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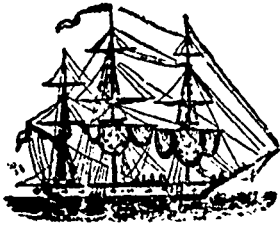
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# CANADIAN ECONOMIST.



## FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 6TH FEBRUARY, 1847.

[No. 41.]

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## THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 6TH FEBRUARY, 1847.

### OPINIONS OF THE GOVERNOR-GENERAL.

"It is reported, on the authority of a passenger who crossed the Atlantic with Lord Elgin, that his Excellency expressed himself very freely in favor of three great measures, which would prove of incalculable importance to Canada. First, the free navigation of the River St. Lawrence; second, the consolidation of the Customs; and third, the remodelling of the Post Office after the British plan. Should his Excellency be able to carry out these measures, his administration will constitute a marked era in Canadian history."

The above paragraph from the *Montreal Witness* of the 1st inst., supposing it to proceed, as we presume it does, from a respectable and competent authority, conveys highly satisfactory information to the public mind, as to the views of the distinguished nobleman who, as the Representative of our Sovereign, has just assumed the government of this province. Not, be it understood, that we are in the habit of attaching much weight to reports of conversations given *ex parte*, without the *imprimatur* of all concerned. We hold, moreover, that the unauthorized publication of such conversations is a breach of confidence; and we are not sure that we are not to a certain degree *particeps criminis*, in giving additional circulation to the above extract. The unfairness towards the principal parties concerned, of such unsanctioned publications, has been signally manifested in the cases of the late Lords DURHAM, SYDENHAM, and METCALFE; all of whom, we firmly believe, on the knowledge that the falsehoods of the narrators would never be detected, have been made to utter sentiments which never fell from their lips.

We are quite disposed, however, to believe that the case now before is of a different nature, and to attach considerable weight to the opinions of Lord ELGIN, thus frankly and openly expressed, not under the impression that the report of these conversations furnishes any clue to the commercial policy hereafter to be adopted in this colony, since that must, in questions of a provincial character, mainly depend on those who may possess the confidence of the majority of the Provincial Legislature; whilst, in questions involving the Imperial authority, it is hardly probable that he would use any other medium than that which the Constitution points out, to communicate the views of the British Government.

As an authoritative exposition of the views of the Governor General, therefore, we attach no importance to any remarks which may have fallen from Lord Elgin during his passage, but as the views of a British nobleman, conversant with those of all parties in Britain on Colonial subjects, they are interesting to us all. They are also valuable, as marking the enlightened mind of the man, and as evincing his ardent desire to associate his fame and reputation with the prosperity and happiness of the people he is appointed to govern.

The answer of the Governor General to the address of the citizens of Montreal displays the same patriotic and lofty feelings, and has we believe been received with unmingled satisfaction throughout the community. The passage in which he refers to the extent of the resources of the province, and to their susceptibility of rapid development; to his desire "to aid in extending the trade—in drawing forth the agricultural and mineral wealth, and in improving the means of internal communication" of the country; breathes the very spirit which we could wish to see animate our rulers, and

leads us to indulge the hope that the commercial interests of the country will be no longer neglected or cast aside as subjects of secondary importance.

But here the question presents itself: Is the reply of the Governor General, which is generally looked on as a sort of programme of the performance we are to expect, to be considered as the production of that distinguished individual, or of his responsible advisers? This is a nut, for those who have been writing so "scholarly and wisely" on Responsible Government, to crack. We have our opinion, but the determination we made on establishing this paper, and in which we shall persist, not to discuss any questions connected with party politics, forbids us from expressing it. One thing is certain: if the reply be merely a confession of faith and a manifesto of the intentions of the Draper Administration, it loses much of its interest with the public, and all the hopes and expectations which the *quidnuncs* of each party have built on detached passages, vanish "like the baseless fabric of a vision." If, on the contrary, the reply be the veritable production of the Representative of Royalty, given without any consultation with his responsible advisers, a practice is established which may lead to awkward results. We may have the Governor General, at one moment, *ex mero motu*, publicly expressing opinions, which, the next, by the advice of his Executive Council, he may have as publicly to condemn. We shall not, for reasons already given, enlarge on this topic, which strikes us, however, as one of considerable importance.

Under any point of view, we repeat, that the terms of the reply are calculated to inspire us with hope as regards those measures of Commercial Reform, which we have, since the commencement of this paper, unceasingly advocated. The prominent reference to the resources of the country, and to the necessity of adopting proper measures for their development, implies, if it be the speech of the Minister, that some degree of attention has been given to the subject during the long recess, and we may consequently view it as a distinct pledge that some course of action, adapted in his opinion to the exigency of the case, will be proposed on the assembling of the Legislature. Assuming the reply as the expression of the individual opinion of the Governor, and comparing it with the language said to have been used by him on his passage out—with which it remarkably coincides—it points out distinctly three Commercial Reforms as likely to be attained:—the Free Navigation of the St. Lawrence, the Repeal of the Differential Duties, and Remodelling of the Post Office. To these measures, when known to be backed by the influence of the Governor General—which is in this province at all times "a tower of strength"—we are satisfied there would not be the least whisper of objection. No Ministry would be weak or wicked enough to offer a shadow of opposition; all the miserable wire-drawn sophistries which the *Government organ* has put forth to defend the existing abuses, will, we doubt not, be laid aside, and their place supplied by glowing eulogiums on the mind which shall have effected these salutary reforms.

Nor do our hopes and expectations end here. That sense of justice which impelled the British Parliament to concede the power to our Legislature of withdrawing protection from the British manufacturer, must influence them to concede a similar power of legislation in reference to the British shipowner. The principle in both cases is identical; and we defy the most astute pleader to adduce a single argument for protection to the British shipowner, which does not apply with at least equal force to the British manufacturer. Our arguments, however, against the British Navigation Laws, as we have again and again shewn, are infinitely stronger than those against the Differential Duties: since, were the latter retained, the utmost loss we should suffer would be the being compelled to pay a little higher price for our articles of import; whereas, if the former were to be continued in full force, we are menaced with a far greater evil, namely, the deprivation of that intercourse with the Western States, to which we must hereafter look as perhaps our main resource, not only as regards our commerce but our finances.

We shall shortly again revert to this subject, since we hold it to be of such paramount importance that it must constantly be kept before the public eye; and the time is now rapidly approaching when, if ever, this incubus on our commercial energies must be shaken off.

## LORD ELGIN AND THE FREE-TRADE ASSOCIATION.

We think it advisable to seize the present moment to lay the principles and views of the Association of which we are the humble organ before His Excellency the Governor General. In doing so we must necessarily go over ground which we have already trodden in company with our readers; but the greatness of our cause—the importance of the changes which we advocate—their essentialness to the well being of Canada,—and, last but not least, the imperative necessity for their being carried out promptly in order to be beneficial to the present generation,—all these considerations demand that we should place them briefly and clearly before the nobleman who has just assumed the arduous office of Governor of this unruly and, of late, ill governed colony. And we proceed to our task with the more pleasure and the more confidence, because, judging His Excellency by the replies he has made to the citizens of Montreal and to the Montreal Board of Trade, both of which we publish in this day's impression, we feel confident that if our humble labors are brought under his notice he will not only take the trouble to read them (which is more we believe than any of his present cabinet have done,) but he will also comprehend our views, and appreciate the endeavors which we are making to promote the interests of our country,—our efforts proceeding, we may remark, from zeal alone, and in utter contempt of any reward that can ever be offered to us, save the consciousness of deserving the gratitude of our fellow colonists from striving to urge on the progress of a great commercial reform!

What, we may ask, will Canada be in a few years without this reform—and what will she be with it? In the former case she will be a stunted province—her commerce stationary or falling off—her agriculturists dispirited and inclined to emigrate to the United States where better prices will prevail—her merchants disgusted and looking with a longing eye upon the activity and wealth of their more fortunate contemporaries settled in the Atlantic cities of the American Union, in proof of which we may mention a fact which has just come to our knowledge, that no less than four of our enterprising young merchants have this week left for New York, where they intend to pass the winter, in order to avail themselves of the active traffic now going on there in provisions and bread stuffs, with reference to the European markets. In short, to close this gloomy but not exaggerated picture, every class of people in this colony in the case supposed will be discontented and irritated with envy at their neighbors' superior prosperity and happiness.

