383,367	\$554,512
Western,.....	503,882	651,417
Boston and Lowell,.....	277,315	344,102
Peterburg,.....	Not open.	284,635
Boston and Maine,.....	178,744	349,156
Eastern,.....	272,036	371,388
Boston and Providence,.....	233,338	330,375
Total,.....	\$1,918,731	\$3,250,725

Aggregate increase on all the roads, is 57 per cent. Fares were generally reduced in 1845.

ODDENSBURG ROAD.—The Directors of this road will meet in Boston on the 8th April, when the report of the engineer will be officially made.

It has already been stated, unofficially, that the engineer will report in favor of adopting the line of the Vermont and Canada road (through Franklin Co. Vt.) and crossing the river Richelieu by a bridge—his avoid a ferry on Lake Champlain, and connecting Boston with Montreal and Ogdensburg at the same time.

OPENING OF NAVIGATION ON THE WELLAND CANAL.—The Canal is now in such a state, that should no unforeseen occurrence prevent, the water will be let in, at Danville, on Thursday or Friday next the 1st or 2nd prox., and by the 8th or 9th it is expected to be in perfect working order.—*St. Catharines Journal*.

AN ENIGMA.—In the Census of Lower Canada, taken in 1844, the number of married men is stated at 113,034, and the number of women at 116,678; excess of married women, 3,644. Query. In what part of Canada is polygamy practised?

LOCAL, PROVINCIAL, AND GENERAL INTELLIGENCE.

There has been a great change in the weather since our last, which seems again to have carried us back into the middle of winter. A heavy fall of snow on Saturday last so completely blocked up the roads that the Quebec mail for the Boston steamer did not arrive in time to leave by the messenger, and had to be despatched by express afterwards. In some places in this neighbourhood the drift was five and six feet high, and travelling was for a day or two rendered almost impossible in the country parts. The effects of the same storm were experienced to the westward, as far as Kingston, where there was also a considerable fall of snow. According to present appearance, the navigation is not likely to be open before May, and the spring must be a very late one. At Toronto, steamers are running to the opposite side, but the bay is still incumbered with ice, and the boats can only reach the Government wharf. At Kingston, the ice is still as strong as ever, and it is not expected that any steamer will be able to enter the harbour before the 20th at the earliest.—The Toronto papers announce that Mr. Justice Hagerman, who has been for some time dangerously ill, is gradually improving, although still in a very weak state.—The *Sherbrooke Gazette* announces that the stockholders in the Sherbrooke Cotton Factory have determined to close their mill for the present, owing to the high price of cotton, and the difficulty of procuring it until after the opening of navigation. It is intended to commence running it again in May.—His lordship the Bishop of Toronto has issued a circular to the Clergy of this Diocese directing them to cause a collection to be made in all their churches on Good Friday, in aid of the distressed poor in Ireland and Scotland.—The *Toronto Patriot* says that some of the Home District farmers are beginning to croak about the appearance of the fall wheat, but adds that farmers are a croaking lot, and that their predictions are quite as often false as true.—It is stated by late advices that in many parts of Newfoundland the people are suffering dreadfully from the want of food, and would starve were it not for the relief administered by the public authorities.—It is understood that Major Campbell, formerly of the 7th Hussars, and principal Aide-de-camp to Lord Sydenham, has been appointed Civil Secretary, in the room of Capt. Higginson. Major Campbell married a French-Canadian lady, and has large possessions in this country. The appointment is generally approved of.

☞ We observe that some of the newspapers at a distance are in the habit of copying our commercial reports without acknowledgment.—This is scarcely fair. The reports in question are got from the best sources, and should be credited to us when borrowed.

☞ We would remind our Free-Trade friends that one way of supporting the *Economist* is by sending it their advertisements. They can do this without any sacrifice. The circulation of our journal renders it an admirable advertising medium; and by making use of it, they will have the satisfaction of knowing that they are effecting two objects—the advancement of their own individual interests, and the support of an organ for those principles which they believe to be most consistent with the interests of the country.

THE MARKETS.

NEW YORK. 27th March, 1847.

