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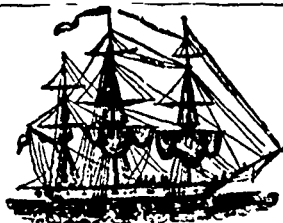
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 31st OCTOBER, 1846.

[No. 27.

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 31st OCTOBER, 1846.

THE NAVIGATION LAWS.

Our contemporaries of the *Gazette* and *Herald* affording us cause to dwell upon the effects of these laws, we do so the more willingly as it is all-important to the country that their influence and bearings should be fully understood.

The *Gazette* has become furious, because in exposing his misrepresentations we have turned the poisoned sting of his malevolence against himself. Vanquished in argument, and foiled in his personal attacks, he has betaken himself to swaggering, the last resort of weak-minded men. We quote the following paragraph as a specimen of the style for which his press has become notorious:—

“ Though Master Jocko may wink his eyes, fold his tail between his legs, and look as demure as possible, he can scarcely escape recognition, and will probably receive, after all, what is proverbially called ‘ monkey’s pay ’—‘ more kicks,’ as the sailors say, ‘ than halfpence.’ ”

Thus, to all appearance, he fancies himself a perfect Achilles, and “ fierce as a forest boar ” throws down the gauntlet to a whole “ confederacy,” daring one or all to step forth and pick it up. No doubt he fancies himself a hero, but the public calmly viewing without partaking of his passion, are involuntarily reminded by his antics, of the fabled animal of old, which mistook its character for a moment from finding itself enveloped in a lion’s skin—objects both and equally of pity or derision.

The *Herald*, the antipodes of the *Gazette*, is manly and straightforward, and it gives us pleasure to pursue our difficult inquiry in a friendly way with him. In his number of the 28th, he thinks he has discovered another flaw in our calculation respecting the enormous loss entailed upon the productive classes of this Colony by the operation of the Navigation Laws, which we have shown to be about £300,000 a-year. Let us add, that we now name this sum advisedly and after mature deliberation, being fully satisfied that even as regards timber we can convince the public that our calculation will bear the test of the severest scrutiny.

But before going into this part of our subject, let us ask the *Herald*, why, being an advocate for a modification of the laws in question, he limits himself to pouncing upon what he considers to be a flaw in our indictment of these laws, passing altogether over other facts which cannot be disputed, and which ought to be laid perseveringly and in every shape before the public,—facts which must sooner or later convince every reasonable man, every dispassionate inquirer, that what we affirm respecting these laws is founded in truth and incontrovertible.

Let, for instance, particulars like the following be ever kept before the public by such journals as sincerely desire to bring about a modification in the Navigation Laws so far as this Colony is concerned, viz.: that comparing rates of freight current at New York with those prevailing at the same dates here, the following facts are shown: 1. That while the rate was 2s. on the 13th July last at New York for Flour per brl., it was 6s. per brl. here; 2. That at another date, while it was 2s. 3d. per brl. at New York, it was 6s. per brl. here; 3d. That on August 14th, while it was 2s. 3d. there, it was

5s. 9d. here; and 4. That at the present moment, while it has reached the extravagant rate of 3s. there, it is 5s. 6d. to 6s. here, with an obvious upward tendency. Such facts, we humbly think, our contemporary of the *Herald* ought to have laid before his readers, as well as what he has supposed to be a defect in our difficult and heretofore unattempted calculation. We believe in the sincerity of our contemporary’s convictions, and knowing the widely extended influence of his journal, will not attempt to undervalue the service he might do the cause by giving publicity to our labours.

Again, with reference to the question of importing sugars from the Spanish and other foreign islands. It is notorious that the bulk of our supplies are imported direct from the Spanish islands, where English vessels are scarcely ever to be found for charter, while American vessels, on the other hand, are always procurable on the spot—thus inflicting additional sacrifices upon us. What says the Report of the Montreal Board of Trade, a report emanating from the highest mercantile source, recognised by law, and enjoying the confidence of their constituents, the mercantile body at large? It says that importers of sugars are compelled to pay British vessels 3s. per cwt. for carrying their sugar, while American vessels could be had in abundance to do the work at 2s.! What, then, is the sacrifice thus entailed upon us, and that too in addition to the £300,000 a-year already accounted for? By authentic data, the quantity of sugar imported by sea into this Colony runs from 5,000,000 lbs. to upwards of 9,000,000 lbs. per annum, and 1s. per cwt. extra freight sacrificed to the British shipowner upon that quantity of sugar, that is on the mean quantity of 7,000,000 lbs. per an., amounts to £3,125; and yet we are told by such prejudiced papers as the *Gazette* that the Navigation Laws have no “ appreciable influence ” on the rates of freight which the monopolist British shipowner compels us to submit to! We could go on exposing hardships in every direction, imposed upon us by the harrassing operations of these blighting laws, but our article having already run to a greater length than we intended, we must limit ourselves for the present to showing that in our original estimate for the sacrifice on timber, we made, not only a fair, but a far more liberal allowance than was strictly required of us.

We cannot quote the Montreal Board of Trade as our authority for the average rate of timber freights from Quebec to Liverpool for the last three years, but by other sources to which we have access we have established it at 36s. 6d. stg. per load, which is the equivalent of the average rate of flour from Montreal for the same time, which the Board of Trade establishes at 4s. 9d. stg. Now this average rate for flour established an average loss to Canada of 3s. 3d. cy. per brl. less the necessary allowance of about 9d. per brl. for the difference of expense of navigation, leaving a clear sacrifice of 2s. 6d. per brl., or 44 per cent on the full average rate.

