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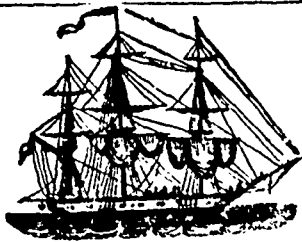
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# CANADIAN ECONOMIST.



## FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 11<sup>TH</sup> JULY, 1846.

[No. 11.]

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## THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 11<sup>TH</sup> JULY, 1846.

### MR. GLADSTONE'S DESPATCH.

The Despatch of the Colonial Secretary, which we insert in another column, settles the question of Free Trade, as far as the Colonies are concerned. Henceforth, it will be useless for us to expect any exclusive privileges in the British market. The last hope of those who cling to protection has been cast down, and the field in which for the future we are to conduct our commercial operations thrown plainly open to our view. The Colonial Secretary speaks out like a man who feels that it is necessary the truth should be spoken. He meets the question boldly and fairly. There is nothing like beating about the bush—no attempt to cajole—no holding out of promises which are never likely to be redeemed. He tells us as plainly as we can well be told that we must no longer expect protection for our wheat and flour; and he does this, not in ignorance of the views and feelings which have been expressed in the colony on the subject of Free Trade, but with a full knowledge of them. At the time that Mr. Gladstone wrote this his last despatch, he was in possession not only of the Address of the Assembly, but also of the official communication from his Excellency Earl Cathcart. He knew well the consequences of a failure in the measures which himself and colleagues have proposed. If he was to believe the representations which had reached him, nothing less than the loss of the colonies was to result from the adoption of the new policy. Annexation and repudiation had been paraded before his eyes. Deprive us of protection, and you deprive yourselves of our allegiance. This had been told him by the highest authority in the province. The debt followed the sliding scale. Adopt Free Trade, "and the general prosperity of the Province would be so materially effected as to reduce its revenue derived from commerce, thus rendering it a possible case that the guarantee given to the public creditor would have to be resorted to by them for their claims."

Well, in the face of all this, the Colonial Secretary persists in his opinions:—The British Government is not to be moved. Her Majesty's advisers not only believe none of these things, but they declare their opinion that the adoption of Free-Trade principles will be absolutely beneficial to the country. They look on the commercial history of Canada, and they can detect nothing to support the assertions of those who prophesy the loss of trade and the colonies in the withdrawal of protection. The facts, they discover, are rather the other way. The reduction of the duties by Sir Robert Peel's tariff of 1842, far from ruining our trade, actually increased it. Yet the same outcry was raised then as now. Ruin was prophesied, but ruin did not come. The more timber and flour there was exported, the more uses were found for it. The demand increased with the supply, and the importers, in spite of their own anticipations, would not be ruined.

As a mere matter of argument, then, Mr. Gladstone shows that the position assumed by the protectionists in this colony cannot be maintained. These parties proceed on the assumption that prices will be so much reduced that the Canadian producer will not be able to resort to British markets: but this is a fear in which the

Colonial Secretary does not participate. He relies on the rapid growth of population to counteract the effects of Free Trade, and points to the advantage of a steady market, and the natural results of competition, as more than compensating any danger to be apprehended.

It cannot be denied, we think, that the Colonial Minister has discharged this part of his duty with great ability, and that he has offered arguments which must have a powerful influence on the community in this province. He has satisfied, we trust, all who had any doubt of the fact, that the Ministry at home have not adopted the new policy without well considering our interests, and that they have not made up their minds (as some good folk would have us suppose) to "get rid of the colonies."

The style of Mr Gladstone's Despatch has been complained of by some parties, who seem to think that a document of this nature leaves no room for other than a dry relation of facts, and are half inclined to scold the Colonial Secretary for having referred to "tradition" and "resemblance in origin, laws, and manners," as a bond of connexion between the two countries. We confess we cannot at all see the force of such an objection. We are of opinion on the contrary, that Mr. Gladstone has done nothing more than justice to the colonist in presuming on the existence of such feelings, and experience a sensation of pride at finding him thus addressing himself to the reason, common sense, and intelligent loyalty of Her Majesty's American subjects, instead of appealing to their cupidity and passions. Those who complain of this know very little of human nature. The world is not governed altogether, as they would have us believe, by the stiff rules of arithmetic, nor is the colonial heart so constituted as to be incapable of appreciating a generous sentiment. Mr. Gladstone might, it is true, have shown by the process of calculation that it was to our interest by just sixpence a barrel to belong to Great Britain, and then, perhaps, those who now abuse him would have extolled him amazingly;—or he might have passed over the Address of the Assembly altogether, as something not worthy his notice. Either of these courses might have been adopted, and either, it is probable, would have been adopted a few years ago; but the feelings of England towards her British North American dependencies have undergone a marked change of late:—They are no longer noisy children, to be stilled with threats or cajoled with promises, but sturdy and intelligent members of her system, on whose good common sense and integrity she can rely. If, therefore, the language of the Colonial Secretary is not the severe, unsympathising language of a schoolmaster, it is because the British Government feels that it can really afford to speak to us in a different strain.

And now that the die is fairly cast, and we know what awaits us, we trust we shall hear no more useless lamentations, or forebodings of evil, which, with the exercise of proper energy, will never arrive. Let us seek, on the contrary, to avail ourselves of the avowed disposition of the mother country to benefit our commerce, by claiming the removal of such restrictions as naturally resulted from a state of protection, but which are altogether incompatible with the new position in which we are about to be placed. The repeal of the navigation laws, and the removal of all discriminating duties, are for us natural results of the Free Trade system. The effect of these Acts is to confine the commerce of the Colony in its most important features to the Mother Country, and to close all foreign markets to our industry. Mr. Gladstone has himself declared in a former despatch the desire of the Imperial Government to render our trade as free as possible. It is impossible, therefore, that with proper representation on our part, these Acts will be maintained. It has been said of the navigation law of Charles II, that it contained a pledge of the ultimate independence of America, and it would not be difficult to trace the most fatal consequences arising out of it. But we fortunately live in better times, and instead of having to maintain a struggle for what we hold to be our just rights, we find the Government going before, and expressing its willingness to concede them. It will be so, we feel assured, with the Acts referred to. All who have spoken and written on the side of Free Commerce at home, viewed this as a matter of course: none but a few protectionists like Lord Ashburton ventured to deny it. Still we must not remain silent, or show ourselves indifferent to our own interests. We must express our views on the subject, and claim from the Home Government our fair instalment of the Free Trade measure.

## THE OPINIONS OF THE PRESS.

The interest taken in the question of Free Trade by the press and public of this Colony, continues, as we desire it should, advancing with steady progress. Scarcely a paper reaches us from the Western section of the Province without an article on this important topic. It is handled by some with ability and knowledge; while others display in the discussion the most childish ignorance of the whole subject. But there is one feature common to all the journals that come under our notice from that quarter of the country, viz.: the idea, that the Free-traders of Montreal have the interests of this city *exclusively in view*. A more erroneous impression could not exist; in proof of which assertion we may point to every document that has emanated from them up to the present moment, either directly from their association or from the articles that have appeared in this journal. They have repudiated sectional purposes, and class interests, from the commencement of their career; relying on the singleness and comprehensiveness of their principles, and the liberality of their views, for the ultimate conversion of the public mind from one end of the Province to the other.

They advocate changes which they conceive would be for the common benefit of every individual in the Colony, opposing a certain class of duties and restrictions, which they find in existence, because they believe them to be injurious to the general welfare, as promoting the interests of certain classes at the expense of all the rest.

We, for instance, as the organ of this numerous and growing party, oppose the differential duties because they prevent our going to the cheapest market for the articles we require to import; and some of the Upper Canada journals, particularly the *Patriot*, retort upon us, "What has Montreal to gain by the removal of the differential duties?" and, then, the latter goes on to state, that "if these duties were removed, Canada West would draw the whole of her supplies from New York, to the positive injury of Montreal."