ANNEYS.—No change in market: Rais \$1 87½, and Peas \$5 25.
FLOUR. Stock reduced to about 20,000 lbs. Sales at \$7 12½ to \$7 25. Transactions for future delivery are large: at \$9 12½ to \$9 25, in all May, and \$3 87½ in June. Rio 1st at \$1 75. Corn Meal is lower, and has been placed at \$1 50 to arrive on the opening of navigation.
GRAIN. Jersey Red Wheat has sold at \$1 35, and Western, to arrive at \$1 45 Rio 90 cents. Harley 70 cents. Operations in Corn extensive, probably beyond precedent, some 300,000 bushels having been sold for delivery during the summer at \$5 to \$6 cents to arrive in May, and 72 to 77 in June. Export of Corn from 1st to 23rd March, 916,331 bushels.
PROVISIONS. Old Pork dull. Sales at \$14 & \$12. Men to arrive sold for \$15 and \$13.
FRIGHTS. To London and Liverpool, Flour is taken at 6s., and Grain at 25s. Similar rates are charged on freights to Ireland and Scotland.
EXCHANGE.—On London 3½ to 4 per cent premium.

BUFFALO. 27th March, 2, P. M.

Michigan Flour, for delivery on or before 29th May, has been sold at \$1 75. Wheat, \$1 0½. Corn is offered, to arrive, at 50c. The 1st is out of the creek but the lake is firm so far as the eye can see. The *St. Catharines Journal* of the 26th instant, states that the Welland Canal is expected to be in working order on 9th April.—*Buffalo Adver.*

MONTREAL. Friday Evening, 2d April.

ANNEYS.—No change to note since our last. Rais, 23c. Peas, 5s. 6d.
FLOUR.—There has been very little business done since our last report. We have only heard of one sale for May delivery, at 3s. 6d. The market is very dull.
GRAIN.—We have no transactions to note. The roads are very bad in the country, and not much coming in. We quote Canada Red at 6s. to 6s. 3d. per 60 lbs. Peas, at 5s. 6d. to 6s.
PROVISIONS.—Nothing doing. Pork—Mess, \$18½. Prime Mess, \$15 50c. Prime, \$12.
EXCHANGE.—On London: Bank rate, 6½ to 7 per cent. prem.

MONTREAL BOARD OF TRADE.

NOTICE.

THE ANNUAL GENERAL MEETING of the Corporation of the MONTREAL BOARD OF TRADE will be held at their Rooms, St. Joseph Street, on MONDAY, the 5th of April, to receive the Report of the Council for the past year, and elect a Council and Board of Arbitration for the year ensuing.

By order, **FREDK. A. WILLSON,**
3rd April, 1847. **SECRETARY**

NOTICE.

OFFICE OF THE ST. LAWRENCE AND ATLANTIC RAIL-ROAD CO.

Montreal, 30th March, 1847.

THE PROPRIETORS of Shares in the Capital Stock of the St. Lawrence and Atlantic Rail Road Company are hereby notified and required, to pay to the Treasurer, at the Company's Office, No. 18 Little St. James Street, in this City, the **THIRD INSTALLMENT OF FOUR POUNDS SIXTEEN SHILLINGS** Currency per Share, on or before the 1st day of May next ensuing.

Persons residing in the District of Saint Francis may make their payments at the Agencies of the City Bank at Sherbrooke or Stearns, as may be most convenient, from locality.

By order, **THOMAS STEERS,**
Secretary & Treasurer.

FOR FORWARDING.—1847.

THE UNDERSIGNED hereby give Notice, that on the Opening of the Navigation, they will FORWARD THE PRODUCE NOW IN THEIR BARRIS AT KINGSTON, subject to Freight at ONE SHILLING AND SIXPENCE PER BARREL FLORR, and other Property in proportion, together with the usual charges for Water Storage and Marine Insurance, and that all other Property Forwarded downwards by them will be subject to such Rates of Freight as may be specially agreed upon, or as may be hereafter advertised.

MACPHERSON, CRANE & Co'
HOOVER, HOLTON & Co.
H. JONES & Co

The British Whig and Toronto Colonist will give the above three insertions.

Montreal, March 23, 1847.

THE SUBSCRIBERS have, this day, admitted Mr. **Wm. J. McDONELL,** of Kingston, and Mr. **JOHN FARROW,** of Montreal, as PARTNERS in their Forwarding and Commission Business.

H. & S. JONES & CO. BROCKVILLE.
H. JONES & CO. MONTREAL.
H. & S. JONES, KINGSTON.

Canal Wharf, Montreal, March 22, 1847.