But what will be the other side of the picture,—what shall we be if we obtain promptly the commercial reforms sought for by our Association, and which may be briefly enumerated, viz. :—

1. The abolition of the Differential Duties.
2. The adoption of a moderate uniform Revenue Tariff, admitting every species of agricultural produce—and raw materials for manufacturing industry—free of duty.
3. Such a modification of the Navigation Laws as will leave us free to employ, at our option, the cheapest vessels that can be procured whether they be British, American, French, or belonging to any other foreign power.

And lastly, the Free Navigation of the St. Lawrence, so that vessels of every flag may be invited to come and trade with us, and compete for the carrying trade of the unbounded West.

What, we ask again, will Canada be in a few years if these reforms are promptly granted? What will this capital of British North America be under such reforms, with constant access to the sea by means of the *Portland Railway* and the contemplated *Fridge* across the St. Lawrence?

Can any man hesitate about giving an answer? Can any man hesitate to say that Canada will be prosperous beyond any State in the American Union?—nay, beyond any State on the American continent?—and that this city in particular, with rapidly increasing population and trade, will be one of the most prosperous in the British dominions?

In the present article we can, of course, only point to these considerations briefly and in general terms, and must content ourselves with simply indicating to His Excellency the Governor General, the general principles of the policy advocated by our Association—the mere outline of the plan to be pursued—in the earnest hope and confidence that he will honor our journal with his attention, not as a mere newspaper (which it is not), but as a paper emanating from a body of merchants deeply interested in the trade of this Province, and animated with a zealous desire to promote that trade and develop the great resources of the Province—whether agricultural, lumbering, mining, or manufacturing—to the highest degree that human energy and judgment, aided by judicious legislation, can accomplish such high designs.

In future numbers we shall go minutely into the subjects which we have now adverted to, trusting—for we have great faith in Lord Elgin's talents and determination—that our zealous but gratuitous

endeavors will be duly noticed, and will carry the full weight which they may be found entitled to; and, to conclude for the present, in the language of His Excellency himself, we shall then be content with the only reward we look for,—“the consciousness that we have contributed to the happiness and well-being of our fellow-men!”

## FREE TRADE AND THE PORTLAND RAILWAY.

Who that observes what is passing in the mercantile world at the present moment can fail to be convinced of the surpassing importance of the Portland Railway, not only to the interests of this rapidly increasing capital, but also to the prosperity of the whole Province?

Generally speaking, flour is 2s. to 3s. a barrel higher in this market than it is in New York, and wheat in proportion, but what is the state of that market in relation to this now? Flour is 35s. cash there, per barrel, and wheat 7s. to 7s. 6d. per 60 lbs., while in our market they are only worth 32s. 6d. and about 6s. 8d. respectively, payable not in cash, but by bill falling due in May next, when the articles can be shipped. By these facts, it is evident, that the Canadian agriculturist sacrifices 2s. 6d. a barrel on his flour, and 6d. to 9d. a bushel on his wheat, because he is deprived, at the present season, of access to the sea! Now, there being about 80,000 barrels of flour and 100,000 bushels of wheat in warehouse in this city at this moment, it follows, that the direct and palpable loss to the country, without taking interest and various other charges into the calculation, is at least £12,500 currency. But this amount is a trifle in comparison with the actual loss which the country suffers from want of the Portland Railway, because a much larger quantity might be got down to this market in the fall of the year, were there any object to be gained by hurrying it forward as there would be if we had access to the sea throughout the winter. We hesitate not to affirm that were that railway now in operation, the people of this Province would make a profit of fully £50,000 on wheat and flour alone by shipping them at the present moment, which they will never realize for want of that communication, because when the St. Lawrence opens there will, in all probability, be a very material reaction in the English market. And why? Because by that time the Baltic will be open where there is an immense accumulation of grain of all kinds, and all the internal channels of the United States will likewise be open, whereby grain enough will be brought to the seaboard to feed the millions of the United Kingdom as well as France, till all-bountiful Nature provides for their wants by another harvest.

O! Canadians, both of the east and west, and of every class, race and creed, were you not as blind as bats to your own interests, you would not allow that great high road to the sea, the Portland Railway, to languish as it does at the present moment, for the want of your timely support. Did you know your true interests, you would strain every nerve to hasten its completion. Instead of allowing the directors to appeal to you by every inducement they can hold out, to get you to pay your instalments with decent promptitude upon the moiety of the stock which you have, up to this time, subscribed for, you would on the contrary hurry to their bankers with your money, and move heaven and earth to get the remainder of the stock taken up.

Our soul sickens within us with disgust when we think of the apathy shown by our wealthy citizens towards this undertaking, than which we defy any individual in the Province to point out a more important for its general benefit and welfare. It is not Montreal alone whose prosperity is involved in it,—every town, city, and district in the Western section of the Province is, in our belief, equally interested. Canadians, of every origin and class, will nothing move your apathy—can you not be aroused to do a public spirited thing for the good of your country? Are you still unconvinced of the benefits this road will confer upon you? Have the thousand proofs already adduced been thrown away upon you? What then will tell upon your lethargic understandings? Will the fact already stated to you have any influence, viz. :—that flour is now worth 2s. 6d. a barrel more in New York than it is here,—notwithstanding the extra duty such flour has to pay in England,—simply because you have no access to the sea, while the Portland Railway would give you that access at all times and seasons, at small expense and in less than 20 hours time.

If such considerations as these do not arouse you to exert yourselves to get this work completed, then will you richly deserve what must inevitably befall you—the contempt of your enterprising neighbors across the line 45, and of every public spirited man in your own community!

Arouse ye, then—arouse ye—and let this essential work be hurried forward to completion, for the whole Province has a deep interest in it.

## OUR FUTURE POLICY.

Although we deem it to be our duty to complain of the apathy of the public in not manifesting more zeal in the great commercial questions of the age, it would be unjust not to acknowledge that a change for the better has taken place in many respects, and that a desire is shown to avail ourselves of many of the practical improvements of the day, which does augur well for the future. The spirit in which the different railway and mining schemes have been received in the Upper Province, if not always quite consistent with prudence, indicates more of that enterprising spirit of our neighbours of which we have hitherto had to lament the absence; whilst the manner in which the electric telegraph has been carried out, and the new forwarding company established, is to the highest degree creditable to our Western neighbours. In Canada East, too, symptoms of a new and more active spirit are not wanting. The Portland and Lachine Railroad, the projected bridge over the St. Lawrence, and the line of telegraph from Kingston to Quebec, are all results of the same necessity, which has taught us that henceforth we are to rely on ourselves, and that to be anything at all we must be nothing behind our neighbours. In short, they are so many evidences that we are already beginning to feel the effects of our new commercial situation.

If such has been the effect of the Free Trade policy so far, what, we would ask, is there to lead us to be apprehensive of following on boldly in the same direction? The spirit which has impelled us to the steps we have already taken, because we believed them to be necessary for our commercial safety, is not likely, we imagine, to desert us; and in that spirit is a sure guarantee of success. If our rail-roads are to be of much avail, we must have cheap and easy means of reaching the home market, and we cannot have that so long as the present navigation laws remain un repealed. If we would have our canals valuable to us, the St. Lawrence must no longer be sealed to foreign craft, but competition—which has been discredited as the life-blood of trade,—must be encouraged. If we would avail ourselves of the vast treasures of the regions of the west, nothing must be done to obstruct the tide of commerce. Duties and custom house officers, and all the old cumbersome machinery must be abolished, and we must adopt not merely the name but the spirit of Free Trade. Nor need we be fearful of this. If there ever was a country which was called on to adopt a free commercial policy, Canada is that country. All our interests point that way, and nothing less than the bad effect of example, and the vicious system which has been presented to us, could ever have determined us to choose another direction. Whilst we have nothing to "protect," we have everything to gain by affording the use of our waters to the products of other countries. Nature has given us the command of the natural outlet of those products, and nothing but the grossest folly can deprive us of the advantage. Yet we have done what we can to deny this physical fact. High freights, high tolls, and obstructive legislation, have nearly put poor nature at a discount, and if we have not entirely succeeded, the fault is certainly none of our own.