The Free-traders of Montreal look at the general effects of these differential duties, and therefore oppose them. Seeing that they absorb upwards of £250,000 per annum from the pockets of the people, they wish to save that amount, by allowing them to go to the *cheapest market* for their supplies, by which means trade will be extended and the comforts of the people greatly augmented. Montreal desires nothing but a fair field and no favour; at least the Free Trade party do not. There are some old men, or rather *old women*, in the community, it is true, who would not hesitate to sacrifice the best interests of the Colony, and those of the Mother Country included, to obtain some paltry advantage by *restrictive laws* for the City of Montreal; but with these selfish, narrow-minded men, the Free Trade party have no sympathy; on the contrary, they entertain for such views an unbounded contempt.

Let Government hasten the completion of the Canals, and the deepening of Lake St. Peter; and let private enterprise push forward the Portland Railway, and the building of a class of vessels better suited for the navigation of the St. Lawrence than have hitherto been in use, and then Montreal, the Free Trade party think, need feel no alarm for the future. It must not be concealed, however—nay, it must be proclaimed with a voice of earnest warning, that it is on these great ameliorations alone that Montreal can hope to retain not only what she has hitherto enjoyed, but any portion whatever, of the great and lucrative trade of the West. If our fellow-citizens, however, slumber and brood over these improvements instead of seeing them carried out with vigour in order that they may all be complete before 1849, then we venture to foretel them that this noble city will dwindle into insignificance, that the wharves will be allowed to rot for want of use, and that property throughout the length and breadth of the city will not command half the money which it is now worth.

Awake then, ye torpid land-owners, to the realities of your situation. Examine what gives value to your property, and learn that it is the commerce of the city, and further that that commerce must rely in future mainly on the Portland Railway for its success, nay for its very existence. Up, then, and be stirring. The stock of this Railway is as yet not more than half taken up, and the probability is that the enterprise will be entirely abandoned unless the whole amount is taken up within this month. Remember, the question which you have to solve is not, will the stock pay? but what will your property be worth in three years if this road is not then in operation? The answer is obvious, your property will be depreciated fully 50 per cent. Ponder, and act ere it be too late to remedy the fatal effects of your insane supineness.

We intended before closing this article to have drawn attention to the class of sea going vessels hitherto in use on the St. Lawrence, showing how utterly unsuited they have been for our trade, and how easy as well as profitable it would be to construct vessels of

500 to 600 tons burden, which would not draw when loaded over 12 to 13 feet water, and would consequently with trifling exceptions be able at all seasons of the year, during open navigation, to come up to this city and depart with their cargoes on board complete; but we find that we must defer the consideration of this important subject to our next.

## EFFECT OF FREE TRADE UPON PRICES—FOREIGN COMPETITION.

We believe that very few of those who have at all looked into the question entertain any serious idea that the price of wheat is likely to be materially affected by the application of Free Trade principles to commerce. The ability of other European countries to supply England with bread-stuffs at greatly reduced rates, has, it has been proved, been grossly exaggerated. The advantages some of these countries enjoy in a low rate of wages and the absence of public burthens on land, are more than counter-balanced by the superior climate, more steady command of labour, superior skill, and vastly improved agriculture of the English farmer. It has been proved by enquires instituted by the British Government that the largest quantity of wheat which could annually, under favourable circumstances, be supplied to that country from the whole of the usual shipping ports of Europe would be 2,222,461 quarters, at a price averaging 40s. 6d. per quarter free on board, and at a freight averaging 4s. 9d. per quarter, to which would have to be added insurance, merchant's profits, portorage, waste, and damage not covered by insurance. The *League* very reasonably supposes that the price of wheat under Free Trade will not be far from that which has been the average in the Channel Islands, viz.:—47s. per quarter, and adds—"We have no doubt that when the trade in Corn becomes free there will be a sufficient and constant importation to prevent the price rising to an exorbitant rate; but if the price be much reduced it will be effected by the increased growth of wheat in this country, the result of the stimulus to husbandry given by Free Trade. The tale about the unlimited foreign supply is a mere buggaboo story, which nobody believes, not even those who tell it."

In the same spirit, Mr. McCulloch years ago wrote—"The landlords and farmers may take courage. Their prosperity does not depend on restrictive regulations, but is the effect of the fertility of the soil which belongs to them, of the absence of all oppressive feudal privileges, and of the number and wealth of the consumers of their produce. The unbounded freedom of the Corn Trade would not render it necessary to abandon any but the most worthless soils, which ought never to have been broken up; and would, consequently, have but a very slight effect on rent; while it would be in other respects supremely advantageous to the landlords, whose interests are closely identified with those of the other classes."

It is necessary that these facts should be well known, as they must serve to allay many of the fears entertained in this Colony respecting the effect of the new policy on the trade of the country. People generally, indeed, attach far too much importance to the ability of foreign countries to supply England with wheat. Mr. Porter, in his "Progress of the Nation," goes into this question, and shows, on the contrary, how little Great Britain is dependent on foreign countries to make up her own deficiency. His calculation of imports per head for the whole population, from 1801 to 1835, stands thus:—

- 1801 to 1810, about a peck per head.
- 1811 to 1821, not quite one gallon and a half per head.
- 1821 to 1831, about the same.
- 1831 to 1835, a gallon per head.

And it is very doubtful whether, at all events for many years to come, this amount could be much increased. It must be borne in mind that most of the countries from which England now draws supplies are themselves making some, though slow, progress, and that in proportion as they do advance, they will become greater consumers, and will find markets for their produce nearer home instead of sending it away.

Those who watch the variations of the market at home, know very well what it is that affects prices. If the prospects of the harvest are good, prices rule low; but a few showers of rain send them up again, and that with but little reference to the state of things in foreign countries. Under a system of Free Trade, it is true that the fluctuations will be less sudden and frequent than they have been, but still the rule itself will hold good, that the English farmer will himself fix the price—that the larger quantity will govern the value of the lesser,—and that the greatest importation it is within reason to conceive, will not sink down the value of wheat below the level of what is at present considered a fair remuneration for the English agriculturist.

## SUGAR DUTIES.

The next great battle of the tariff is to be on the Sugar Duties. The new proposition of Sir Robert Peel respecting this article is as follows:—

	Present Duties.	Now proposed.
Colonial Muscovado, - - -	14s.	Same.
Do. equal to white clayed -	16s.	Same.
Foreign free labour, Muscovado, -	23s. 4d.	19s. 10d.
Do. equal to white clayed, -	28s.	25s.
Foreign slave labour, - - -	63s.	Same.

Thus very slight reduction of duties will, it is said, allow a small increased quantity of free labour sugar to come into home consumption at present prices; but taken as a whole, the proposed measure is utterly incommensurate with the requirements of the case, and will meet with strong opposition from the Free Trade party in Parliament. The ground that that party intend to take is this: they insist that the distinction between free-grown and slave-grown sugar shall forthwith cease, and that the protecting duty imposed on foreign sugar shall be gradually diminished, so that in five years all sugars shall be admitted on equal terms.

There is no one single article probably which exhibits the effects of protection to the same extent as sugar. The pecuniary cost to Great Britain of this protection may be shown by a very simple calculation.—The quantity of sugar entered for home consumption in the ten years ending 1844, was about *two millions of tons*; while the difference in price between British Plantation and Brazil sugar of equal quantity, in bond, during the same period, was about £16 per ton.

$$2,000,000 \times £16 = £32,000,000.$$

Thus the sacrifice by which Great Britain has endeavored to support the sugar monopoly amounted to the sum of *thirty-two millions sterling in ten years*. In other words, she has paid for every pound of sugar she has consumed twice as much as it was worth in an open market. In one year alone, 1840, the extra cost of her consumption, over and above what was paid by any other nation in Europe, amounted, irrespective of duties, to upwards of *five millions sterling*; while the total amount of manufactures exported to the sugar-growing Colonies was only *four millions sterling*—so that, according to this calculation, she would positively have gained a million sterling by making the Colonies a present of all the goods they took from her, as a bribe to allow her to go to the cheapest market for sugar!

## CANADA AND THE REPEAL OF THE CORN LAWS.

The following Despatch, addressed by the Colonial Secretary, Mr. Gladstone, to the Governor General of Canada, in reply to the Address of the House of Assembly, relative to the Free-Trade measures of the Government, has attracted much attention in England, and possesses more or less interest for all our colonial possessions.