Thus, it is obvious, by parity of reasoning, that we are entitled to assume that 44 per cent. of the freight paid upon timber is actually sacrificed by this Colony, instead of our very moderate estimate of only 17 per cent. In other words, we are entitled to estimate the loss at 19s. 4d. currency, per load, instead of the moderate rate we assumed of 7s. 6d. per load; in which case, the figures would have stood thus, upon timber alone:—

1,783,000 loads, at 19s. 4d. currency, £1,723,566 13 4
Instead of—Same quantity, at 7s. 6d. “ £668,625 0 0

showing a difference under-estimated by us, from a desire to keep within the most moderate bounds, of upwards of a million of money in three years.

Canadians, think of this. Look into the figures and satisfy yourselves that we are not placing a fable but an actual and frightful picture before you. Examine it, ye lumbermen on the Ottawa, whom the *Gazette* invoked, a few days since, to struggle to maintain these harassing and commerce-crippling laws; examine it, we say—take not our word for it, but examine it, and satisfy yourselves that these laws cost you ten times as much, in extra freight, as any benefit you receive from the differential duties maintained by England in favor of your timber.

Our backsliding “confederate,” the *ci-devant* member of the Free Trade Association, who presides over the destinies of the *Gazette*, has again honored us with a two-column notice. It is a pity this Don Quixotte of the press does not time his lucubrations better: he is generally (with one memorable exception,) too early or too

late for us. We owe him this explanation for now despatching him briefly in a postscript.

Just such a writer as our quondam friend who cuts so comical a figure in attempting the facetious, the poet must have had in view when he wrote the following lines:

"All fools have still an itching to deride,
And fain would be upon the laughing side."

But we must add the following couplet for his own especial edification:

"Launch not beyond your depth, but be discreet,
And mark that point where sense and non-sense meet."

Plagiarising from the *Herald*, our backsliding contemporary seizes the supposed omission in our calculation respecting the freight of timber, and by following closely in the wake of that journal arrives in time at the same conclusion, that is, he attempts to show that we have exaggerated the loss entailed upon the Colony by the operation of the Navigation Laws. That both he and the *Herald*, however, have failed in their attempts, we trust the public will allow after deliberately examining and weighing our foregoing remarks.

The *Gazette* accuses us too of drawing our average of freights from the last three, being the three dearest years. The *Gazette* makes many rash, unfounded assertions, trusting to their passing the ordeal of public judgment without detection. We will allow him the benefit of going back for averages any number of years he pleases,—let them be compared with the New York rates for the past ten years if he chooses to take the trouble to do so. We know what the result would be, though he evidently does not. Is he aware that when freights fell here to 2s. 6d. to 2s. 9d. at mid-summer in the year he alludes to (and it only lasted for a few days), that they rose to a higher point in the fall of that year than they almost ever reached before? Let him make up a table and show the average rate, and if it lessens the general average we have employed in our calculations, we will give him the full benefit of it.

Again, as to the effect produced by British and American vessels competing together for the carrying of American produce, he writes as follows:—

"They tell us that American shipmasters say that a difference of 9d. to 1s. a brl. would induce them to come to the St. Lawrence instead of to New York, as, under some circumstances, they might, and then our English vessels would do the same.

The very people who are saying this are sticking by their own navigation laws to keep British vessels from competing, in conveying their own produce to neutral ports, and are complaining (see Mr. Reverdy Johnson's speech) that, under the reciprocity treaty, British vessels, by their superior cheapness, are driving them out of the cotton trade."

Now this effect, our readers will observe, is precisely that which we want to bring about here. We want a competition here also between British and American shipping, so that both may be made to feel and complain of it. For sure we are that *not till then* will freights reach their natural level in the St. Lawrence.

What signifies all the twaddle the *Gazette* has written as to British ships being able to compete with any shipping in the world—we have never entertained a doubt about it, nor do we think that any disinterested enquirer can. But that is entirely foreign to the point at issue. What we argue against is that the British shipowner should have a monopoly of our carrying trade—that we should be debarred from employing American or other foreign vessels when they can be got cheaper than British. That is the hardship which we complain of. American and British ships compete together in every part of the American Union, and what is the consequence?—freight is at its minimum. But here we are limited to British ships, and the consequence is, that the average rate of freight is extravagant and intolerable as compared with those ports in the American Union with which a comparison can be fairly instituted.

What signifies the *Gazette's* twaddle, we repeat, when the fact stares us in the face that vessels can be got at 2s. per barrel at New York, while the monopolist shipowner is exacting 6s. per barrel here. Will the *Gazette* say that the Canadian would derive no benefit from being allowed to charter foreign vessels, under such circumstances, to come into the St. Lawrence for the purpose of carrying away his produce? He replies, go to Sunderland and you will find vessels there. Granting even that this could be done, would it be of the same benefit to the Canadian? It is too preposterous to be thought of, not to say insisted on, and none but a timeserving print like the *Gazette* would dream of advancing it. New York is within three days of us by post communication, and in a short time the three days will probably be reduced to three minutes or so, by magnetic telegraph. Hence orders could be sent to New York for vessels, and they might be in the St. Lawrence taking in a cargo of produce before even an acknowledgment of the merchant's order could be got from Sunderland—to say nothing of the arrival of a Sunderland "tub" at Montreal, after all the other necessary preliminaries were completed.

But on casting our eye again upon the *Gazette*, we discover a fact hitherto overlooked, and we announce it to the world with due solemnity. It is neither more nor less than the sudden con-

version of our contemporary to the doctrines of the "Economist." We congratulate him on having a lucid moment. Here are his words:—

"The *Gazette* is no admirer of restrictions at all, and would be very glad if we were not restricted in the choice of shipping!"