May we inquire whether this season of folly is past? The spirit in which Lord Elgin has commenced his administration, and certain symptoms on the part of the people themselves, seem to say "Yes"; the dishonesty or bigotry of a portion of the press, and the indifference of our legislators, on the other hand, seem to say "No." How shall the case be decided? Will honesty and intelligence carry the day, or will the old, grovelling, short-sighted, miserable policy prevail? It is a question on which the best interests of this colony turn.

## 'HAMILTON COMMERCIAL ADVERTISER.'

We are glad to perceive the courteous spirit with which the *Hamilton Commercial Advertiser* accepts our challenge to a friendly discussion on the points at issue between us, relating to Free Trade in this colony. He will excuse our not replying, in this number, to his article of the 25th ult.; since, as he promises to resume the subject in his next, it will be more convenient to review the whole of his argument at once.

We were not, until he informed us of it, aware of the victory he obtained over us on a former occasion; and we must candidly admit that he has apparently some grounds for his boast, since we must plead guilty to having allowed an article written in reply to one of ours, to remain unanswered. We hope that he will not attribute our omission to disrespect; but the fact is, that by some accident we did not observe his answer until some months after it was written, when it would have been too late to renew the contest. If we were deficient in courtesy, either in neglecting to reply, or, as he seems to imagine, in our former attack, we can only say, that our fault was unintentional, and we proffer the *amende honorable*.

## PORTLAND RAILROAD.

[From the *Montreal Transcript*]

The following remarks, taken from the *Kingston Chronicle*, and which the editor of that paper urges on behalf of the Wolf Island, Cape Vincent, and Rome Railroad, apply with equal force to the St. Lawrence and Atlantic Railway. Thousands of barrels of flour are locked up every winter in Montreal, which, if there were a railroad, would find their way to an English market, and receive the advantage of any rise of price which might take place. The conveyance of a barrel of flour from Montreal to Portland would not exceed 1s. 6d.; and even with freights at their highest point, it would be to the advantage of the holder to avail himself of this route, sooner than be at the expense and risk of holding over the winter. As it is, it is impossible for a produce merchant in Montreal to know what the actual value of his flour may be to him; or whether the market price of this month will be sustained in the spring, when he can get his produce to market. He must, to use the language of the *Canadian Economist*, fold his arms and look quietly on, without being able to help himself. In the course of six months he may see half-a-dozen fortunes slip from his hands; and when at length spring does arrive, and his flour is shipped, the chance may have quite passed away; and instead of being worth 35s. a barrel, his flour not be worth 25s. in the market.

Nor is the loss thus experienced that of the merchant alone. He is but the agent of others. If the markets run high, he pays a high price to the farmer; but if there is no market to be reached, he will not buy at all, or at a price that secures him from risk. With the interest of the farmer, too, the interest of all other classes is connected. The tradesman and mechanic, the lawyer and doctor and parson, the owners of real estate, and those who are the servants of others, all feel the effects of a high or low price of grain. Yet those persons, with a very few exceptions, look upon the success of the Portland Railroad with perfect indifference, and have done, and will do little to aid in its success. We trust, however, that this is only an apathy arising from want of enquiry, and that as the necessity of the railroad is presented more strongly to their view, they will enter into its success with the zeal that its importance demands.

The following are the remarks of the *Kingston paper*:—

"If anything will arouse the energies, and stir up the activity of the inhabitants of this section of the Province, our present circumstances, with respect to our flour and grain market, will do so. Flour has advanced in the English market from five to six shillings sterling per barrel; and, as a consequence, a similar advance has taken place in the New York market. Not so at Kingston—and for this very obvious reason, that whoever speculates in flour, must do so, with a certainty of holding it till the navigation opens in the middle of April, happen what may. Now by that time opinions will be formed of the probable state of the crop next year, all over the world, which if favourable, would to a certainty reduce the price of flour at least 10s. per barrel; and then what becomes of the farmer and dealer in flour.

Now if the Wolf Island, Cape Vincent, and Rome Railroad was completed, we should have the same rise in flour in Kingston which they have in New York, that is, every farmer or holder of 100 or 1000 barrels of flour, would, on the arrival of the news of the advance of flour, be able to realize \$100 or \$1000, which, till this road be completed, will be out of the question; so that if there are in the Midland and adjoining Districts, for example, 200,000 barrels in wheat or flour, the present rise would add to the wealth of these Districts \$200,000 at least.

It is said by some people that it will not pay to transport flour by railroads. Every day's experience in the United States proves the contrary, so much so, that since the navigation closed, a more profitable business has been done in the transport of wheat and flour, grain and other produce by railroad, than was done before the navigation closed; it is admitted in the American papers that, the commerce of the country has been completely revolutionized, and that instead of commercial death for four or five months in the winter, every month now is a scene of busy activity.

There is no man on reading this article, who, if he can command within the next year \$100, will not take a share or shares in the Wolf Island and Rome Railroad. Nor let it be supposed that it will not be profitable stock,—we unequivocally declare our belief that there will be no better railroad stock than this will prove to be, the quantity of business done will be immense; we strongly urge on every farmer within fifty miles of Kingston, east or west, to take some stock, if ever so little, in this important work, than which, nothing will more conduce to the prosperity of the Province generally, and to this portion in particular.

A meeting of persons who take the same view of this matter as ourselves, was held yesterday, when several thousand dollars were subscribed, and Messrs. Counter and Gidderleeve were named as a deputation to invite the aid of the inhabitants generally for the support of the undertaking.

STATISTICS OF TEA.—The *Giornale del Lloyd Austriaco* gives the following statistics relative to the demand for tea:—It appears that from the 1st of July, 1815, to the 30th June, 1845, there was a demand for 797,818,733 lb. of tea, of which 705,732,024 lb. were used in China itself; and the following quantities exported, viz 57,581,551 lb. to Great Britain and Ireland; 18,502,148 lb. to the United States of North America; 2,000,000 lb. to Holland; 5,000,000 lb. to Russia (by land); 3,000,000 lb. to Hamburg, Bremen, Denmark and Sweden; 4,000,000 lb. to Sydney and South Australia; and 2,000,000 lb. to Spain and France.

## THREE GREAT REFORMS.

[From the Montreal Herald.]

A weekly contemporary, upon the authority of one of Lord Elgin's fellow passengers, informs us that his Lordship has expressed very freely his desire to carry out, three very important reforms. These are the free navigation of the St. Lawrence, the consolidation of our Customs, and last, though not least, the remodelling of the Post Office system, upon the English pattern. We believe that His Excellency could hardly have selected any objects of improvement, more important in themselves, or more eagerly expected by the people he is called upon to govern. We have frequently alluded to two of these subjects, directly, and to the third indirectly, so that it is quite unnecessary to recur to the discussion of their merits. Nor are we inclined to make this expression of good intentions, the occasion for adulation. We desire rather to point out to our fellow countrymen, the urgent necessity for their co-operation in any reform, which is to be accomplished. —The influence of a man reported to possess a vigorous mind, trained in the severe schools of the British Bar, and the British Legislature, can hardly be overrated; especially if it be directed to a popular purpose. But it is after all among themselves that Canadians must look for that action, which can alone give weight and force to the best intentions of their governors. We have been accustomed to complain that the most useful reforms here, have followed, but slowly, the march of improvement in other countries, and especially in England. But have we ever taken the trouble to enquire the reason for this difference? Have we ever considered that at Home national improvement is the work of the nation—that the ministry does, and can do but little—that the press would be of small utility, were it not for the earnest purpose with which all classes set their shoulders to the wheel of the chariot of progress? Let us take any of the great measures—we are not saying they were all good measures—of the last quarter of a century, and we see at once that it was the people who contrived and who carried them. In England there are no leaders of the people; those who desire to be great must be the servants of all. Yet these servants have performed their task well, and moulded the public opinion, which, in its turn, has furnished the model for the legislative measures of the minister of the day.—We need hardly particularize, such measures as Catholic Emancipation, the Repeal of the Test and Corporation Acts, the Reform Bill, the Abolition of Colonial Slavery, the Repeal of the Corn Laws and Irish Reform, yet in course of gestation. If we take up two or three consecutive numbers of any newspaper, of the times when these measures were in progress, we shall find the subject constantly debated, and each time in some new aspect. But if we go a little farther, we shall find again, that the constant fire thus kept up, is occasioned by no inherent and spontaneous quality of the English press. The ever-moving masses which form the population of the British Isles, furnish a constant succession of texts for their disquisitions. On one side or the other, all are engaged at the same time, in the study of the same question. One day a letter appears from the hand of some nobleman; the next, a poor dissenting minister publishes some fact, which serves as the basis for the generalization of a more able writer; again some monster meetings, not of armed ragamuffins, listening to the exciting oratory of a demagogue, but of citizens desirous of understanding the subject of their debate, gives a fresh opportunity for renewed comment.