“DOWNS-STREET, JUNE 3.

“MY LORD,—I have to acknowledge the receipt of your Lordship's despatch, No. 61, of the 13th of May, transmitting to me, for presentation to her Majesty, an Address which has been voted by her Majesty's loyal subjects the Commons of Canada. In this address it is set forth that the Assembly of Canada regard the adoption of the principle of commercial intercourse now under the consideration of the Imperial Parliament with serious apprehension and alarm, and various grounds are stated for entertaining such impressions. Her Majesty has been pleased to receive this Address with the fullest confidence in the loyalty and intelligence of her faithful Commons of Canada; but it is with sincere concern that Her Majesty has learned the existence, in such a quarter, of anticipations of such a character.

“I have it in command from her Majesty to address to your Lordship the following observations in regard to the matter of the Address, which have been submitted by her Majesty's advisers for her gracious approval, and to which she has been pleased to give her sanction.

“Her Majesty's Government conceive that the protection principle cannot with justice be described as the universal basis, either of the general connexion between the United Kingdom and its colonies, or even of their commercial connexion. There is a large and important group of the colonies of this country having a very extended commerce, and one of a peculiarly British character, in relation to which the protective system has at no time exercised a powerful influence, and in relation to which at present it has little more than a nominal existence. I speak of the Australian colonies. And it cannot fail to be remarked that while these are the most distant, and therefore, according to the supposition of many, the most in need of commercial preference, they have also made the most rapid progress, and have thus most effectually belied that necessity. It is true, indeed, that a part of their material prosperity may be ascribable to the supply of penal labour; but this is far from affording an explanation of the case, since perhaps the most remarkable instances of vigorous and rapid growth among the Australian possessions of her Majesty, have been instances in which penal labour has been altogether unknown. The energy of the colonists has, without doubt, under Divine Providence, been the main cause of their singular advancement; stimulated but not overborne by distance, and aided, not repressed, by the enjoyment of commercial freedom. The same energies, with less disadvantage of distance to contend against, will, it may be confidently predicted, have a similar effect in developing the resources of British North America, and not with less, but rather with the more signal success, when capital, industry, and skill, shall be

left to take their own spontaneous direction, and to turn to account as individual prudence shall suggest, the abundant materials and instruments of wealth which the bounty of heaven has bestowed.

“Her Majesty's Government have been glad to find that the Assembly has viewed with unmingled satisfaction the prosperity of Canada under the moderate system of protection which has hitherto prevailed; but the Assembly cannot fail to recollect that all the progressive relaxations of that system, which, for a series of years past, have been introduced into the law, have been met and resisted by predictions of the ruin that was honestly but erroneously conceived would follow them, and that those predictions have, with a remarkable uniformity, been disappointed. Experience cannot but suggest that a similar insecurity attaches to the renewal of the same expectations founded on the same arguments.

“It is not for the sake of controversial or purely argumentative advantage that her Majesty's Government refer to former apprehensions, and to the manner in which they have been dissipated by the event. A retrospect of this kind is calculated to throw clear and abundant light upon the real merits of the question. The fears which are now entertained have reference to the circumstance that it is proposed to remove all differential duty between Canadian and foreign duty. Is it, then, to be shown that the Canadian corn trade has prospered heretofore in proportion to the amount of such differential duty? Far otherwise. The law of 1823 diminished the difference in favour of Canada; the law of 1832, further, and greatly diminished the difference in favour of Canada; the law of 1843, which reduced the duty on Canadian wheat to 1s. per quarter, still left a much smaller difference in its favour, as against foreign wheat, than existed under either of the former Corn Laws: and yet the corn trade of Canada has grown and prospered; and its extension has, doubtless, contributed in no small degree to the happiness and prosperity of the people of the colony, which the Assembly, sharing in the unmingled satisfaction of her Majesty and the British Parliament, has seen advancing in steady and successful progression. But this extension has taken place, not under protection secured from change, nor under protection fortified by successive increments, but contemporaneously with a series of changes involving its great diminution.

“It appears to be the impression of the Assembly that some great revolution of prices is likely to occur, as the consequence of the pending changes in the law, which will deprive the Canadian farmer of all hope of remuneration for his surplus produce. But the Canadian farmer is advancing from year to year in capital and in science, and to say nothing of the great advantages he cannot fail to derive from improved communications, it would surely be rash to assert, nor probably do the Assembly, in their Address, intend to imply, that his industry must be paralysed unless he shall continue to receive the precise amount of average payment for his grain that he has hitherto received for it. Doubtless the alarm which has been excited has reference to the idea of some sudden, great, and permanent reduction of prices, to follow the repeal of the British Corn Law. Without pretending to estimate too nicely the momentary or the occasional effects of the measure, her Majesty's Government cannot but admit that they could better appreciate at least certain presumptive, though far from demonstrative, grounds for the alarm of the Canadian agriculturist in regard to the future fortunes of the colony, if they shared in such an anticipation. To some reduction of average and usual price, from the removal of artificial restraints, they are disposed to look forward, but when they consider the steady and rapid growth of population in the corn-producing countries of the globe, they cannot but be persuaded that it would be unwise, whether in the friends or the opponents of commercial relaxation, to recommend or dissuade it on the ground of any great revolution in permanent prices to be operated by it, and their expectations of advantage, sanguine as these anticipations are, have reference, in a greater degree, to the increased steadiness of the market, and to the vigour which general trade will derive from the removal of restraints upon the exchange of commodities, and agriculture, from the cessation of all artificial influence disturbing the balance of its several pursuits, and from the wholesome stimulus that competition, which in farming pursuits can scarcely become over-wrought, rarely fails to impart to industry.

“I am unwilling to repeat at length the arguments which I have addressed to your Lordship in my despatch No. 66, of the 18th May, with respect to the other great subject of the alarm of the Assembly,—namely, the trade in timber. When, however, we revert to the year 1842, it cannot but be acknowledged that this was the case of a trade peculiarly artificial as it stood under the former law. The reduction, though graduated, was decisive; perhaps in no case has it been more so, and certainly in no case have more uniform, confident, or sincere prophesies of ruin been hazarded by the opponents of the change. The result is, that the export of timber from British North America to this country attained during the last year to a height which it had never reached under the more protective law. I do not mean that the withdrawal of protection was either the exclusive, or even the principal, direct cause of this prosperity; although there cannot be a doubt that many trades have to refer their vigor to the fact, that the absence of artificial support has in their case given free operation to the stimulus necessary for the development of natural and permanent resources. Increased demand in the United Kingdom has, without doubt, been the main and the immediate cause of the increased export of wood from British North America, but it is the conviction of her Majesty's Government that such increased demand was in itself referable in no small degree to the relaxations of our commercial law, and therefore, in its due proportion, the growth of the timber trade is truly and justly, even if circuitously, to be ascribed to that very diminution of protection from which its ruin had been anticipated. We are now to look forward with hope to a further increase of the consuming power of this country; a further encouragement to the use of timber as compared with competing articles capable of being applied to the same purposes; a further encouragement to the use of Canadian timber, in combination with the wood of the Baltic, for those objects in regard to which the consumption of the one directly stimulates the consumption of the other. Is it too much to hope that causes so similar may produce like effects; and that the caution with which Parliament has proceeded in the gradual reduction of the timber duties to a moderate standard, may be again rewarded by the satisfaction with which it will witness a further growth in the wood trade of Canada?