Did the last mail bring him a new light, or has he heard of Macgreggor of the Board of Trade's opinion? What wonderful consistency is here displayed!

THE POST-OFFICE DEPARTMENT.

No. 2.

The Report of the Post-Office Commission opens with a sketch of the history of the Department in British North America, no part of which is of much interest for our present purpose, with the exception of that which alludes to the abortive attempt made in 1834 to reconstruct the department on the basis of Provincial legislation.

Those at all familiar with the legislative history of these provinces will need little reminding on this subject; but for the benefit of those who are not, we may state that in that year, the Duke of Richmond being Post-Master General, a short Act of Parliament was passed authorising the several colonies of British North America to legislate on Post-Office matters, and repealing the provisions of the Imperial Act of the 5th of Geo. III., under which their Post-Office establishment was organized, in case they should all legislate satisfactorily in the case; and the *project* of a long and intricate Post-Office Bill was then sent out to each, with an invitation to its Legislature to pass it *en bloc* into a law. It was added, that as a thing of course the colonies must all have one and the same law; so that no amendment, how trifling soever, could be suffered. The inevitable consequence was, that no one Legislature entertained the project. The House of Assembly of Lower Canada quietly shelved the proposed Bill, and passed another for the organization of a merely local Post-Office, making no provision whatever for Post-Office communication beyond the limits of Lower Canada. A Committee of the Assembly of Lower Canada recommended the establishment there of a Post-Office equally local in its character, but differing in no less than thirty-one particulars from that proposed in Lower Canada. The Legislatures of the Lower Provinces seem to have dropped the project, not unwisely, without notice.

At the time of the Commission inquiry, (1840-1,) Canada, and a small portion of New Brunswick comprising the Post-Offices of Campbelltown on the Ristigouche and Grand Falls and Woodstock on the St. John, were under the charge of a Deputy Post-Master General stationed at Quebec; Nova Scotia, Prince Edward's Island, and the rest of New Brunswick, were under that of a Deputy Post-Master General stationed at Halifax; Newfoundland boasted one Post-Master, at her seat of government, but no out-offices; the Bermudas, two offices, under a Deputy Post-Master General in miniature and a Post-Master.

Of the Newfoundland and Bermuda establishments we need say nothing more. And of the establishment within the Halifax charge, it may be enough to say that the Report shows the utmost possible irregularity to have pervaded all its operations. The Deputy Post-Master General was also Post-Master of Halifax, and had but two clerks, at £100 stg. a year each, to aid him in the two capacities; facts more than sufficient to account for what, under other circumstances, we might have called the state of wonderful confusion in which the Commissioners appear to have found all the arrangements of his charge.

In the Canada charge things were greatly better. We are bound to say that the Report exhibits the Canada Post-Office as a well-managed institution; so far, at least, as the anomalous system under which it was organized admitted. The Deputy Post-Master General had two Post-Office Surveyors, with powers and duties answering to those of the like officers at home, an establishment of clerks to aid him in his own duties, and an accountant and clerks to manage the account business of the department. He wanted more help, to be sure, as the Report shows; but, all things considered, the state of the Department seems to have been quite as good as could be expected, much better than people generally at the time or since have given it credit for being. Its faults were those necessarily incident to such a Department in a new country, conducted by a Deputy under orders from a distant Chief, at once ignorant of its peculiar wants and too busy with larger matters to be able to trouble himself to any good end about them.

As an instance, there was nothing like the regular classification of Post-Offices which has existed time out of mind at home. There, each Post-Master corresponds with a few specified offices only; everything mailed for any distance being sent by him only to the nearest *Forward Office* in the required direction, where it is again sent on in like manner. By this means the contents of a mail-bag are reduced to a moderate number of packages, of which the most

perfect account can be kept; the bags can always be examined with ease and despatch; and the accounts of every Post-Master checked with absolute certainty by a comparison of it with those of his neighbours. Here, however, there was none of this. Except in certain cases, too few to make out any rule, each office may be said to have mailed direct upon every other; the Post-Master making up a separate package for every office having a letter to its address, and throwing his lot of packages loose (letters and printed matter separate) into the mail-bags; and with this chaos of loose parcels of all sorts and sizes, the bags had to pass from hand to hand, for every Post-Master first to pick out (hurriedly, in privacy, and therefore almost without personal responsibility) his own share, and then throw in his contributions in return.

The matter was made worse by two other peculiarities of the system, results of the same general cause.

The old Post-Office Law under which the Department existed had made no mention except of letters. By tacit consent, the Deputy Post-Master General had been suffered (in this silence of the law) to send printed matter in the mails on his own account; to exercise, in short, a sort of franking privilege in regard to it, for his own benefit, such as in old times some Post-Office functionaries at home enjoyed. At first, its value was small; but latterly it had become somewhat enormous,—£2,635 8s., deducting cost of collection, for the year ending in July 1840.

Again, neither the law nor the General Post-Office had taken thought for the collection of United States postage on letters for or from the United States. But a private arrangement had long existed between the United States Post-Office and the Deputy Post-Master General, by which the latter was constituted the general agent of the former for this service. The United States Government would not render the like service for us; so that our postage had to be prepaid to the line, though theirs need not be. Apart from this objection, the arrangement was in other respects complex and inconvenient in the last degree; yielding considerable profit to the Deputy Post-Master General and a few Post-Masters, but extremely little to most of them, and yet giving a world of trouble to them all. All one can say for it is, that, bad as it was, it was just better than none at all would have been.

Post-Masters had thus to render three sets of accounts; one for letter postage, to the Department; a second for newspaper postage, to the Deputy Post-Master General on his own account; a third for United States postage, to the same officer as the quasi functionary of a foreign state.