That our own press is not equally earnest, as the *Economist* lately complained, arises from the want of like-spirited exertions on the part of the population it represents. Labour, intellectual and bodily, is the price which other people have paid for that, which we desire to have, without relinquishing for one moment repose. It is by constant activity that new facts are brought out, new theories promulgated, and new plans of administration, based on those theories, devised. Let us only take as much pains to make our wants known, not by mere formal addresses from our Legislature, to the Home Government; but by constant and popular appeals to the department from which the ameliorations are desired: let these appeals be accompanied by statements of facts, showing what our wants are, and how they can be supplied: let members of the Home Legislature be informed on these points, and be urged to consider them: let us show that we are in earnest, that we know what is required, and how it may be achieved, and we shall have no reason to complain of neglect.

Nor must we forget, that similar means are to be adopted in carrying measures falling within the sphere of our own legislation. The perpetuation of bad policy is due to the indifference of the people. While that exists, the interested views of the few will always be too strong for the rights of the many.

We have more than one measure, imperatively called for in the present position of affairs, but which are likely to be laid on the shelf from this indifference to their success.

We have already said, that we do not intend to discuss their merit in the present article; but we avail ourselves of a moment of political calm, to enforce a public duty. Upon speculative questions of the form of Government, Canadian politicians would appear to be always ready to do battle, at the risk of their limbs and their lives;

but the practical end of all government—the material good of all—seems to be entirely beneath their attention. We by no means depreciate the importance of the first class of subjects; but when we remember the feverish excitement occasioned by their agitation, we are obliged to confess our astonishment at the apathy with which administrative improvement is regarded.

Our hope is, that the energies of Canada will, for the future, be directed to objects of the latter class, and that we may thus escape the violence and hatreds which have too long accompanied our Provincial polemics.

## ADDRESSES TO LORD ELGIN.

The following is a copy of the answer returned by His Excellency the Governor General to the Address of the inhabitants of Montreal:—

*To the Inhabitants of the City of Montreal:*

GENTLEMEN,—I beg that you will accept my most sincere thanks for this Address. It is a great encouragement and support to me, when I am about to enter upon the discharge of the arduous duties confided to me by our gracious Queen, to receive a welcome so cordial from the Inhabitants of this important city.

I place unqualified reliance on the assurance which you offer of your devoted loyalty and attachment to the person and Government of our beloved Sovereign, and of your anxious wish to maintain inviolate the connexion subsisting between this Colony and the parent State. I am confident, that the earnest desire entertained by Her Majesty, and by your fellow-subjects in the United Kingdom, to preserve and strengthen this connexion, is prompted solely by the conviction that, duly improved, it is calculated to be an advantage and a blessing to the inhabitants of both.

You are pleased to observe that the knowledge of public affairs acquired by me in the Imperial Parliament, and in other situations of high trust, justifies the hope that I shall be guided in the execution of my functions by the great Constitutional principles familiar to British Statesmen. It will be my study and anxious endeavour to verify these favourable expectations. I am sensible that I shall best maintain the Prerogative of the Crown, and most effectually carry out the instructions with which her Majesty has honored me, by manifesting a due regard for the wishes and feelings of the people, and by seeking the advice and assistance of those who enjoy their confidence.

I cannot, indeed, look back to the recent history of the Province without feeling that, in resolving to conduct the administration of affairs upon these principles, I am undertaking a task of no common magnitude or difficulty. The powers of self-government, to which your Constitution allows such full scope, are given for wise purposes—to enable the people to exercise a salutary influence on the action of Government, and to render Government itself a more powerful instrument for good, by securing for it their confidence and support. If ever these powers should, unhappily, be perverted to objects of faction or personal ambition, the best efforts of a Governor-General to promote the welfare of the Province must be unavailing, and his high and honorable office can become, under such circumstances, only a source of bitter regret and disappointment.

I do not, however, shrink from the responsibility which our gracious Sovereign has commanded me to assume. I am conscious that in undertaking it, I am actuated by no other motive but the desire to perform, faithfully, my duty to her Majesty, and to the people of the Province; and, in the unanimity by which the proceedings of this day are characterized, I trust that I may perceive an earnest of that readiness to waive minor differences, and to co-operate for the advancement of the public welfare, which is indispensable to the efficient practical working of British Institutions.

I am alive to the vast extent of the resources of this noble Province, and deeply impressed with the belief that if proper measures be adopted, they are susceptible of rapid development. To aid in extending its trade—in drawing forth its agricultural and mineral wealth—in improving and multiplying its means of internal communication—in providing increased educational facilities for its increasing population—in conveying the blessings and comforts of civilization to the remotest settlements—in removing occasions of dissension and strife, and uniting the inhabitants of all classes and races in one bond of interest and affection—is an object well worthy the exercise of the energies and talents of men of large and patriotic views. It will be my sincere desire to abet the endeavors of those who labour conscientiously in this behalf, and my ambition to share with them their high reward—the consciousness that they have contributed to the happiness and well-being of their fellow-men.

I thank you for the cordial wishes which you express for the happiness and comfort of Lady Elgin and myself. These will best be secured if our residence among you conduces, as you kindly say you feel persuaded it will, to the prosperity and happiness of the Canadian people.

The following Address has since been presented to Lord Elgin, by the President and Council of the Members of the Montreal Board of Trade:—

*To His Excellency the Right Honorable the Earl of Elgin and Kincardine, Governor General of British North America, &c. &c. &c.*

MAY IT PLEASE YOUR EXCELLENCY,—

We, the President and Council of the Montreal Board of Trade, beg respectfully to approach Your Excellency with our congratulations on your arrival to assume the Government of Her Majesty's North American Possessions.

The happy results of Your Excellency's government of Jamaica, as evinced in the improved condition of the social and agricultural interests



of that Colony, and in the high approbation accorded to you by our most gracious Sovereign, afford us the pleasing anticipation that similar benefits to this Province will attend Your Excellency's administration of its affairs; and we beg to assure you of our earnest desire to support Your Excellency in all measures tending to consolidate the connexion of these Provinces with the Mother Country, and in giving practical effect to the principles of commercial policy recently adopted by the Imperial Parliament.

We beg Your Excellency will accept our fervent hopes that the utmost happiness and success may attend Your Excellency's residence in Canada.

(Signed) GEORGE MOFFATT,  
President of the Montreal Board of Trade.

FREDK. A. WILLSON, Secretary.

To which His Excellency was pleased to give the following reply:—

To the President and Council of the Montreal Board of Trade.

GENTLEMEN,—It is truly gratifying to me to learn that the result of my Administration in another situation of high respectability and trust, have secured for me the approbation and confidence of those who represent so influential a body as the Board of Trade of Montreal.

It has ever been my study in the discharge of my functions as the Representative of our Gracious Queen, to encourage Industry—to promote the interests of Trade—to allay animosities and party dissensions, which withdraw men's minds from the care of more momentous concerns—and to foster that spirit of manly independence and self-reliance, which is the foundation of our national character and greatness. These motives will actuate my conduct and stimulate my exertions in that larger and more important field of duty to which Her Majesty has now been pleased to call me.

I accept with much thankfulness, the assurance of your desire to support me, in all measures tending to consolidate the connexion of these Provinces with the Mother Country, and in giving practical effect to the principles of commercial policy recently adopted by the Imperial Parliament; and you may rely on the exercise of my best endeavours, and of all the personal influence I can command, to secure to the Colonies every advantage to which they may be entitled under an impartial application of the sound principles of Trade.