For Freight or Charter to LIVERPOOL or the CLYDE.

THE BARQUE "EUROPEAN," 525 Tons burthen (new measurement), coppered and copper fastened, will be ready to take in Cargo at Quebec, at the opening of the Navigation, and is an eligible conveyance for Measurement Goods.

Apply to **W. BRISTOW,**
26th March. 56, Commissioners Street.

NOTICE.

WE the Undersigned hereby give notice, that application will be made by us at the next meeting of the Legislature to obtain a CHARTER for the purpose of CONSTRUCTING A BRIDGE ACROSS THE ST. LAWRENCE, say from the South side of said River to a point on St. Paul's Island (Ile St. Paul), and from said Island to the North bank with right of way across the said Island, and from the North bank of the River to a convenient terminus on the Canal.

H. STEPHENS, **ANDREW SHAW,**
HUGH ALLAN, **JAMES GILMOTR,**
JASON C. PIERCE, **WM. EDGESTONE,**
D. DAVIDSON, **Moses HAYS,**
WILLIAM HOW, **JOSEPH MASSON,**
JOHN LEHRING, **ROBERT MACAY,**
WM. LEWIS, **G. BRANTLEY,**
J. B. SMITH, **H. JUDAH,**
J. FROTHINGHAM, **A. LAPOINTE,**
JEO. YOUNG, **B. BART,**
JOHN E. MILLS, **JOSEPH HOBBS,**
L. H. HOLTON, **A. M. DELISLE,**
J. L. Macdonnell, **W. ERVINGIER,**
BEN. LYMAN, **W. C. MEREDITH,**
R. CORSE, **JOHN J. DAY,**
DAVID TORRANCE, **GEO. ELDER, JUNR**

Montreal, September 14, 1846.

THE SUBSCRIBERS have constantly on hand.—

FLOUR, **COFFEE,**
INDIAN MEAL, **BUTTER,**
PORK, **CHEESE,**
SALMON, **LARD.**

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

D. P. JONES & CO.
Corner of St. Paul & McGill Street

HUNT'S
MERCHANTS' MAGAZINE,
And Commercial Abstracts.

BY FREEMAN HUNT, EDITOR & PROPRIETOR.

PUBLISHED MONTHLY.
AT 142 FULTON-STREET, NEW-YORK.
At Five Dollars per annum, in Advance.

THE "MERCHANTS' MAGAZINE AND COMMERCIAL REVIEW" will continue to include in its design every subject connected with Commerce, Manufacture, and Political Economy, as—Commercial Legislation, Commercial History and Geography; Mercantile Biography, Essays from the ablest pens on the leading topics of the day, relative to Commercial Affairs; Descriptive, Statistical, and Historical Accounts of the various commodities which form the subject of Mercantile Transactions, Port Charges, Tolls, Customs and Commercial Regulations; Treaties, Customs and Commercial Regulations, Treaties, Commercial Statistics of the United States and the different countries of the world with which we have intercourse, including their Physical Character, Population, Products, Exports, Imports, Seaports, Money, Weights, Measures, Finance and Banking Associations; Enterprises connected with commerce, embracing Fisheries, Incorporated Companies, Railroads, Canals, Steamboats, Docks, Post Offices, &c.; Principles of Commerce, Finance and Banking, with Practical and Historical Details and Illustrations, Commercial Law and Mercantile Law Reports, and Decisions of Courts in the United States and Europe, including Insurance, Partnership, Principal and Agent, Bills of Exchange, Sale, Guaranty, Bankruptcy, Shipping and Navigation, &c. and whatever else shall tend to develop the resources of the country and the world, and illustrate the various topics bearing upon commerce and Commercial Literature, and we may venture to say that no work heretofore published, embraces in its pages so large an amount of information on all these subjects, as the fourteen volumes now completed.

Our means of enhancing the value of "The Merchants' Magazine and Commercial Review" are constantly increasing, and, with new sources of information, an extending correspondence abroad, and other facilities which seven years' devotion to a single object have enabled us to make available, we shall be able to render the work a perfect *meccum* for the Merchant and Manufacturer, as well as to the Statesman and Political Economist, and indeed, all who desire information on the multifarious operations of business life.

UNITED

IRISH AND SCOTTISH RELIEF FUND.