They were paid for the three services, separately, and under rules neither too simple nor too equitable. In fact, the great majority, with all the unnecessary trouble thus thrown upon them, got next to no direct emolument at all. Their *real compensation*, speaking of the Post-Masters at minor offices generally, was the Franking privilege, which they enjoyed without stint for their own correspondence; a kind of compensation bearing no proportion to the labor and responsibility to be paid for, and therefore itself almost of the nature of an abuse.

The Provincial Postage rates, too, had stood unaltered from the days of the 5th Geo. III. Cap. 25, being—Heaven save the mark—as follows:—

For a single letter,—i. e., a letter of one piece of paper, and not weighing one ounce,—for a distance not over 60 miles,—4d. sterling,— converted in practice into

	s.	d.	s.	d.	cy.
Do. from 60 to 100 miles.....	0	6	stg.	0	4½
Do. from 100 to 200 miles.....	0	8	—	0	7
Do. from 200 to 300 miles.....	0	10	—	0	11
Do. from 300 to 400 miles.....	1	0	—	1	2
Do. from 400 to 500 miles.....	1	2	—	1	4
Do. from 500 to 600 miles.....	1	4	—	1	6
Do. from 600 to 700 miles.....	1	6	—	1	8
Do. from 700 to 800 miles.....	1	8	—	1	10½
Do. from 800 to 900 miles.....	1	10	—	2	1
Do. from 900 to 1000 miles.....	2	0	—	2	3

And so on forever, adding 2d. sterling, for every 100 miles; and for double and treble letters, and letters over an ounce in weight, two, three, four or more rates, according to the well-known old rule of the Anu-Rowland Hill age,

That any approach should have been made to regularity and efficiency, under these and other like disadvantages, says much for the pains-taking and capacity of those whose labors brought it about. The report does give evidence, however, that in this respect there was no short coming; and that the practical result, as a whole, was far better than could have been anticipated under such disadvantageous circumstances.

AGRICULTURAL MEETINGS.

The first meeting of the Upper Canada Provincial Institution, for the encouragement of Agriculture and Manufactures, was held at Toronto last week, and afforded a most gratifying proof that the time has arrived when Canada will not be content to lag behind other countries in the race of improvement and the development of native skill and industry. From the accounts in the newspapers,

it would seem that the exhibition of stock would have done no discredit to an English Agricultural Show, whilst for specimens of mechanical art and the produce of the garden and the loom, the meeting was not less remarkable. It is, indeed, pleasant to read of competitions such as these, where the object is to increase the fruits of the earth, and add to the comforts and enjoyments of society. In such competition there is no fear of going wrong or making enemies: every step gained brings with it some good for the community, and the advantage, instead of passing with the occasion, remains permanently, to increase the common stock of the earth. At Toronto, the premiums offered were very numerous, and included not merely agricultural produce and stock, but also manufactures, and (what in Great Britain would be unusual) the "fine arts." It was, indeed, a general demonstration of what the Upper Province can do, and of her ability to furnish herself, not merely with the necessaries of life, but also with many of the luxuries. Viewed in that light, it ought to encourage those who fear the results of Free Trade, and look upon the Colony as a sickly child that cannot support itself away from the leading "nursings" of its mother. It should also teach the farmer that he may rely more on himself instead of looking to the Government for protection. Had any one ventured to tell the agriculturists assembled at Toronto that they were not able to compete with their American neighbours, we will be bound they would not have been very well pleased, and would have given as indignant a contradiction to the assertion as was given by an English farmer at a similar meeting held a few weeks back, and who had been told that "ruin would result by his being placed in competition with the foreigner." "It was a libel on the English farmer," replied this party, "to suppose that he had not a spirit of energy and enterprise sufficient to compete with the foreigner. Never was there a grosser libel on any class of men than to say our farmers are less spirited and able than the foreign farmers in their pursuits. Let them have the same facilities for carrying on their occupation as are afforded to the manufacturer—give them the same certainty of tenure—allow them the same privilege of borrowing capital (for all are pressed at times) at the same rate of interest, namely, 4 per cent—and they will be able to produce corn as cheap as the foreigner, as well as support the labourers with even a better rate of wages." The same spirit which animates the English farmer, burthened as he is with a heavy amount of rent and taxes, may fairly be expected in the Colonial farmer, whose position is in many respects so much more desirable:

We give below an account, taken from the *Toronto Globe*, of the principal features of the show, from which our readers will judge of the strides our Upper Canadian friends are making. Nor is it at Toronto alone that these cattle shows flourish. We seldom take up a paper in which we do not meet with some account of an agricultural meeting, accompanied by remarks showing the interest the agricultural community take in them. In Lower Canada also we are glad to find a similar spirit springing up, and although we do not expect just yet to see a second "Provincial Institution," there is enough to encourage a sanguine hope of steady and rapid improvement:—

"The show of stock was considerable, a large part of superior quality. We much admire the display of short horn, or Durham, cattle, which were collected from the eastern and western parts of the province, as well as from the Home District. The cows of this breed were particularly good, and attracted the attention of visitors during the whole day. The prize cows of Mr. Howitt, of Guelph, and of Mr. John Wetenhall, of Nelson, Gore District, were very superior animals, and, we are assured, would have obtained a creditable position in either the Highland Society of Scotland, or in the Royal Society of England. These gentlemen disposed of some of their stock at a very high figure, and had, what we should consider, very handsome offers for the remainder.