The following description of the personal appearance of Lord Elgin is given by a contemporary:—

"As some of our readers at a distance may have some curiosity to learn a little of the personal appearance of a nobleman who now occupies so high a position in the Province, and one so important to its best interests, we shall endeavour to gratify them, as far as possible without trenching on the lawful domain of the penny-a-liners. His Lordship is rather below the middle height, inclining to stoutness, and, but for the infallible authority of the peerage, we should pronounce him some years in advance of his real age. The upper part of his head is nearly bald, his hair and whiskers originally dark, but now gray. His complexion is rather dark, the features small and delicate, eyes dark and animated, the mouth rather compressed, and of the character called chiselled, indicating, if there be any truth in physiognomy, much firmness and decision of character. The expression is, on the whole, benevolent and intellectual, and his manner easy, unaffected and self-possessed. His style of speaking indicates considerable rhetorical powers."

THE EXPORTS AND IMPORTS OF THE UNITED KINGDOM.

We are now enabled to lay before our readers an official statement of the value of our exports in 1845, distinguishing the amount exported to each market. But in order to render this information more valuable, we have prefixed a corresponding statement for the seven preceding years, beginning with 1838; and to afford a still earlier comparison, we have also added a similar statement for 1832.\* From 1827, the earliest date for which we have this account in so perfect a shape, to 1832, the exports were nearly stationary—being in 1827, £37,181,335, and in 1832, £36,450,594. From 1832 they rapidly increased until 1836, when they reached £53,368,578, including £12,425,605 to the United States,—which amounts, however, were greatly reduced under the reaction which took place in 1837, the whole amount of our exports in the year reaching only £12,070,744, of which only £4,695,225 went to the United States. From 1838—excepting the very depressed year of 1842, when the amount sunk to £47,381,023, caused chiefly by the great reduction in our exports to the United States, as the first consequence in the high tariff that year, being only £3,528,807—the export trade of the country has been steadily increasing, and during the last four years very rapidly so.

In framing the account, we have also separated the exports to the British possessions from those to foreign countries, in order to show the proportion which our colonial trade bears to our whole trade.

We have added under each year the official value of the goods exported and the official value of our imports.

From 1832 to 1845, a period of only thirteen years, the declared, or actual value of our exports has increased from £36,450,594 to £60,111,082, being an addition to our trade in that short period of no less than £23,660,488.

Of this increase the exports to British possessions, including India, have increased as nearly as possible in the same proportion as our entire exports. In 1832, the exports to British possessions formed 26 per cent. of the whole amount, while in 1845 they were equal to 28 per cent.

In comparing the exports of 1832 with those of 1845, the most striking instances of increase are as follows:—

	1832.	1845.
	£	£
East Indies.....	9,122,111	6,703,778
Australian colonies.....	446,238	1,201,076
Cape of Good Hope.....	292,405	648,749
Prussia and Germany.....	5,327,553	7,195,795
Holland and.....	2,769,398	3,439,035
Belgium.....		1,479,058
France.....	674,791	2,791,238
Turkey.....	915,319	2,211,278
Western coast of Africa....	290,061	532,028
China.....	392,668	2,394,827
United States.....	5,468,272	7,142,839
Mexico.....	199,821	547,130
Peru.....	275,610	878,708

But one of the most striking and curious facts shown by these tables, is the rapid decrease of the "declared value" in proportion to the "official value." The "declared value," representing the real value according to the price at the time, and the "official value" being calculated at a fixed and uniform price, varying only according to quantity, a comparison between the two at different periods, shows the rise or fall in the price of goods. Thus, in 1832, a quantity of goods which, according to the official rating, represented £65,026,702, were only of real value £36,450,594, the latter being 56 per cent. of the former; while in 1845, a quantity of goods which, according to the official rating, represented £134,599,116, were only of real value £60,111,082, the latter being only 44 per cent on the former. If goods had retained the same value which they had in 1832, the quantity exported in 1845, instead of £60,111,082 would have been £75,000,000 of actual value; so that the reduction of price in the quantity of goods exported in 1845, compared with the rates of 1832, represents a sum of £15,000,000.

The value of the imports in 1845, compared with 1844, appears to have increased by nearly £10,000,000, and as there was generally no reduction, but rather a higher price in most of the leading articles, the actual increase must be considered to have been at least equal to this sum.

We also add another very useful and interesting table, which shows the value of each of the chief articles which constituted the exports of 1845. By this table it will be observed that no less than £26,119,331 of the entire amount of £60,111,082 consisted of cotton goods and yarn; so that cottons form fully 43 per cent. of the whole amount of our export trade. It is a matter of very considerable importance, therefore, when we reflect upon the influence which the short supply of cotton, and the consequent high price of cotton goods, must have upon our export trade during the next year. It is an element in the consideration of the foreign exchanges by no means unimportant.

AN ACCOUNT of the QUANTITY and DECLARED VALUE of BRITISH and IRISH PRODUCE and MANUFACTURES EXPORTED from the UNITED KINGDOM, in the year 1845, distinguishing the principal articles.

ARTICLES EXPORTED.	Quantity.	Value.
		£
Apparel, Slops, and Haberdashery...value.	..	1,595,286
Arms and Ammunition..... "	..	518,888
Bacon and Hams.....cwt.	15,509	46,188
Beef and Pork.....barrels.	11,539	37,775
Beer and Ale..... "	156,743	439,066
Books, printed.....cwt.	10,278	186,478
Brass and Copper Manufactures..... "	372,097	1,694,441
Butter and Cheese..... "	53,704	216,929
Coals, Culm, and Cinders..... tons.	2,531,282	973,635
Cordage.....cwt.	80,484	136,272
Cottons, entered by the yard.....yds.	1,091,686,069	18,029,808
— Hosiery, Lace, and small Wares..... "	..	1,126,288
Cotton Twist and Yarn.....lbs.	135,144,865	6,903,235
Earthenware of all sorts.....pieces.	67,632,637	826,182
Fish, Herrings.....barrels.	156,079	155,682
Glass, entered by weight.....cwt.	286,565	317,521
— entered at value.....value.	..	39,900
Hardwares and Cutlery.....cwt.	4,5,092	2,183,900
Hats, Beaver and Felt.....dozens.	14,088	55,048
Iron & Steel, wrought & unwrought...tons.	351,978	3,501,895
Lead and Shot..... "	11,578	210,974
Leather, wrought and unwrought.....lbs.	2,473,762	351,177
— Saddlery and Harness..... "	..	109,194
Linens, entered by the yard.....yds.	88,401,670	2,830,781
— Thread, Tapes, and small Wares... "	..	205,586
Linen Yarn.....lbs.	23,288,735	1,060,566
Machinery and Mill Work..... "	..	904,961
Painters' Colours..... "	..	221,514
Plate, Plated Ware, Jewellery and Watches.	..	291,145
Salt.....bushels.	14,319,482	218,302
Silk Manufactures..... "	..	766,105
Soap and Candles.....lbs.	16,763,826	261,620
Stationery of all sorts..... "	..	280,108
Sugar, refined.....cwt.	273,776	472,947
Tin, unwrought..... "	11,526	48,777
Tin and Pewter Wares and Tin Plates... "	..	637,507
Wool, Sheep's and Lambs'.....lbs.	9,059,448	556,339
Woolens and Worsted Yarn..... "	9,405,928	1,066,925
— Entered by the piece.....pcs.	2,573,726	5,569,457
— Entered by the yard.....yds.	29,722,776	1,834,350
— Hosiery, and small Wares..... "	..	289,310
All other articles..... "	..	2,871,317
Total.....£	..	260,111,080

\* We omit the preceding years.

AN ACCOUNT of the DECLARED VALUE of BRITISH and IRISH PRODUCE and MANUFACTURES EXPORTED from the UNITED KINGDOM, specifying the Countries to which the same were Exported, in the Years 1844 and 1845.