“Her Majesty's Government, therefore, cannot, on the part of the Imperial Exchequer, share in the fear that increased freedom of trade will have the effect of crippling the revenues of those important public works, which are designed to facilitate the transit of the produce of Canada by the St. Lawrence to the sea. They can by no means subscribe to the opinion, that the comparative dearthness of this route is an established fact. And they likewise feel that if they did subscribe to that opinion, although it might corroborate the propriety of the course they have pursued in suggesting to Parliament the interposition of an interval before entire freedom shall be given to the corn trade, it could do no more; it could not induce them to ask, nor Parliament to grant, nor, they are certain, could it induce the people of Canada to desire, that the market of their farm produce should be maintained by means of a perpetual tax upon the people of

England. In referring to unchecked competition which, so far as British law is concerned, will be established between colonial and foreign corn by the repeal of the corn law, it perhaps may not have occurred to the Assembly that British law alone cannot suffice to establish this competition. The price which the colonial and foreign exporters of corn respectively will obtain for their grain in Great Britain must always be materially affected by the comparative degrees of facility which may be afforded in the country of the one and of the other for the introduction of those British goods by which payment for the corn must substantially be made. British goods are admitted into Canada at very low, into the American Union at very high, import duties. The effect of this is not merely to give to the British exporter a better position in the Canadian market than in that of the United States, but to enable him to give a better price for the commodity he purchases in return, and therefore to give to the corn trade of Canada a corresponding advantage, so long as the present tariffs continue, over that of the United States.

"With respect to that portion of the Address which prays her Majesty to invite the Government of the United States to establish an equality of trade between the dominions of the republic and the British North American colonies, I am commanded to instruct your Lordship to assure the Assembly that her Majesty will readily cause directions to be given to her Minister at Washington to avail himself of the earliest suitable opportunity to press this important subject on the notice of that Government, and it will afford her Majesty the most sincere satisfaction if any communication which may hereafter be held for this purpose shall have the effect which is desired by her faithful Commons of Canada.

"Her Majesty's Government have, as may be known to the Assembly, on several occasions endeavoured to make arrangements with foreign powers for the mutual relaxation of tariffs; and similar attempts have taken place among foreign powers, one with the other, but almost uniformly with ill success. Whatever arguments may be used to show the great increase of benefit that would accrue on both sides if states could have been induced to act simultaneously for this purpose, experience has sufficiently shown the difficulty of effecting those combined operations upon matters which are properly of domestic concern, and has suggested the wisdom of securing the incomplete advantage which depends upon our own free agency alone, rather than of foregoing it, in the vain endeavour to realize benefits larger indeed, but not within our reach. Should the Government of the United States continue to maintain the scale of import duties now in force upon its frontier, her Majesty's Government will view with regret a policy injurious to Canada, but they will reflect with satisfaction on the prevalence of laws more favourable to commerce on the Canadian side, and will anticipate from those laws both a direct benefit to the people and trade of the province, and the further advantage which a consistent example given by this country and by its colonies will, as they believe, not fail to realize in disposing foreign states towards the removal of restrictions on trade.

"With respect to that part of the Address which relates to the duty of 1s. per quarter, which it is proposed to charge on all wheat imported into England after the repeal of the corn law, I am to refer your Lordship to my despatch No. 59, of the 18th of April, on the same subject. From the purport of that despatch it would, of course, be even more difficult to recede at a period when the bill introduced into the House of Commons by the advisers of the Crown has passed through all its stages in that house, and has been affirmed, as to its principle, on the second reading by the House of Lords.

"It is necessary for me here to offer an explanation with regard to an expression of mine, which appears to have given rise to misapprehension. I have stated to your Lordship, in a previous despatch, that her Majesty's Government desire that the trade of Canada should, in all respects, approach as near to perfect freedom as the dispositions of its inhabitants and the exigencies of the public revenue there may permit, and from this it is inferred, that the amount of 1s. per quarter which has been adopted for a long period in this country as the standard of a nominal duty upon corn, ought to be removed. But the language which I employed had reference to the trade of Canada as affected by laws applicable in her own markets and on her own waters. Indeed, if the allusion had been to a rigid and perfect equality of trade in the ports and markets of this country, its first and most important bearing would, I apprehend, have been, not upon the nominal duty of 1s., which it is proposed to retain upon colonial in common with foreign corn, but rather upon the very considerable duties of 15s. and 12s. respectively, which, as against nominal duties of 1s. and 2s. on Canadian timber and deer, it is proposed to continue to charge on the corresponding foreign articles.

"Her Majesty's Government, in the discharge of their duty to the Crown and to the people of this country, and likewise to the empire at large, have not felt themselves to be at liberty to advise her Majesty to press by the Address of her Canadian Assembly with a brief or merely formal answer, notwithstanding the advanced stage at which the deliberations of Parliament have now arrived might have afforded at least a technical justification for such a course. They have thought a more frank and full exposition of their views of this great question in its bearings upon Canada was due to the important body from which the Address proceeds, and from which they are well assured may be anticipated the most candid consideration even of arguments opposed to their own. It is due especially on account of the importance of that body and of the Province of Canada; but, even in the case of the smallest portion of her subjects, I have it in command to say that it would equally have been the desire of her Majesty that such a frank exposition of the policy of her Government should be made. Her Majesty does not recognise the distinction between her nearer and her more remote subjects with reference to a matter so nearly touching her relation towards them, and the duties and the sentiments of consideration and affection which it involves. Nor can she recognize in this view any distinction between the more and the less powerful, particularly at a time when her Parliament is engaged in the discussion of measures which are recommended to its notice especially upon the ground that they tend to improve the condition of the most numerous and the least opulent classes of her people.

"It would indeed be a source of the greatest pain to her Majesty's Government if they could share in the impression that the connexion between this country and Canada derived its vitality from no other source than from the exchange of commercial preferences. If it were so, it might appear to be a relation consisting in the exchange, not of benefits, but of burdens; if it were so, it would suggest the idea that the connexion itself had reached, or was about to reach, the legitimate term of its existence. But her Majesty's Government still augur for it a longer duration, founded upon a larger and firmer basis—upon protection rendered from the one side, and allegiance firmly and loyally returned from the other—upon common traditions of the past, and hopes of the future—upon resemblances in origin, in laws, and in manners—in what inwardly binds men and communities of men together, as well as in the close association of those material interests which, as her Majesty's Government are convinced, are destined, not to recede, but to advance, not to be severed, but to be more closely and healthfully combined under the quickening influences of increased commercial freedom.

"I have, &c.

"W. E. GLADSTONE."

**Public Works.**—In our number of 30th May last, we deemed it necessary to comment on the supineness with which the works at the entrance lock into the canal at this place and at Lachine, seem to be carried on; and then expressed an opinion, that all the other parts of the chain of communication to the Upper Lakes would be finished long before the works referred to; and that serious loss would result to the trade and to the shipping interest, from the fact that large vessels intended for this navigation would not be able, in that case, to come below Lachine.

A short time only will now elapse ere we are left to experience the effects of an unrestricted competition with our American neighbours in the transport of Western produce to a market. We have so firm an opinion of the superior advantages we possess in the St. Lawrence, that we have no fears for the result. Much, however, depends on a fair commencement, and should the works here and at Lachine remain unfinished and unfit for use long after the remainder of the other works on the line, it will prove very injurious. We would call, therefore, on the Head of the Department of Public Works to give this subject his attention, for if there is not more energy and activity used by the present contractors, we fear it will be some two years before we shall see vessels passing through the new locks.

When on the subject of the Public Works, we would refer to the deepening of Lake St. Peter. Surely this work is not to be given up. Eight months' work, or 160 days, seems all the time requisite (from the Report published by the Committee of the House of Assembly) to make a channel 150 feet wide in the Old Channel, and 14 feet deep in low water. Why wait for Captain Bayfield, when it is of so much importance to have this improvement in readiness with the canals? Surely three Provincial engineers could be found of sufficient eminence in their profession to give such an opinion as would warrant the present Head of the Department of Works to proceed with a business of so much importance to the trade and interests of this city.

**DAMAGED FLOUR.**—The complaints of damage done to Flour in the course of forwarding from the West, are loud and universal. From whatever cause the evil arises, there is no doubt that it forms a serious objection to the St. Lawrence line of transportation, and would tell decidedly against it in a competition with the Erie and Hudson Canals. On the latter lines, the flour is carefully secured from the action of the weather, by the use of boats with raised decks, which completely cover in the cargo. With us, large quantities of flour are piled on the open decks of the barges, sometimes left altogether uncovered, and seldom completely protected by tarpaulines. In passing down the rapids, the lower tier of this deck load is deluged with successive waves breaking over the vessel, and can scarcely fail to be more or less injured. Much damage is also done to flour at Kingston, where it is frequently exposed to heavy rain without covering, and also to the heat of the sun. The same exposure is very often incurred at Montreal, where large quantities of flour may be seen lying partially exposed to the weather from day to day. It is not to be wondered at, therefore, that complaints are constantly made in England with regard to the quality of our flour, and that so much of it turns sour. It appears to be for the reasons referred to, rather than original inferiority of quality, that United States flour, known as Western Canal, is preferred to ours, and commands a higher price.