"There were some magnificent sheep exhibited, and although it is, perhaps, unfair to refer to the stock of any particular breeder, when all the animals were so good, we cannot omit the notice of Mr. George Miller's (of Markham) ewes and weathers. In no part of Britain can superior sheep be found, and if Mr. Miller could improve the quality of his wool, without decreasing the size and symmetry of the carcass, we think his sheep would be unequalled in any country. Some of these sheep would weigh (slaughtered) forty pounds per quarter.

"The dairy-room contained many excellent specimens of cheese and butter. We were surprised that none of Mr. Thom's (of Scarborough) celebrated cheeses were there, but we suppose his demand is so great that he has never any on hand. There was a display of vegetables that would have done no dishonour to Covent Garden Market. The varieties of fruit were very small, the apples were, however, of various kinds, large and beautiful.

"MANUFACTURES.—There was much to encourage the friends of the province in the woollen goods exhibited. We saw several specimens of cloth of good texture and handsomely finished, and blankets in imitation of Yorkshire and Whitney manufacture, which for quality of wool and texture, and for finish and colour, could not be excelled any where. The specimens of stoves and tinware were creditable. The show of ploughs and harrows in the grounds attracted much attention, containing much

variety, with some very recent improvements. In the back court were some specimens of carriages, among which was a very handsome double-seated carriage, by Owen, Miller & Mills, which a Nabob might envy.

"THE FINE ARTS.—They are yet in their infancy, as might be expected, but there are favourable appearances. The portrait of Mr. Doel, by Mr. Macgregor, was universally admitted to be one of the best likenesses ever painted, and a good painting. The portrait of Dr. McCau, by our townsman Mr. March, was also an exact likeness, and well executed. A map of Peterborough, by Mr. Fleming, a young and promising artist from Scotland, was also exhibited. It is a beautiful piece of workmanship, giving a very interesting view of that rising town and neighbourhood. It was lithographed by Messrs. Scobie and Balfour.

"LADIES' WORK.—We must not forget the specimens of the ladies' industry. We cannot enumerate all the embroidery, the collars and veils, and other articles. The wax flowers, by Miss Elliott, Yonge-street, Toronto, gained much admiration.

"The rooms where these articles were exhibited were in general too small, and the crowds so great as to make it uncomfortable. We believe that the Committee had great difficulty in getting sufficient accommodation, and but for their exertions we would not have had an exhibition which must have gladdened the heart of every true friend of Canada."

After the show there was a public dinner at the Government House, which was attended by two hundred persons—a most striking proof of the interest taken in the affairs of the Association. The *Globe* adds too, "that it would have been much more numerous if the room could have contained more." The Chair was occupied by Edward W. Thomson, Esq., Warden of the Home District, and amongst the company were the Chief Justice Robinson, Col. Sir Chas. Chichester, the Hon. Adam Ferguson, Hon. James Crooks, Hon. Robert Baldwin, M.P.P., James Harvey Price, Esq., M.P.P., W. H. Boulton, Esq., M.P.P., George Dugan, Esq., M.P.P., Hamilton Merritt, Esq., M.P.P., Hon. W. B. Robinson, M.P.P., Judge Hagerman, and all the leading men of that part of the Province. There were a great many speeches delivered on the occasion, and foremost amongst the subjects treated of were Free Trade and Protection, both of which met with their advocates, the latter having for its champion Mr. Justice Hagerman, who appears to have delivered what our American friends would call a "tall" speech on the occasion. "The Judge asserted," says the *Globe*, "that the whole carrying trade of Canada would, if Free Trade were introduced, pass through the United States canals to New York or Boston, and that there was no possibility of averting that consequence. He then made a most terrent appeal to the loyalty of the company, evidently dreading that the Yankees would carry off that commodity with the wheat in their canal barges." The Judge, however, was not allowed to have it all his own way, for we are told that William H. Boulton, Esq., "answered him with great spirit, insisting that when the public works of Canada were finished the whole trade from the West of the United States would go by the St. Lawrence, and that merchants from the States would resort to Montreal and Quebec to buy their goods." Thus the farmers present had an opportunity of hearing both sides of the question and forming their own opinion. And this is one of the great benefits resulting from meetings of this kind, that they bring men of different feelings and different views together, and afford those who listen, and whose judgments are often less biased than the speakers, an opportunity of coming to a right conclusion on matters most important to their interests. When full reports of the speeches are published, we shall have an opportunity of expressing our opinion upon them; but in the meantime we cannot help observing that the introduction of the "loyalty" question amongst the good yeomen of the West appears to us to have been in singular bad taste, and moreover quite unnecessary; in a question which depends for its practical working out on plain matter of fact, quite irrespective of any abstract quality whatever.

Before concluding, also, we would refer to a remark we have found in the *St. Catherine's Journal*, in the report of an agricultural dinner, and which we make little doubt was repeated at Toronto, as it will be elsewhere, viz. that the present high prices of produce are occasioned by scarcity and not by Free Trade. It is difficult to imagine how such an assertion could be construed into an argument either for or against Free Trade. What is true of high prices is equally true of low prices. In spite of all that was prophesied, the farmers have not to blame Free Traders for low prices. In short, no one will complain of prices, be they what they may, if left to the law of nature. What people complained of was that prices were made high, or were attempted to be made high, by Acts of Parliament, so that one portion of the community were taxed for the benefit of another portion; but if high prices come through the scarcity of crops it is the duty of all to submit to the dispensation of Providence, whose prerogative it is to educe good out of evil. In Canada there is still a hankering after the old system—a desire to interfere with natural laws and to deprive the many of the benefits of plenty for the supposed good of a few. This feeling must be overcome, and we know no better way of doing it than by encouraging a spirit of improvement in the farmer, so that, like his English brother, he may at last "look upon it as a libel to suppose that he has not a spirit of energy and enterprise sufficient to compete with the foreigner."