Countries to which Exported.	1844	1845
	£	£
Gibraltar.....	1,049,567	768,978
Malta.....	200,403	182,995
Ionian Islands.....	123,928	209,612
Cape of Good Hope.....	424,151	618,749
St. Helena and Ascension.....	23,210	29,117
Mauritius.....	285,650	345,059
East India Co.'s Territories and Ceylon.....	7,695,666	6,703,778
British Australian Colonies.....	744,482	1,201,076
South Sea Islands.....	47,512	43,015
British North American Colonies.....	3,070,861	3,515,954
" West Indies.....	2,451,477	2,789,196
The Channel Islands.....	389,760	379,071
<b>Total B. P.....</b>	<b>16,504,069</b>	<b>16,856,580</b>
Russia.....	2,128,926	2,153,491
Sweden.....	108,475	123,713
Norway.....	152,824	163,552
Denmark.....	226,679	258,698
Prussia.....	505,384	577,999
Germany.....	6,151,528	6,517,736
Holland.....	3,131,970	3,439,085
Belgium.....	1,471,251	1,479,038
France.....	2,656,258	2,791,288
Portugal Proper.....	1,153,847	980,330
" Azores.....	56,839	50,908
" Madeira.....	31,736	27,537
Spain and the Balearic Islands.....	509,207	676,876
" Canaries.....	46,323	42,212
Italy and the Italian Islands.....	2,569,240	2,601,971
Morea and Greek Islands.....	28,201	35,577
Turkey.....	2,291,414	2,211,238
Syria and Palestine.....	577,828	631,551
Egypt.....	402,101	291,800
Tripoli, Tunis, Algiers, and Morocco.....	17,740	30,360
Western coast of Africa.....	458,414	532,028
Eastern coast of Africa.....	127	1,500
Cape Verd Islands.....	1,987	1,457
Isle of Bourbon.....	..	250
Arabia.....	11,009	16,067
Sumatra, Java, and other Islands of the Indian Seas.....	376,918	515,473
Philippine Islands.....	92,517	115,515
China.....	2,305,617	2,394,827
Foreign West Indies.....	999,474	1,249,015
Hayti.....	174,457	215,072
United States of America.....	7,938,079	7,142,839
Texas.....	3,906	4,824
Mexico.....	494,095	547,130
New Granada, Venezuela, and Ecuador.....	264,688	390,149
Brazil.....	2,413,538	2,493,306
States of the Rio de la Plata.....	784,564	697,279
Chili.....	807,633	1,077,615
Peru and Bolivia.....	658,380	876,718
The Falkland Islands.....	98	814
Foreign Settlements on the North West Coast of America.....	12,611	1,077
<b>Total.....</b>	<b>58,582,142</b>	<b>60,111,062</b>
Official value of each year.....	131,564,503	134,599,116
Do. do. Imports.....	75,441,555	85,281,958

### STATE OF IRELAND.—THE HOME MARKET.

(From the London Economist.)

The great question is—How is Ireland to be fed for some months to come? The demand for food has rapidly increased as the Government expenditure has grown, and as the numbers employed on public works have multiplied. The average demand of the last three months is no fair criterion of the present and future consumption. As far as regards Indian corn, the arrivals will shortly cease from the northern ports of America, until after the internal navigation is opened in the spring. From New Orleans some small quantities may be received, but not to any extent before April or May. From Odessa, the latest advices inform us that "of Indian corn no further supplies have come forward, nor are they looked for at present, the price quoted must therefore be considered as nominal."

With these difficulties in Ireland, it is discovered that the wheat crop in England does not yield so well as was expected. In almost all cases which have come to our knowledge, while the weight of the wheat of this year is fully five per cent. better than last year, the acreable produce is very considerably less. On the Continent, matters are as bad, or worse. Throughout France, all the markets are rising, in spite of the large importations, and the great efforts used to allay apprehension. At Rouen, fine red Dantzic wheat of good quality is quoted equal to 70s. a quarter. In Belgium it is stated that the Government have ascertained the wheat and rye crop to be more defective than was expected, but the potato crop there and in the north of France is good. From Leipsic we

have received the following account of the crops in that part of Germany:—

LEIPSIC, Dec 3, 1846.

"The Saxon Ministry has officially ascertained the result of this year's crop, which they have published. The average crop in the kingdom of Saxony shows a deficiency of 22 per cent. on winter rye, 23 per cent. on summer rye, 8 per cent. on wheat, 9 per cent. on barley, 6 per cent. on oats, 23 per cent. on tares and peas, but a surplus of 23 per cent. on buck wheat. Hay and clover are of excellent quality, and sufficient has been produced for the want. By this statement it is shown that there is no cause to fear an actual want, the more so as all the corn excels in the richness and quantity of flour. Rye belongs to the most necessary of human food in our country, as all the bread is, without exception, baked of it. The prices of bread are now 40 per cent. dearer than at the same time of last year, at some places even 50 per cent., but meat, butter, cheese, &c. are par with last year; however, being only considered as luxury by our poor people, and they not being able to buy even the most necessary food—bread—that cannot be considered to benefit their situation. Potatoes are 10 to 20 per cent. dearer than last year, although this year's crop is better than last year's and, with the exception of a few districts, without any disease. The use at distilleries has also increased."

The only market where supplies are abundant is the Black Sea. At Odessa, by the last accounts, there was in stock about 1,500,000 chetwerts of wheat, equal to 1,095,000 quarters. Of this quantity, about one-half was sold, chiefly to the French Government for Algiers and France, and the great bulk of the remainder is destined to the Mediterranean ports, to supply the annual and regular demand. And here the difficulty is presented of procuring ships, which, under our navigation laws, can bring this wheat to England. English ships cannot be had to any sufficient extent, nor any ships of the country. The trade in the Mediterranean is chiefly carried on in Greek ships, which, however, neither being British ships nor ships of the exporting country, cannot bring wheat here for home consumption.

Lastly, our stocks in bond are extremely small compared with those at the same period in 1845. No official account of these stocks has been returned to a later date than the 5th November, when there were in the warehouses of the United Kingdom as follows, compared with 1845:—

Stock, Nov. 5.	1845.	1846.
	Qrs.	Qrs.
Wheat, .....	667,773	114,989
Barley, .....	59,477	15,895
Oats, .....	107,219	52,621
Rye, .....	—	57
Peas, .....	2,063	10,945
Beans, .....	1,678	47,816
Maize, .....	12,453	3,278
Buckwheat, .....	2	2
<b>Total, .....</b>	<b>Qrs. 850,668</b>	<b>244,703</b>

	1845.	1846.
	Cwt.	Cwt.
Flour, .....	278,683	257,985
Barley Meal, .....	—	—
Oat Meal, .....	162	14
Rye Meal, .....	—	—
Indian Meal, .....	1	543
Bean Meal, .....	—	—
<b>Total, .....</b>	<b>Cwt. 278,846</b>	<b>258,542</b>

Small as these stocks were on the 5th November, in comparison with those in 1845, when we consider the large quantities which have been re-exported, we have no doubt that the comparison at this time is much less favourable to the present year.

### WANT OF FAITH IN PRINCIPLE.

[From the London Economist.]

The want of faith in principle is a vice of the age against which we are afraid we shall warn statesmen in vain. The bulk of the public, whose voice is now potential, busily engaged in the labors necessary to obtain subsistence, can devote no time to reflect on such subjects, and they naturally and necessarily, at any access of suffering, eagerly grasp at every prospect of relief. They can have but comparatively little knowledge, and can devote but little time to reflection on subjects of general policy. Against their too great eagerness, statesmen firmly adhering to principle, are expected to form a barrier. Without that it is clear that the empire will soon be wholly governed by the most ignorant, most clamorous, and most unreflecting. In private life it is continually necessary to resist momentary temptations, and, in obedience solely to abstract principles, refuse to obey the urgent suggestions of temporary expediency. "Honesty is the best policy," is a very abstract truth, which, engraved on the heart, and ever on the tongue of a conscientious trader, prevents him yielding to the thousand little impulses that urge him, day after day, to seize some temporary advantage. The principles of political science repose on the same basis, and are supported by the same evidence as the principles of morality. It would be difficult, nay impossible, to convince the mind that murder or theft were a crime, provided its consequences were beneficial. They are actions forbidden by the laws of nature, and unvarying experience impresses that conviction on the mind, by their manifold evils. So unvarying experience impresses the truths of political science on the mind. Monopolies, corn laws, bounties, excise restrictions, heavy discriminating customs

duties, are known to be wrong or forbidden by the laws of nature, like murder or theft by their manifold evil consequences. Political science and moral science are, in all cases only deductions from the actions of men, more or less correctly generalised, and, by being reduced to simple rules, rendered proper guides for human conduct. On this analogy it is just as natural for a merchant to resolve that a little cheating will surely be beneficial; for a careful, well-seeming man, like Tawell, to consider that he will promote his own happiness, by dabbling in murder, as for our statesmen to believe that they can, in the long run, improve the condition of Ireland, and uphold their own reputation, by interfering with the industry of the people, and directing the employment of capital.