We believe that one effect of the introduction of large craft, and the saving of transshipment at Kingston, will be a removal of this crying evil; and in the construction of new vessels for this trade, we trust that the system of deck loads will be completely abandoned, and arrangements made for securing the whole cargo on all occasions under deck.

The following extract is from the *New-York Albion* of the 4th. The Editor of that paper takes a deep interest in Canadian affairs, and would be the last man in the world to give in his adhesion to any plan likely to weaken the Colonial power of Great Britain. It will be seen that he does not by any means despair of our ability to possess ourselves of the carrying trade—

"In a late number of the *Montreal Gazette*, we perused a very good letter from a practical hand on this subject; and after examining the question of the ability of Canada to compete with the United States for the carrying trade of grain, bread stuffs, and other provisions, arrives at the following conclusions—

"That, under any circumstances, Montreal must lose a very large portion of the trade it at present enjoys.

"That the breadstuffs coming down the St. Lawrence will go to Quebec for shipment.

"That the canals of Canada can successfully compete with those of the State of New York, as long as they are open.

"That during the summer months the route to Britain via the St. Lawrence, may compete with that via New York.

"That to do so, a large class of vessels must be employed, and the charges of pilotage, light dues, and harbours, be reduced.

"That in the fall of the year, say 10th October, the route via New York will always have the preference."

"So long as a differential duty prevails in the ports of Great Britain in favour of colonial ports, the latter must, of course, have the advantage; and even when this privilege is removed, we must still hope, that, with the re-

removal of the improvements which obstruct the navigation of the St. Lawrence, and the completion of the improvements of the Welland Canal, the natural route to the sea must possess the most advantages. Flour and provisions are bulky and ponderous articles, and, therefore, when waterborne throughout the entire route, with only one transshipment (either at Montreal or Quebec), an advantage must be felt in those seasons of the year when the navigation is open. The writer just quoted, affirms that the American canals are open later in the autumn than the Welland; but it seems to have escaped him that the Welland is open a fortnight earlier in the spring than the Erie Canal, owing to the peculiar drift of the ice towards the bottom of the lake.

"Although the 10th of October is set down as the period when successful competition ceases for the year, it must be recollected that the St. Lawrence is open until the early part of November, offering abundant time for wheat grown on either side of the lakes, which is harvested in July, to reach the point of shipment, in the shape of flour even, in good season. As respects the falling off of the business in Montreal by the employment of large vessels, we cannot, with our limited knowledge of mercantile matters, dispute with a practical merchant; but we would, nevertheless, call to mind the fact, that it was confidently predicted that Albany would fall into a state of decay on the completion of the Erie Canal. The canal boats, it was asserted, would proceed down the Hudson, passing Albany as a mere finger-post or mile-stone on the way. Yet so far from this prophecy having been fulfilled, Albany has doubled her population, or nearly so; improved in wealth, architecture, and general refinement; and advanced herself to a city of the first class in this Union. There are advantages in respect to Montreal, we mean in its local position, that must command a large trade. Situated near the confluence of the Ottawa with the St. Lawrence, a stream which drains a vast country yet in the very cradle of its infancy; being in juxtaposition and connected by railroad with Lake Champlain and the surrounding fertile districts; and being, moreover, the capital and the seat of government,—Montreal must always retain its pre-eminence. That Quebec will profit in the way described, we have no doubt, and it is right that such should be the case. Her misfortunes in the destructive conflagrations, and the deprivation she has suffered in the removal of the Government, entitle her to our warmest sympathies; and we sincerely hope that the terminus of the Halifax railroad is also in reserve for her.

"But the experiment of free trade is not to be applied to Canada immediately. She has three years to prepare for it; and if during that time it becomes obvious that the burthen is too great for the colony to bear, some modification of the measure will take place, or at all events some mode of assisting her will be resorted to. But Sir Robert Peel says that Canada, with her great natural advantage of possessing the grand highway from the Lakes to the sea, can, with diligence, exertion, and economy, compete with the artificial communications of the State of New York.

"We are optimists in all matters and things relating to England and her colonies; we are optimists in regard to the industry, intelligence, and exploits of the British race; and we are optimists, too, in this matter of the corn carrying trade, if the people of Canada will be true to themselves."

We are glad to find some of our Protectionist brethren plucking up courage. Amongst others, the *Toronto Colonist* begins to discover that it will be as well—now that we are fairly doomed to lose the advantages we have hitherto enjoyed—to look about and see what can be done for ourselves. The following are the remarks of our contemporary. They are certainly encouraging:—

"Whatever the result may be, the government and parliament of Canada are not responsible for it; and however gloomy, in the eyes of many, the future prospect may be, the people must learn to depend entirely and exclusively on their own exertions, and to make up by individual and combined energy and enterprise, what they are likely to be deprived of in the way of legislative protection. The parliament may take away all protection, it may impose taxes and burdens, but it cannot deprive us of our fine soil and climate, our splendid water communications and other great sources of wealth, which require but perseverance and energy alone for their proper development. It is quite proper to resist, by every constitutional means, our being deprived of advantages apparent or real, which we may already possess, but, once deprived of them by lawful authority, it would be abject folly to give way to despondency. Instead of that, it is just the time for redoubled energy, for tracing out new sources of industry and improvement, to make up for the losses sustained, and to increase as much as possible our material wealth. Let this be the case henceforward in Upper Canada, and the industrious will surely meet with their due reward."

It is the fashion with some people to speak of Free-Trade as an experiment—as something that has never been tried practically—as a mere abstract notion—a whim—something between a dream and a hobby. Nothing can be further from the truth. Free-Trade ideas rest on the authority of facts. They have on their side the history of the commerce of Great Britain, and more especially the commercial history of the last thirty years; above all, that history since the adoption of the tariff of 1842. Never was a principle subjected to a greater number and variety of experimental tests, or verified by a more copious and demonstrative induction. Take the woollen trade, or the cotton trade, or the linen trade, or the silk trade, or the iron trade, or the shipping and timber trade—they all tell the same tale: "not only have they not flourished by reason of the principle of protection, but they have flourished as that protection has been removed; nay more, they have flourished still more as that protection has been withdrawn." We challenge any one of those of our city contemporaries who affect to sneer at Free Trade, to produce one single instance where the withdrawal of protection has not been followed by beneficial results.

The Hamilton Board of Trade have received, through the Civil Secretary's Office, a reply to a Petition transmitted by them to England on the 16th May last, praying for a continuance of the present protection, "or at least such a modification thereof as may enable them to compete with European growers of corn in the British markets." The answer is to the effect that the prayer of the petition is inconsistent with the views of Her Majesty's Government, and the decision come to by a majority of the British Parliament. The *Journal and Express* says, it is "very explicit, and leaves no hope of arresting the withdrawal of protection to Canadian products."

TORONTO BOARD OF TRADE.—At a meeting of this Board on Monday last, Mr. Mulholland brought under consideration a case of deep importance to the commercial interests of Canada. We shall give a brief outline. On Monday, a mercantile house in this city had occasion to enter at the Custom-house an invoice of German goods, imported via New York. The Collector refused to take the entry at invoice prices, and insisted on adding 40 per cent. thereto, calculating the duties on amount resulting. The aggrieved party, who, we believe is Mr. Mulholland himself, submitted to the impost, but declared that he would seek his remedy. Mr. M. has, as a preliminary measure, brought the case before the Board of Trade; and a general meeting is to be convened for its consideration, at an early day. We have no doubt that the Board will give the question the most careful attention, and we consider that Mr. Mulholland is deserving of the approbation of the mercantile body, for his public spirit in taking the course which he has adopted.—The subject of throwing open the navigation of the St. Lawrence to all nations, as a means of removing the great evil of high Atlantic freights, was discussed with much interest, and is again to be brought before the general Board.—*Toronto Examiner*.