THE Joint Committee has named as Treasurers Messrs. **J. G. MCKENZIE** and **THOMAS RYAN,** who will receive Subscriptions, at their respective Offices, St. Joseph Street, and Gillespie's Buildings, Commissioners' Street; and Subscription Lists are likewise opened at all the Banks in the City.

The following gentlemen have been appointed COLLECTORS in the several Wards, with power to add to their number—

EAST WARD.—T. B. Anderson, J. G. McKenzie, and Andrew Murray.
CENTRAL WARD.—John Macdonald and William Murray.

WEST WARD.—James Ferrer, Edmund A. Meredith, Benjamin Holmes, and George Elder, Junr.

ST. ANN'S WARD.—Wm. Workman, Wm. Spots, L. H. Holton, and John Tully.

ST. ANTOINE WARD.—Wm. Cormack, Henry Mulholland, Wm. Rollen, and Michael O'Meara.

ST. LAWRENCE WARD.—James Mathewson, Robt. Campbell, W. B. Cumming, and P. Drumgoole.

ST. LEWIS WARD.—How Ramsay, John Ward, and John Holland.

ST. JAMES WARD.—Brvan Hayes and George Elder.

ST. MARY WARD.—Neil McIntosh, William Parkyn, and Thomas O'Brien.

Montreal, 19th February, 1847.

UNITED IRISH & SCOTCH RELIEF FUND

NOTICE.

THE Public are hereby cautioned against paying Subscriptions, in aid of this Fund, to any Collector but those authorized by the Joint Committee to receive them. The names of the said Collectors are published in another part of the Paper. The Collectors will have Printed Subscription Lists.

EDMUND A. MEREDITH,

February 19, 1847. Secretary to the Committee.

FOR SALE.

TEAS. Twankay, Young Hyson, Gunpowder and Souchong, in boxes,

Molasses, Heavy,
Martel's Cognac Brandy,
Sicily Marsala Wine,
Bottled and Raw Linseed Oils,
Olive Oil, English Glue,
Plug Tobacco, Pimento, and Pepper.

ALSO,
Patent Sperm Candles, from the Manufacturer.

STEPHENS, YOUNG & CO.
25th August, 1846.

NOTICE IS HEREBY GIVEN that application will be made by the COMPANY of PROPRIETORS of the CHAMPLAIN and ST. LAWRENCE RAILROAD, at the next Session of the Provincial Parliament, for an Act to amend and extend certain provisions of the Act 2 Wm. 4th, chapter 32, entitled, "An Act for making a Railroad from Lake Champlain to the River St. Lawrence" and particularly the provisions of the 4th section of the said Act, so as to authorize the said Company to extend and construct a branch of the Champlain and the St. Lawrence Railroad from some point on the present line of the same West of the River commonly called La Petite Riviere de Montreal, in as direct a line as may be found practicable to any point upon the River Saint Lawrence at which a Bridge shall be constructed under the authority of any Act to be passed by the Legislature over the said River to communicate with the City of Montreal, and also to empower the said Company to carry then said Branch Railroad over such Bridge and thence to the City of Montreal, upon such terms and conditions as shall be fixed by Legislative enactment.

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

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

COMMISSION AGENCY.

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

ALPHEE & GLASS.

Quebec, 3rd Sept. 1846.

GLOBE INSURANCE CO. OF LONDON

LIFE, FIRE, AND ANNUITIES.

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

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

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

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

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

Consulting Physician.—**Dr. CRAWFORD, Montreal.**

RYAN, CHAPMAN & CO.

Agents for Canada,
MONTREAL

1st May, 1846.

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

"THE CANADIAN ECONOMIST,"

A Weekly Newspaper,
DEVOTED TO THE INTERESTS OF COMMERCE

PRICE of Subscription, 10s. per Annum,—payable in advance.

RATES of ADVERTISING.

Six lines and under, 2s. 6d. first insertion, and 7/6d. each subsequent insertion. Ten lines and under 3s. 9d. first insertion, and 1s. each subsequent insertion. Above ten lines 4d. per line first insertion, and 1d. per line each subsequent insertion. The usual discount is made where particular advertise by the year, or for a considerable time.

OFFICE.—No. 3, St. SACRAMENT STREET, where all Communications are requested to be directed.
Montreal, 16th May, 1846.

PRINTED FOR THE COMMITTEE OF THE
Montreal Free Trade Association,

DONOHUE & MANTZ, PRINTERS.