It was indeed customary for statesmen to act on abstract principles, and oppose them to popular demands. But then, they relied on certain party principles, as they were Whigs or Tories, on certain constitutional doctrines, and certain prescriptive maxims. We, however, have seen these party watch-words, these old constitutional doctrines, these prescriptive maxims fall into disuse, and there is nothing left to guide our statesmen but those general and abstract principles of political science, which experience has established. Our present Ministers are in this respect worse off than their opponents, because they have, by adopting measures of reform, given up the old landmarks by which their predecessors were guided, and they have nothing left to walk by but such principles as those established by Smith. Wanting faith in them, however, they are repeating in politics what has just dishonoured us in mathematics. An English gentleman, by the name of Adams, calculated the position of the newly-discovered planet before M. Verrier, but he wanted, and the mathematicians of England, to whom he imparted his discovery, wanted confidence in the science of Newton, and thus they gave to France the honour of announcing to the world, the most brilliant discovery which has resulted from the principles established by our illustrious countryman. A want of faith has ravished from Mr. Adams the immortal crown, which a full faith in his own deduction from abstract principles, has conferred on M. Verrier. Let us not repeat in politics the fault of the mathematicians. Smith has made, as Newton made, a great branch of science, peculiarly British; and should we want faith in his principles, it will lead to more disastrous results than the loss of scientific reputation. We shall falsify the principles on which, at this moment, the human race are fixing their hopes. We shall make England the laughing-stock of Europe, we shall bring discredit on free trade, and we shall impede the progress of knowledge and improvement.

**A COLONIAL GOVERNOR.**—That the relations between the mother country and its dependencies may be seriously affected by the probable course of our legislation, is a matter which must be as clear to everybody as it is to ourselves the fact that such course promises equal advantages to both. Our measures have tended to interrupt the support which the mother and its dependencies conceived themselves to be rendering to each other; and though this peculiar interchange of offices is now understood to have been productive of mutual injury rather than of mutual good, yet the utmost care must be taken to supply the colonies, by a liberal compensation of sterling benefits, the loss of those delusive privileges which are not cheerfully resigned without more sagacity and enlightenment than it would be reasonable to expect everywhere at so short a notice. In no point could our colonial system be more wisely or more judiciously reformed than in the appointment of governors to these distant and varied settlements. The governor of a colony, independently of the vast influence he may exercise on the happiness and tranquility of its inhabitants by his personal disposition and deportment, has higher and more complicated duties to discharge. As the representative of his Sovereign; he is not only called upon to receive and secure the vicarious allegiance of the colonists, but he is bound to return, in the same captivity, that care and protection by which such allegiance is earned. He stands in the place of his Queen, to watch over the interests of the detached territory intrusted to his care, and not only to guard its frontiers and ensure its security, but to regulate its external and internal life by the ablest application of judgment and discretion. In proportion as his authority is more absolute and less limited than that of the Sovereign whom he represents, so is his duty more arduous, and his responsibility more severe. He is the champion of his quasi-subjects, and if it ever should happen that the real interests of the Mother Country and the Colony could come into collision, he should remember that he is the advocate of the latter as well as the viceroy of the former. He is the representative of the old colonists and their fortunes, and his aid and interference is the boon which they purchase with their loyalty and good faith. It is his duty to foster the productive power of the dependency, to regulate its finances, to adjust its assessments, and to improve its revenues, with all the care and forethought which these complicated considerations require. He may, possibly, have to revise a monetary system, or to substitute for a detrimental system of taxation one better calculated to equalize pressure and to liberate the spirit of enterprise. He may have to establish a police; to reform, collect, or publish a code of laws. All the abilities which at home are presumed to be furnished by the division of Ministerial labour, are frequently required of him alone, on the exigency, perhaps, of the moment, and when he is without any other guidance than may be gathered from his general instructions, or derived from assistants too similarly situated to be capable of offering a corrective to his views.—*London Times.*

**PENNY LABELS FOR PARCELS.**—A parcels post is about to be established in the metropolis, on Mr. Rowland Hill's plan. Labels are to be issued at a penny each, to prepay parcels weighing eighteen ounces. Three deliveries per day are promised.

**THE SUSPENSION BRIDGE AT NIAGARA FALLS.**—Major C. B. Stuart, one of the Commissioners for procuring subscriptions to the capital stock of the Niagara Suspension Bridge, informs us that measures will be immediately adopted to secure the requisite subscriptions, with a view to the commencement of the work next spring. The charter is now complete, having received the sanction of the Legislature of this State, and the signature of the English Queen. Major Stuart has shown us a plan for this bridge, designed by him, according to which the structure is to consist of suspension wire cables and a substantial cast-iron arch combined. This plan would, it is thought, secure in an eminent degree the unyielding stability especially desirable in a bridge over which railroad trains are to pass. The span of the arch and cable would be only 450 feet. Plans are also in preparation by Charles Ellet, Jun., Esq., of Philadelphia, John A. Roebling, Esq., of Pittsburgh, and other engineers of distinction.—*Rochester American.*

#### LOCAL, PROVINCIAL AND GENERAL, INTELLIGENCE.

His Excellency the Governor General made his public entry into Montreal on Saturday last. Although, in consequence of a heavy fall of snow the previous night, the road from Monklands was almost impassible, there was a very large turn-out of the different societies, public bodies, &c. On passing the *barrière*, and entering the city limits, His Excellency received from the Mayor a congratulatory address to which he returned a courteous answer, and inviting His Worship to a seat in his carriage, passed on through a line of citizens to Government House, when he received the oath of office in the presence of Lord Cathcart, the judges, and a numerous and brilliant staff. At the conclusion of this ceremony, His Lordship intimated his willingness to receive the address of the citizens of Montreal, which was accordingly read by the mayor, and to which His Excellency returned the admirable reply we have inserted elsewhere.—A public meeting of the friends of the late Lord Metcalfe was held at Daley's Hotel, on Monday last, to consider the best means of erecting a monument to the memory of that nobleman; the Hon. Peter McGill presiding. The result was the appointment of a numerous committee to collect subscriptions throughout the country, the amount of each subscription to be limited to one dollar.—A meeting, numerously attended, was held in this city on Tuesday afternoon, at which preliminary steps for the formation of a new Gas Company were resolved on.—*The Kingston Chronicle* announces that a meeting of persons interested in the Wolf Island, Cape Vincent, and Rome Rail-road, was held in that city a few days since, when several thousand dollars were subscribed, and Messrs. Counter and Gildersleeve named as a deputation to invite the aid of the inhabitants generally, for the support of the undertaking.—The inhabitants of Quebec have met and unanimously voted a congratulatory address to Lord Elgin.—Addresses from numerous other bodies have also been voted to His Excellency.—In consequence of the extreme inclemency of the weather, the Governor General's Levee, which was to have taken place yesterday, was postponed.—Sir John Harvey, the Governor of Nova Scotia has, in his speech to Parliament, drawn attention to the projected Rail-road between Halifax and Quebec, and also to the continuation of a line of telegraphic communication between those two cities.—The same subjects are also being agitated by the newspapers in New Brunswick.—A public meeting, in aid of the famishing Irish, is to be held in this city on Monday next. The advertisement calling it will be found in another column, and we would add our voice to those of our contemporaries in calling upon men of all classes to come forward without delay and discharge their duty towards their unfortunate countrymen, at home.

#### THE MARKETS.

MONTREAL. *Friday Evening, 5th Feb.*

There have been few transactions in produce during the present week worth recording. We hear of some sales of Canada Fine Flour, for spring delivery, at 32s. 6d. Lower Canada Wheat sells at 5s. 3d. to 5s. 6d. Peas, 4s. 3d. to 4s. 6d. Barley, 3s. 1d. to 3s. 3d., and Oats 2s. per minim.

Pigs are worth 30s. per 100 lbs.