LAKE-ONTARIO HARBOURS.—Orders have been received by the Ordnance Department here, we understand, for proceeding with the expenditure of £100,000 in improving the harbour and building a fort at Port Hope. The harbour is to be made capable of admitting vessels drawing 18 feet of water. From the representations of the various captains of vessels on the lake, made in a petition to the Legislature, some time ago, respecting the public necessity which requires the construction of a harbour between this city and Kingston, which may serve as a refuge for vessels in stormy weather, we cannot doubt that the step about to be taken was called for by the interests of commerce and humanity. Windsor Harbour has undergone great improvement, and is unquestionably capable of being made an excellent one. When this and the Port Hope Harbour have been made what they are capable of, the navigation of the lake will be comparatively free from the perils that now attend it, particularly in the fall of the year.—*Toronto Examiner*.

EARLY WHEAT.—On Thursday, June 11, there were exhibited in the Exchange News-room specimens of wheat in full year, from the farm of Harrold Littledale, Esq., at Egremont. The stalks were full four feet high; the heads were strong and healthy. There is one peculiarity about this crop. The seed came last year from Australia, was the crop of 1844, and was taken from the ship's side to the three-acre field, where it was sown in December. The wheat sown in October, from the best English seed, in an adjoining field, though looking well, is not yet in ear. If a general conclusion may be drawn from this experiment, it is desirable to import seed from southern into northern climates; and it demonstrates the erroneousness of the prevalent opinion respecting the unfitnes of seed intensely dried, while it shews, at the same time, the capacity of Australia as a wheat-producing country. In general, it is considered sufficient for the farmers' prospects if wheat gets into ear by the 20th of June, and we were about to take for granted that this early sowing was owing to the seed being Australian, when we learned that a whole field, from English seed, at the farm of R. E. Harvey, Esq., at Walton, was also in ear on Thursday. Still as the Australian seed has anticipated the English seed on Mr. Littledale's farm, the inference is inevitable that Australian wheat is an early harvest under like circumstances. Mr. Harvey's mode of cultivation ought to be noted, for early harvests would be, generally, a blessing in this climate.—*Liverpool Journal*.

AMERICA AND THE TIMBER DUTIES.—"I heard frequent discussions on the present state of the timber duties, both here [Nova Scotia] and in Canada, and great was my surprise to find the majority of the small proprietors, or that class in whose prosperity and success the strength of a new colony consists, regretting that the mother country had legislated so much in their favour. They said that a few large capitalists and ship-owners amassed considerable fortunes (some of them, however, losing them again by over-speculation), and that the political influence of a few such merchants was naturally greater than that of a host of small farmers, who could never so effectively plead their cause to the Government. But, on the other hand, the labourers engaged during the severe winter, at high pay, to fell and transport the timber to the coast, became invariably a drunken and improvident set. Another serious mischief accrued to the colony from this traffic: as often as the new settlers reached the tracts from which the wood had been removed, they found, instead of a cleared region, ready for cultivation, a dense copsewood or vigorous undergrowth of young trees, far more expensive to deal with than the original forest, and, what was worse, all the best kinds of timber, fit for farm buildings and other uses, had been taken away, having been carefully selected for exportation to Great Britain. So that, while the English are submitting to pay an enhanced price for timber, inferior in quality to that of Norway, the majority of the colonists, for whom the sacrifices are made, feel no gratitude for the boon. On the contrary, they complain of a monopoly that enriches a few timber merchants, at the expense of the more regular and steady process of agriculture."—*Lyell's Travels in North America*, vol. 2, p. 225.

**THE EFFECT OF FREE TRADE IN GLASS.**—An example will serve to show how the supply of an article may indefinitely increase without meeting the demand, and how the profit of the maker and the wages of the artisan may be found compatible with an indefinite reduction of prices. It is a comparison of the plate-glass trade in 1827 and 1846. It must be premised that, in 1827, a ton of coals cost at the works 30s.—now only 13s. The difference in the price of pearlshades is almost as great. The chief difference, however, is the great improvement in the methods of manufacture, in the use of larger furnaces, melting pots, steam engines, grinding and polishing benches. The result is, that whereas large plates were then made with great difficulty, they are now made with perfect facility; the manufacturers then kept a large supply on hand, —now they can only supply their customers from hand to mouth, and that with difficulty. Wages were then comparatively low; now, though of course not so much per foot, they are high. The prosperity of the trade has been progressive. In 1827, glass sold for 12s. per foot, to the extent of about 5000 feet per week. In 1836, for 8s. or 9s., to the amount of 7000 per week. In 1844, for 6s. or 7s., to about 23,000 feet per week. In 1846, for 5s. or 6s., to about 40,000 feet per week, *exclusive of foreign glass.* There can be no doubt, then, in a few years the demand will increase, and the price fall, till every small tradesman has plate glass, not only in his shop, but also in his parlour, or even in his bedroom, with a great increase of his comfort, and without much extravagance. Even at the present prices, at 5s. or 6s. per foot, builders are recommending the use of plate glass, by the argument that, in a few years, the want of it will be remarkable.---*Times.*

**RISE IN AGRICULTURAL WAGES.**—At the seeing fairs of Bathgate, Stirling Elgin, and Forres, which have been held during the past week, farm servants and labourers in husbandry have been in great demand, and wages have generally advanced. At the Whitsuntide hiring fairs held at Carlisle, Brampton, Penrith, Keswick, Cockersmouth, Gosforth, Appleby, Kendal, Ulverstone, &c., farm servants were much sought after, and higher wages were paid than for many years past.

A summary of the proceedings of our Legislative Assembly during the session, has been published. From a copy of it which we have received, we extract the following information:—The number of petitions received during the session was 841. The number of select committees was 174. Number of bills originated in the Assembly, 186. Number of bills originated in the Legislative Council, 11. Bills passed and assented to, 105. Bills reserved, 10. Bills lost in the Council, 9. Lost or dropped in the Assembly, 74. Amended by the Council, and not concurred in by the Assembly, 2. The following sums of money were appropriated during the session: City of Quebec Relief Bill, £100,000; Civil List Bill, £73,884 11s. 4d.; Jesuits' Estates Appropriation Bill, £5,496 2s. 4d.; Law Courts Accommodation (U.C.) Bill, £6,000; Lunatic Asylum Erection Bill, £30,000; Gulf of St. Lawrence Improvement Bill, £19,000; Rebellion Losses (L.C.) Bill, £9,986 7s. 2d.; The Supply Bill, £638,287 8s.: total currency, £886,654 8s. 10s.

The steamer *Britannia* arrived at Boston on Saturday last, and brought intelligence of the safe progress of the Corn Bill through the House of Lords. Two attempts made to alter its details were defeated, in both instances by a majority of thirty-three, and all fears for its ultimate safety had subsided. The news in other respects is not important.

There is an able article in the *Pilot* of Thursday last, which demands our serious attention. We join issue with the writer on several points, and shall devote our first leisure to prepare an article in reply. We regret that we have not time to do so for the present number.

## SHIPPING INTELLIGENCE.

### PORT OF MONTREAL.

#### ARRIVED.

JULY 3.

- *Jessie*, M'Gee, Sligo, Ryan, Chapman & Co.
- *Union*, C'oyle, Liverpool, C. Ross & Co.
- *Mais*, Clements, Cadiz, G. Dempster.

5TH.

- Schooner *St. Croix*, Bernie, Antigonishe, Order.
- Schooner *Jean Bruneau*, Pitchaud, Magdelane Islands, Order.
- Bark *Ottawa*, Spencer, London, I. Buchanan & Co.

#### CLEARED.

JULY 4.

- Bark *Coverdale*, Benson, Liverpool, Gilmour & Co.

7TH.

- Bark *Rockshire*, Evans, Liverpool, Cuvillier & Sons.
- Brig *Elizabeth*, Tickle, Liverpool, P. Holland.

8TH.

- Bark *Amelia Jane*, Rolland, Bay St. George, D. Mackay.