STATE OF IRELAND.

The following extracts are taken from the *London Economist*. Whilst the first shows the actual scarcity of food, as marked by the high prices demanded for it, it shows also that, under a proper system of cultivation, there would be abundant means for the population. The second extract points to the condition of Ireland as another of the wretched results of the protective system.

EXTRACT NO. 1.—WASTE LANDS OF IRELAND.

The columns of our contemporaries are teeming with details which illustrate the poverty, wretchedness, and crime of our Irish fellow countrymen; while we learn the willing, but imperfect, and unsatisfying aid of the executive government, has to be backed by increased missions of the military. This simply amounts to so much food and so much soldiery. A question of the driest arithmetic may be asked—Would not so much food as the expense of these military equipments will come to, prevent a greater amount of rebellion than these bayonets and balls can possibly quench? These outbreaks are against all law, all order, and all ultimate good; but it is to be hoped that Government, with the aid of Parliament, if need be, will devise some other than military means for their suppression. It is evident that were the Treasury merely to depress the present price of provisions in Ireland, while they barely afforded a temporary relief to one class they would run irretrievably another class, whose overthrow would be a future sore from which there would remain no remedy. It is bad political economy, true, but it is a very short-sighted kindness also. That prices are extravagantly high no one can deny. The price of oatmeal in Dublin last September was 11s. 6d. to 12s. 6d.; this year it is 17s. to 20s. In Cork last year it was 12s., this year it is 15s. In Belfast last year, 11s. 6d.; this year it is 16s. 6d. And in Limerick the price last year was 13s.; this year it is 17s.

But the evil must be cured, not by a mere shift which may relieve the pressure of the day, and entail on the whole country a perpetuating of that pauperism which is its bane. Many schemes have been suggested, but frequently better intentions than skill have been shown.

Ireland, says the *Freeman's Journal*, contains altogether 6,200,000 acres of unimproved and comparatively waste land, distributed as follows:

Leinster,	731,000 acres.
Ulster,	1,760,000 "
Connaught,	1,906,000 "
Munster,	1,893,000 "

	Improbable for cultivation.	Do for Pasture.	Unimpro- ved.
Leinster contains	186,000	345,000	200,000
Ulster,	419,000	629,000	712,000
Connaught,	430,000	726,000	750,000
Munster,	390,000	630,000	873,000

Ministers propose to introduce a measure for the improvement of waste land, such a measure as will give work and wages to the peasantry, and be of ultimate and permanent advantage to the kingdom. The above calculation shows that the whole pauper population of Ireland might be put in possession of as much good land, fit for the best crops or adapted for pasture, as will be a source of ample provision for their families.

EXTRACT NO. 2.—WHAT PROTECTION HAS DONE FOR IRELAND.

What protection has done for Ireland is legibly written in her present condition. The advantages conferred on her by the monopoly of the English market, and rack-rents and a furnishing population devoted exclusively to agriculture. What free trade could or would have done for her is problematical, it has never been tried; but it could not possibly do worse than reduce the bulk of the people to subsist on lumpers, and have little or nothing besides. Our belief is, that had free trade existed since 1807, or since 1815, much of that food which has been brought from Ireland into England would have been consumed at home, and not a particle less would have been produced. Our belief is, that with additional food and comparative plenty, the people would have been generally more tranquil; being more tranquil and somewhat prosperous, property would have been safer; capital would have gone more readily to Ireland, to avail itself of cheap provisions and abundance of labor; manufactures of some kind or other would have been established, mines and collieries would have been successfully worked; and a middle class, approximating to the middle class in England, in numbers and wealth, insuring order, diffusing abundance, and promoting civilization, would have grown up in Ireland. Thus, we admit, is not a reality. Free trade, or rather free industry, has never existed in Ireland, still we believe, from what we see of its effects elsewhere, that such would have been at least its tendency in Ireland. We believe that, in past times, it would have done very much to prevent the evils which are now crushing the Irish, and we believe that, were it at this moment to be thoroughly and completely acted on, it would go far to cure the evils which protection has not prevented, and which it has greatly exacerbated.

THE TELEGRAPH.

Every preparation is now being made to put into effective operation, the line of Telegraph between Buffalo and Toronto. The posts are being rapidly got out, and the ground on some portions of the line has already been broken. We believe it is pretty generally understood, that the wire is to cross the Niagara River above Queenston and continue in a straight line to St. Catherine's, from thence on to Hamilton and Toronto. Thus Hamilton, on attaining the dignity of a City, will also have the very important

advantage of having direct and almost instantaneous communication with the great commercial emporium of America, by which means those engaged in extensive commercial transactions in this town and neighbourhood can ascertain the state of the New York markets with the velocity of lightning itself, and thus be enabled to purchase upon more advantageous terms. It is probable that in the course of next year the line will be extended through to Montreal, or not to Quebec, and thereby open an immediate and direct intercourse with our principal seaport towns. So that any change or fluctuation taking place in the trade of the great staple commodities of these Colonies, will be known almost simultaneously, at Montreal, Hamilton, and New-York: an advantage which will enable parties to transact business with safety and decision. The promptness and energy displayed by the projectors of this new enterprise, affords a pleasing example of what can be accomplished by the united exertions of those who are determined to persevere in a good work, notwithstanding the many difficulties incident upon a new, and comparatively thinly settled country. We understand that the line will be completed and in operation, from Buffalo to this place, in about two months, and we shall thus be enabled upon New Year's morning to present our readers with intelligence from the city of New York by the lightning line.—*Hamilton paper.*

COMMERCIAL TRIALS.