Pork, old, held at \$16 Mess, \$12 Prime Mess, and \$10½ Prime.



FAMINE IN IRELAND.

WE, the undersigned, respectfully invite our Fellow-Countrymen, and the charitably disposed of all other classes of the Citizens of Montreal, to attend a

PUBLIC MEETING,

TO BE HELD AT

DALEY'S HOTEL, ON MONDAY,

The 2th instant, at TWO O'CLOCK, P.M. to adopt measures for contributing towards the Relief of the Famishing Population of Ireland.

- D. DALY, H. H. KILLALY, FRANCIS HINCKS, L. T. DRUMMOND, M. P. P. W. C. MEREDITH, Q. C. HENRY DRISCOLL, Q. C. W. AGAR ADAMSON, Assist. Minister of Christ Church.

- BENJAMIN HOLMES, ROBERT L. MACDONNELL, M. D. JOHN CORDNER, Unitarian Minister. BENJAMIN WORKMAN, THOMAS RYAN, EDMUND MEREDITH, WILLIAM WORKMAN, HENRY MULHOLLAND, ROBERT D. COLLIS, JOHN TULLY, JOHN WARD, JOHN P. SEXTON, JAMES CRAWFORD, MATTHEW RYAN, JOHN COLLINS, M. O'MEARA, P. DRUMMOOLE.

4th February, 1847.

City Papers, French and English, will please copy.

MONTREAL TELEGRAPH COMPANY.

Notice to Contractors.

TENDERS FOR CONTRACTS will be received by this Company for POSTS, 26 feet long, by 5 inches in diameter at the smallest end, to be delivered along the Line of Road from Kingston to Quebec, in such quantities, and at such intervals as specified underneath. The Posts to be of Tamarac, stripped of the bark, the branches being closely trimmed off, the ends sawn square and the wood perfectly round.

- Between Kingston and Prescott ..... 1360 Between Prescott and Cornwall ..... 960 Between Cornwall and Montreal ..... 1640 Between Montreal and Berthier ..... 900 Between Berthier and Three Rivers ..... 900 Between Three Rivers and Quebec ..... 1800

To be delivered on or before the 1st of April next, along the Queen's Highway in parcels of Ten Posts each, at distances of half a mile. In localities where Tamarac cannot easily be procured, Cedar may be tendered in lieu of it.

A preference will be given to such tenders as propose supplying the greater number of stations, and satisfactory securities will be required for the due fulfilment of any Contract to be made.

Tenders to be addressed to the Secretary of the Montreal Telegraph Company. None will be received later than the 10th proximo.

By order,

FREDK. A. WILLSON,

Montreal, Jan. 23, 1847

Hon Secy.

NOTICE.

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

Montreal, 8th January, 1847.

THE Proprietors of Shares in the Capital Stock of the St. Lawrence and Atlantic Rail Road Company are hereby notified, a d required, to pay to the Treasurer, at the Company's Office, No. 18 Little St. James Street, in this city the SECOND INSTALLMENT of FOUR POUNDS SIXTY SIX SHILLINGS Currency per Share, on or before the 4th day of February now next ensuing.

By order,

THOMAS STEERS, Secretary & Treasurer.

ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

NOTICE.

THE STOCKHOLDERS of the St. Lawrence and Atlantic Rail-Road Company, having, at their Special General Meeting, held on the 2nd instant, unanimously resolved upon the immediate commencement of the Rail-Road, whereby the Subscriptions for Shares of Stock continuing upon that resolve (received subsequent to the 30th ultimo), have become absolute, the New Stock holders are requested to PAY the FIRST INSTALLMENT of £4 16s. Currency per Share, to the Treasurer, at the Company's Office, 18 Little St. James Street.

By order of the Board,

THOMAS STEERS, Secretary.

Office of the St. Lawrence and Atlantic Rail-Road Company, Montreal, 25th August, 1846.

FORWARDING NOTICE.

1847

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

UPWARDS.

- Pig Iron, Brick, Coal, Salted Fish, Pitch, Tar, and Ruston, ..... 1s. 0d. per cwt Bat Iron, ..... 1s. 3d. " Heavy Hardware, Groceries, Crockery, Rod, Hoop, and Sheet Iron, and Boiler Plate, ..... 1s. 6d. Dry Goods, Glass, and Powder, ..... 2s. 0d. Salt, in bags or barrels—per bag or barrel, 1s. 6d.

DOWNWARDS.

- Flour, per barrel, ..... 1s. 6d. Pork and Beef, per barrel, ..... 2s. 3d. Tobacco, per hhd, ..... 10s. 0d. Butter and Lard, per keg, ..... 6s. 9d. Wheat and other Grain, per 60 lbs., ..... 0s. 6d. Other Property in proportion.

Insurance, extra—

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

December 11th, 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 58, entitled, "An Act for making a Railroad from Lake Champlain to the River St. Lawrence" and particularly the provisions of the 47th 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 their 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.

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, over from the South side of said River to a point on St. Paul's Island (Isle St. Paul), and from said Island to the North bank with right of way across the said Island, and from the North bank of the River to a convenient terminus on the Canal.

- H. STEPHENS, HUGH ALLAN, JASON C. PIERCE, D. DAVIDSON, WILLIAM DOW, JOHN LEWING, WM. LUNE, J. B. SMITH, J. FORTINGHAM, Jno. YOUNG, JOHN E. MILLS, L. H. HOLTON, D. L. MACDOUGALL, BENJ. LYMAN, R. CORSE, DAVID TORRANCE.

- ANDREW SHAW, JAMES GILMORE, WM. F. JONSTONE, MOSES HAYS, JOSEPH MARSON, ROBERT MACKAY O. BERTHELET, H. JUDAH, A. LAROQUE, B. HART, JOSEPH BOURRET, A. M. DELISLE, W. ERMATINGER, W. C. MEREDITH, JOHN J. DAY, GEO. ELDER, Junr.

Montreal, September 14, 1846.

NOTICE.

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

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

HARRISON STEPHENS, JOHN YOUNG, ROMEO H. STEPHENS.

Montreal, 31st August, 1846.

NOTICE.

THE BUSINESS 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

NOW OPENING, AND FOR SALE

By the Subscribers:

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

August 23.

ALISON & CO.

FOR SALE.

TEAS: Twankay, Young Hyson, Gunpowder and Souchong, in boxes, Molasses, Heavy, Nestle's Cognac Brandy, Sicily Marsala Wine, Baled and Raw Linseed Oils, Olive Oil, English Glue, Plug Tobacco, Pimento, and Pepper.

Patent Sperm Candles, from the Manufacturer.

STEPHENS, YOUNG & CO.

20th August, 1846.

"CANADA" WINDOW GLASS.

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

EDWIN ATWATER, 193, St. PAUL STREET

May 2nd, 1846.

THE Subscribers have constantly on hand:—

- FLOUR, INDIAN MEAL, BUTTER, CHEESE, LARD, SALMON, CODFISH, CORN, CIGARS, TOBACCO.

A few Boxes Patent Hive HONEY, and a Choice Assortment of DRY GROCERIES, for the supply of Families. D. P. JAMES & CO. Corner of St. Paul & McGill Streets.

COMMISSION AGENCY.

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

ALPORT & GLASS.

Quebec, 3rd Sept. 1846.

BIRMINGHAM AGENCY.

THE SUBSCRIBER,

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

WILLIAM HEDGE.

Montreal, 30th May, 1846.

GLOBE INSURANCE CO. OF LONDON

LIFE, FIRE, AND ANNUITIES.

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

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

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

Policies for the whole term of Life will be purchased on Terms to be agreed 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.

JOHN LEEMING,

AUCTIONEER,

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

C. J. DUNLOP,

BROKER IN PRODUCE, BILLS OF EXCHANGE, &c No. 3, St. Sacrament Street.

"THE CANADIAN ECONOMIST,"

A Weekly Newspaper,

DEVOTED TO THE INTERESTS OF COMMERCE

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

RATES OF ADVERTISING.

Six lines and under, 2s. 6d. first insertion, and 75d. 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 per cent advertisement by the year, or for a considerable time.

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

PRINTED FOR THE COMMITTEE OF THE

Montreal Free Trade Association,

DONOGHUE & MANTZ, PRINTERS.