9TH.

- Schooner *Victoria*, Vigneau, Halifax, Leaycraft & Co.

## THE MARKETS.

### ENGLISH.

The latest accounts from England are to the 19th ult. They represent the weather as unprecedentedly fine, and the crops as the finest in appearance that have been seen for many years past; moreover, the Corn and Tariff Bills were regarded as perfectly safe, having passed through Committee in the House of Lords by a respectable majority, in spite of the most determined opposition on the part of the Duke of Richmond and the protectionist party. Yet the Corn Markets of the United Kingdom showed a buoyancy and inclination to advance rather remarkable when all the circumstances of the times were taken into account.

**WHEAT.**—Supplies were moderate in the London Market, and the trade without animation; yet on the 15th prices advanced 2s. to 4s. per quar. In Liverpool, the supplies of "Free" were equal to the demand. In the early part of the fortnight prices declined 4d. per 70 lbs., but on the last market day that decline was fully recovered, and the quotations for Canadian, were 8s. to 8s. 3d. per 70 lbs. for Red, and 8s. 6d. to 8s. 10d. for White.

**FLOUR**—in both London and Liverpool, met a free sale at 28s. to 30s. per barrel, being an advance of 1s. on the lowest point the market had reached. U. S. Flour was also in good demand, and had changed hands in bond to some extent at the following rates viz.:—New Orleans, Virginia and Philadelphia, 21s. to 21s. 6d. per barrel, and Western at 23s. to 23s. 6d.

**ASHES.**—A moderate business was doing at the same prices as quoted in our last.

The Glasgow Market was about the same as the above in all respects except Ashes, which were quoted as selling in limited quantities, at 23s. to 23s. 6d. for Pots, and 23s. 6d. to 24s. for Pearls.

(Written for the Economist.)

### NEW YORK.

7th July, 1846.

**ASHES.**—A limited business has been done at former rates, Pots \$3 50c. to \$3 56¼c.; Pearls \$4 to \$4 06¼c.

**FLOUR.**—Prices remain as before. After the arrival of the English Mail, 5000 barrels were taken for export at \$4 06¼c. for Genessee, and \$4 for Michigan. To-day the market is at a stand.

**WHEAT.**—The arrivals have recently been large, but not of a quality suitable for export. Red brings 75c. to 80c.

**PROVISIONS.**—There is nothing doing. Mess Pork is nominally \$10, and Prime \$8. There are sellers at \$9 50 and \$7 75.

**FREIGHTS**—are steady at 2s. 6d. per brl. to Liverpool.

**EXCHANGE.**—Bills on London 7¼ to 8 per cent.

W. LEA ROBERTS, Broker, 104, Wall Street.

### MONTREAL. Friday Evening, 10th July.

**ASHES.**—Pots are now worth 21s. 6d. to 21s. 9d. per cwt., and Pearls 20s. 6d. to 20s. 9d. A parcel of Pearls brought 20s. 10d. yesterday.

**FLOUR.**—Since the arrival of the English Mail of 19th ultimo, holders are less inclined to sell, and there is very little Flour offered of a description suitable for shipment. Some sales of good brands have been made at 21s. to 21s. 3d. per brl. for Fine. Spring-wheat Flour, for bakers' use, brings 20s. 3d. The business done during the week has been very limited.

**WHEAT.**—There has been an active enquiry, and good parcels of U. C. White have brought 4s. 6d. to 4s. 8d. per 60 lbs. For one parcel of 3000 bushels a higher price has been paid. 500 bs. L. C. Red sold at 4s. 2d. per minot. The market is bare of good samples.

**PROVISIONS.**—Mess Pork is lower: sales to the extent of 120 brls. have been made, within the week, from \$13½ to \$14. Some small bills of Prime Mess have been placed at \$10; and 187 brls. of Prime in bond at \$8, and 400 Prime (Canada) at \$9. Nothing doing in Beef or Butter.

**FREIGHTS.**—The engagements this week are generally on lower terms. 1200 qrs. Wheat have been taken at 9s. 6d. per qr., and several lots of Flour at 5s. 9d. per brl., to Liverpool. In some instances 6s. has been paid, and in others 5s. 6d. To London the rate for Flour is 5s. 9d. to 6s.

**EXCHANGE** is in better demand. We quote bills at 90 days on London, 7¼ to 8 per cent.

PRICES CURRENT.

Montreal, July 11th, 1846.

Main price table with columns for ARTICLES, PRICES, and DUTIES. Includes sub-sections for SOAP, SPICES, SEEDS, TEAS, TALLOW, TOBACCO, TAR, TURPENTINE, VINEGAR, WAX, WINES.

FREIGHTS.

To London, Flour, 5s. 9d. a 6s. 0d.; Ashes, 35s. 0d. a 0s. 0d.; Wheat, 10s. 0d. do. Liverpool, do. 5s. 6d. a 6s. 0d.; do. 00s. 0d. a 00s. 0d.; do. 10s. 0d. a 10s. 3d. Clyde, do. 5s. 9d. a 0s. 0d.; do. 60s. 6d. a 00s. 0d.; do. 10s. 0d. a 0s.

EXCHANGE.

Bank..... 60 days on London,..... 0 a 10 per cent. premium. Private,..... 90 days on do. .... 7 a 8 do. do. Bank,..... 3 days on New York,..... 1 a 0 do. do. Private,..... do. do. .... 1 a 0 do. do.

DUTIES.

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

RECEIPTS OF PRODUCE UP TO 4TH JULY.

Table with columns: ASHES, FLOUR, WHEAT, PORK, BEEF, BUTTER, LARD, BARLEY, PEAS, OATS. Rows: Canada Produce, United States Produce, Total, Same time 1845, Canada Produce, United States Produce, Total.

EXPORTS OF PRODUCE UP TO 4TH JULY.

Table with columns: ASHES, FLOUR, WHEAT, PORK, BEEF, LARD, BUTTER, OATMEAL, PEAS, BARLEY, OATS. Rows: From Montreal, Quebec, Total, Same time 1845, from Montreal and Quebec.



**FIRE AT ST. JOHN'S, NEWFOUNDLAND.**

**THE COMMITTEE** appointed at the PUBLIC MEETING held on Saturday the 4th instant, to solicit aid for the sufferers by the late Fire at St. John's, Newfoundland, respectfully give notice that Contributions in Money, Provisions, Clothing, and Bedding, will be received at the Office of Mr. FRANCIS CAMPION, No. 11, St. Francois Xavier Street, where one or more Members of the Committee will be in attendance every day between the hours of Ten o'clock, A.M. and Four o'clock, P.M.  
July 11, 1846.

**LONDON STATIONARY.**

**A** Complete Assortment of every description of the best quality, and at very moderate prices,—including  
Writing Paper, Note Paper, Envelopes of all sizes, Drawing Materials, &c. &c.  
Just received and for sale by  
June 20. R. & C. CHALMERS.

**BOOKBINDING.**

**L**EDGERS, Journals, Day Books, Cash Books, &c., Ruled to any pattern and Bound in the very best style.  
Printed Books Bound with neatness and dispatch.  
June 20. R. & C. CHALMERS.

**FOR SALE BY THE SUBSCRIBERS:—**

45 tierces HAMS of excellent quality, 50 barrels LARD.  
DOUGALL, REDPATH & CO.  
Montreal, 20th June, 1846.

**1846.**

**NORTHERN TRANSPORTATION LINE.**

**INSURED.**

JAMES H. HOOKER AND OTHERS, Proprietors.

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

For Freight, apply to—Charles B. Jones and Pope Cadin, No. 33, Coenties Slip, New-York; J. H. Hooker and L. A. Carleton, 155, River Street, Troy; H. A. Holcomb, 101, Pier, Albany; J. C. Pierce & Son and William Coote, St. Johns, C. E.; Oliver Bascomb and W. S. Eddy, Whitehall; J. H. Hooker, 15, Long Wharf, Boston.  
GEORGE BENT, MONTREAL.  
N. B.—Boats of the above Line leave Coenties Slip, N. Y. daily, at 5 P. M.