LIABILITY OF FORWARDERS, &c.

HOME ASSIZES.—Cuvillier & Co. vs. Brown.—The plaintiffs in this action sought to recover the sum of £500 from the defendant, who is a wharfinger, forwarder, &c., of this city, under the following circumstances.—Certain parties trading as commission merchants, under the style of W. C. Kelly & Co., lodged in Mr. Brown's warehouse 175 barrels of pork, and took from him the usual receipt. The plaintiffs had allowed Kelly & Co. to draw on them to a certain amount, having this and other warehouse receipts in their hands as security "for advances." After they received the receipts, they notified Mr. Brown of the circumstances, but before the letter reached him the pork had been shipped, as it appeared, to Kelly & Co.'s order, for Kingston. Mr. Brown, however, upon receipt of the plaintiffs' notification, wrote in answer, that he had shipped the 175 barrels of pork "for them." One of the firm of Kelly & Co. had, in the meantime, intercepted the pork at Kingston, and sold it in the name of Lynch & Co. to another party, in fraud of the plaintiffs. The real question was, so far as we were able, from the confused manner in which the case was conducted, to understand it, whether the defendant was not aware, at the time he shipped the pork, of the claim upon it. If he was, then by sending it to the order of Kelly & Co., he had made himself liable to the plaintiffs. For the plaintiffs, it was contended that his letter admitting that he had sent it "for them," was conclusive proof of that knowledge. For the defendant, it was declared that the letter was written under a misapprehension of the fact; that "for them" did not necessarily mean "to them," and therefore was inconsistent with what, at all events, was the fact, that it was sent to Kelly & Co., though, as the defendant supposed, it would ultimately reach the plaintiffs.

It was contended by plaintiffs, that the possession of the warehouse receipts was, according to the custom of merchants, evidence of the property in the goods being in the possessor, and therefore it was Mr. Brown's business, before he parted with the pork, to have obtained the receipt, by his neglecting to do so, he had sent the plaintiffs' property to parties who had no right to receive it, and made himself liable for their fraudulent disposal of it. His Lordship, in his charge, did not seem to concur in the plaintiffs' argument on this point to the extent it was urged, but left the case to the jury upon the question, whether the defendant knew, at the time he shipped the pork, that it belonged to the plaintiffs, and the letter, he thought, proved the fact too clearly; he did not see what other construction could, with any show of reason, be put upon it.

Verdict for plaintiffs, £500 damages. It was very evident, before the verdict was given, that neither party, if defeated, intended to be satisfied with the decision of the jury, but would carry it up to the Court above.—*Toronto Examiner.*

LIABILITY OF SHERIFFS.—FRAUDULENT CONVEYANCE.

HOME ASSIZES.—Burns vs. Jarvis.—Was a case of considerable importance, and occupied the Court most of the day. The plaintiff demanded of the defendant, the Sheriff of the Home District, upwards of £70, the value of certain goods and chattels that had been levied and sold under an execution against one Cloake. A Mr. Watson had obtained a verdict against Cloake at the last assizes, upon a note alleged to have been made by Cloake, but which he alleged to be a forgery; and thus, it appears, was the general opinion of the neighbourhood, but the attorney of Watson swore at the trial that he heard Cloake admit the signing of the note, and upon this evidence Watson had a verdict. Burns was in Court at the trial, and was heard to say that Watson ought not to get any thing, as it was unjust, and he would do what he could to prevent it. After they went home, and about three weeks after the execution was put in the Sheriff's hands, Cloake made an assignment of all his property to Burns (who gave his notes for it), and then decamped, and has not been seen since. When the writ went to levy, he found some of Cloake's property in Burns' possession, some of it concealed, and some not forthcoming; upon being informed, he seized, and for this the present action was brought.

For the plaintiff, it was contended that he had lawfully purchased the property, and given value for it; that Cloake was, at the time of the as-

signment, legally competent to dispose of it, and so continued up to the moment when the execution was placed in the Sheriff's hands, which was not for three weeks after; that he (the plaintiff) was liable upon the notes he had given, and that one of them, for £63, was sued at this very assizes, therefore it was clear that the sale was no sham, and as to the law on the subject, a case was cited from the English Courts, decided within the last year, where it was held that a transfer of property, begun the day before, and completed on the same day that a writ was given to the Sheriff, and which both parties expected and intended to defend, was a good transfer in law, and the intention to prevent a levy would not alone make the act void.

His Lordship told the jury that there was a very important distinction between the case cited and the present one, viz. that there was no fraud in that case. It appeared that at the time of the transfer a sum of money was bona fide due to the purchaser, upon a loan before then made to the seller, to enable him to pay his debts, and therefore the intention was a lawful one, viz. to secure what was due to him. But fraud would vitiate anything, and here the plaintiff, with a full knowledge of the facts, stepped in and purchased the property to prevent Watson from recovering; and when told he had made himself liable to a penal action, he said he was not afraid, for nobody could prove he had bought the property. He also stated he had sent away a mare to avoid the execution; no prudent man would act in such a way; and if a jury think the transaction fraudulent, verdict must be for the defendant. Verdict for the defendant.—*Ibid.*