**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. Sacramento Street.  
WILLIAM HEDGE.  
Montreal, 30th May, 1846.

**NEW HARDWARE, CUTLERY, &c.**

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

JAMES FOX,  
16th May, 1846. No. 10, St. SACRAMENT STREET

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

Fancy Prints, Printed Muslin Dresses, Moodkee and Muslin Embroidered Robes, Printed Delains, Delain and Cashmere Dresses, Coburg and Orleans, plain and printed, Merinoes, Shaded ditto, Ribbons, Laces, Shawls, Doekins, Tweeds, Cloths, Grey Domestic, White Shirting, Twilled Stripes, Derry, Printed Drugget, Moleksius, &c.

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

WM. MACLELLAN & Co.,  
Mar 23. St. Joseph Street

**NEW WHOLESALE WAREHOUSE.**  
174, Notre Dame Street.

**A.** & J. ARTHUR, having now completed their arrangements for carrying on a WHOLESALE DRY GOODS BUSINESS, in the Premises lately occupied by Messrs. Jns. Arthur & Co., beg to announce that they are now receiving a large and complete assortment of Seasonable Goods, all personally selected from the various markets of the United Kingdom.

A. & J. A., from their long experience in the Retail Trade of this country, connected with their knowledge of the Home Markets, flatter themselves that their Stock, on inspection, will give every satisfaction.  
9th May, 1846.

**OFFICES AND STORES TO LET.**

Apply to  
MACDOUGALL & GLASS, BROKERS,  
St. Francois Xavier Street.  
9th May, 1846.

**FOR SALE.**

**TEAS:** Twankay, Young Hyson, Gunpowder and Souchong, in boxes,  
Molasses, Heavy,  
Martel's Cognac Brandy,  
Sticly Marala Wine,  
Boiled and Raw Linseed Oil,  
Olive Oil, English Glue,  
Plug Tobacco, Pimento, and Pepper.  
ALSO,  
Patent Sperm Candles, from the Manufacturer.  
STEPHENS, YOUNG & CO.  
2nd May, 1846.

**FOR SALE BY THE SUBSCRIBERS:—**

Bright Muscovado Sugar,  
London Refined Sugar,  
Cassia, in chests and mats,  
Currants,  
Hennessey and Martel's Brandy in qr. casks & hhd.  
De Kuyper's Gin,  
Boiled and Raw Linseed Oil, in qr. casks and hhd.  
HARRISON & MACTAVISH.  
2nd May, 1846.

**FOR SALE.**—ROYAL NAVY and MERCHANT CANVAS, Brown and Bleached, of all the different Nos.  
9th May, 1846. ALISON & CO.

**FOR SALE.**—20 Hhds. and Quarter Casks BOILED and RAW LINSEED OIL.  
9th May, 1846. ALISON & CO.

**FOR SALE.**—200 Barrels PRIME MESS PORK, of excellent corn and quality.  
9th May, 1846. ALISON & CO.

**ON SALE AND TO ARRIVE.**  
**SEVEN THOUSAND Gallons LINSEED OIL,**

10 tons Pure Dry WHITE LEAD,  
15 do. WHITING,  
5 do. PUTTY,  
50 gallons COPPAI VARNISH,  
5 tons SPANISH BROWN,  
5 do. VENETIAN RED,  
3 do. YELLOW OCHRE,  
3 do., Best FRENCH do.

ALSO, IN THE "SOUTHER JOHNNY," "DOUGLAS," "PALMYRA," AND "LADY SEATON."  
A large supply of GENUINE DRUGS, CHEMICALS, and SALTS, which will be sold on favourable terms.  
WILLIAM LYMAN & CO.  
2nd May, 1846. 192, St. Paul Street.

**SUPERIOR PICKLES.**

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

BENJ. WORKMAN & CO.  
172, ST. PAUL STREET,  
Corner of Custom-House Square.  
6th June.

**"CANADA" WINDOW GLASS.**

**THE** Subscriber is now prepared to supply Orders for all sizes and quantities of WINDOW GLASS, manufactured at the "Canada Glass Works," St. Johns, C. E., to the extent of 10,000 BOXES.  
EDWIN ATWATER,  
2nd May, 1846. 193, ST PAUL STREET.

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

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

**THE** Subscribers have constantly on hand:—

FLOUR,	CODFISH,
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. JANES & CO.  
Corner of St. Paul & McGill Streets.

**FOR SALE, EX "ALBION."**

**ONE** Case MOODKEE ROBES and other FANCY DRESSES, from London, shipped per Clyde, for expedition.  
ARMOUR, WHIEFORD & CO.  
2nd May, 1846.

**REMOVAL.**

**D**ONOGHUE & MANTZ have REMOVED their Printing Establishment from Great St. James Street, to TRAYER'S BUILDINGS, No. 142, Notre Dame Street, two doors East of the French Cathedral.  
Montreal, 9th May, 1846.

**OFFICE OF CROWN LANDS.**



MONTREAL, 19th December, 1845.

**NOTICE.**—To be Sold by Public Auction, at the Court House, THREE RIVERS, on TUESDAY, the FOURTH day of AUGUST, one thousand eight hundred and forty-six, at the hour of ELEVEN in the forenoon:

That REAL ESTATE known as the ST. MAURICE FORGES, situated on the River St. Maurice, District of Three Rivers, Lower Canada, comprising the whole of the Iron Works, Mills, Furnaces, Dwelling Houses, Store Houses, Out Houses, &c., and containing about fifty-five Acres, more or less. The purchaser to have the privilege of buying any additional quantity of the adjoining land, (not exceeding three hundred and fifty acres,) which he may have at the rate of seven shillings and six pence per acre.

The purchaser will also have the right of taking Iron Ore during a period of five years, on the ungranted Crown Lands of the Fiefs St. Etienne and St. Maurice, known as the lands of the Forges, which right shall cease on any portion of the same from the moment the said portion is sold, granted, or otherwise disposed of by the Government, who, however, shall be liable to no indemnity towards the purchaser for such a cessation of privilege. Also, the right (not exclusive) of purchasing Ore from Grantees of the Crown, or others, on whose property Mines may have been reserved for the Crown.

Fifteen days to be allowed the present Lessee to remove his chattels and private property.

Possession to be given on the second day of October, one thousand eight hundred and forty-six.

One-fourth of the purchase money will be required down at the time of sale, the remainder to be paid in three equal annual instalments, with interest. Letters Patent to issue when payment is completed.

Plans of the Property may be seen at this office.  
N. B.—No part of the Purchase Money for the Forges will be received in Cash.

D. B. PAPINEAU,  
C. C. L.

**PEOPLE'S LINE OF STEAM BOATS.**

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

**1846. Northern Line. 1846.**

**TRAVIS & CO. PROPRIETORS.**

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

For Freight apply to L. J. N. Stark, 33, Coenties Slip, New York; O. F. Blount, 193, River Street, Troy; W. A. Travis, Whitehall; William Coote, St. Johns, C. E.; J. C. Pierce & Son, St. Johns, C. E.; Matthewson & Sinclair, 160, St. Paul Street, Montreal, C. E.

Mark Goods—Care of Travis & Co.  
N. B.—A Boat of the above Line leaves New York daily at 5 P. M.  
2nd May, 1846.

**GLOBE INSURANCE CO. OF LONDON**

**FIRE, LIFE, AND ANNUITIES.**

**C**APITAL, 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.

**"THE CANADIAN ECONOMIST,"**

A Weekly Newspaper,

DEVOTED TO THE INTERESTS OF COMMERCE.

**PRICE** of Subscription, 10s. per Annum,—

payable in advance.

**RATES OF ADVERTISING.**  
Six lines and under, 2s. 6d. first insertion, and 7/6d. each subsequent insertion. Ten lines and under 3s. 6d. first insertion, and 1s. each subsequent insertion. Above ten lines 4d. per line first insertion, and 1d. per line each subsequent insertion. The usual discount is made where parties advertise by the year, or for a considerable time. The price of a square of 24 lines is £1 per annum.

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

PRINTED FOR THE PROPRIETOR BY THE  
**Montreal Free Trade Association.**

DONOGHUE & MANTZ, PRINTERS.