MONTREAL BANK versus JAMES.—This action was somewhat novel in its character. The defendant, who is a merchant in this city, trading under the name of Eagleson & Co., was sued by the Bank to recover the sum of £60, alleged to have been paid to Mrs. James, in mistake. On her presenting a cheque for £10, the clerk, as he asserted, took up a bundle of \$10 bills, and counted out forty of them, which he gave her for the £10 cheque. The error did not appear to have been discovered at the Bank until the evening of that day, and the evidence to charge the defendant consisted altogether of circumstances. The clerk swore he remembered having paid Mrs. James 40 bills; and a person who was waiting in the Bank at the time had so sharp an eye to the money as to be able to state that the bills were \$10 bills, and he believed also, from the bulk, that there were more than 16. It further appeared that Mrs. James had £35 to pay on the same day to Mr. Harris and when she called on him for that purpose, after trying to induce him to accept £30, as she was unable to pay the whole amount, she threw down a roll of bills, stating that was the sum, but upon counting it, he found there was £55. Whereat she seemed a little surprised, and then pretended she had £25 to pay at another place. The defendant's counsel made a very able speech, commenting in terms not remarkable for their honied qualities, upon the gross blundering of the clerk, and the weak, inconclusive character of the evidence, but the jury were of a somewhat different opinion, and gave their verdict for the plaintiffs. Hungry for plaintiffs; Blake for defendant.—*Ibid.*

PROGRESS OF THE WEST.—The rapid progress of "the West" is exhibited by a comparison of the Exports from the Lake Country in the years 1835 and 1845:—

	1835.	1845.
Flour, Barrels,	86,232	719,466
Wheat, Bushels,	98,071	1,351,980
Staves, Pieces,	2,565,272	88,296,431
Provisions, Barrels,	6,562	68,000
Ashes, Barrels,	4,418	34,602
Wool, Lbs.	149,941	2,957,761

These figures exhibit a progressive increase unparalleled, we believe, in any other quarter of the world.

PROGRESS OF FREE TRADE ON THE CONTINENT.

The cause of free-trade is everywhere progressing, the Free Trade Association of Marseilles has met for the first time on the 17th instant. Mr. Lazare Luce kept the chair, and delivered a long speech, in which he said that the interests of Marseilles and of the whole of the south of France had been sacrificed to the prohibitionists of the northern departments, because the free-traders had remained separated whilst their opponents had always joined their endeavours, in order to maintain the restrictive duties. The government, said Mr. Luce, was obliged to yield to the powerful coalition of the northern interests. I was one of the delegates sent by Marseilles to Paris, in order to make remonstrances against the baneful legislation. I have been struck by a fact which I beg leave to mention. We were received by one of the Ministers, who did not hesitate to say—"Your opponents, gentlemen, are more numerous than you." This answer was very significant, and proved that they were obliged to court the numbers, instead of weighing the value of arguments.

Since the meeting, a subscription has been opened, and has already produced £680.

All the Marseilles newspapers are favourable to free trade. The *Gazette du Midi* alone, will not admit that principle with all its consequences, because it is a legitimist paper, which is hesitating between the local influence and the general principle of the absolutist party.

In Paris, those papers which were hesitating, began by little and little to espouse the cause of liberty. The *L'opinion* has at length openly declared for the free-traders.

In Belgium the Free Trade Association is already organized under M. de Brouckere's patronage, and they have published a sort of manifesto signed by all the members of the provisional board. This society declares that they will immediately take measures to set free the trade of the nutritive commodities.—*London Economist.*

PROVINCIAL, LOCAL, AND GENERAL INTELLIGENCE.

Several agricultural meetings have been held in the Lower Province lately, and at all, evidence of a desire to go ahead has been manifested. At the Montreal Ploughing Match, held on the 24th instant, the competition for the 'first class' was so close that it was with great difficulty the judges could arrive at any decision as to who was best, where all were so good. At the Terrebonne Ploughing Match, held on the 18th instant, great spirit was manifested by the competitors, who likewise exhibited much excellence in their art. At the Vaudreuil County Agricultural Show, held on the 27th, the display of stock, and specimens of the dairy and native manufactures was excellent. In some instances the pieces of *étouffe* exhibited were entirely the produce of a single farm, where the wool was grown, spun, woven, and fulled, and where, to all appearances, it would be made up and worn. The dairy, also, presented a delicious sight to the amateurs of good cheese and butter; and what was more gratifying than all, some buyers on the ground went off with the whole stock at full prices, for the Montreal market, declaring at the same time that the quality was unsurpassed by any importation from whatever part, the old country alone excepted.—The *Montreal Courier* says, "We are happy to learn that there is now no doubt of the Railroad between Montreal and Troy being speedily constructed, the stock required to be taken up, in Montreal, being nearly subscribed for. This road completed, we shall have a continuous steam communication between Montreal, New York, and Boston." We are also happy to learn that the preliminary works for the construction of the Portland Railway are proceeding rapidly. The road is expected to be in successful operation through to Montreal, by January, 1849.—Sir George Simpson, Governor of the Hudson's Bay Territory, arrived in Montreal this week from the North-West. A few days before his departure, about 400 men of the 6th Regt. destined to garrison that secluded portion of our empire, arrived, under the command of Colonel Crofton, an experienced officer, who has been specially selected by the Duke of Wellington for that duty. They were all in good health and spirits.—The Grand Jury of the Quarter Sessions for the District of Montreal, in their Presentment to the Court, on Thursday, express their "sorrow at the frequent occurrence of accidents to steamboats, and ask for some law to prevent racing, to which they generally ascribe them.—The *Transcript* says that fifteen or sixteen persons have died of injuries received by the late bursting of the boiler of the *Lord Sydenham*, and that it is rumoured that the said boiler had been for a long time known to be in a bad state, and that the pressure on it at the moment of the accident was much greater than was consistent with safety. A correspondent of the *Kingston Chronicle* suggests the yearly inspection of steamboat machinery, by a public officer, to be paid out of a tax to be levied on steamboats.—The *Toronto Patriot* reports the potato crop in the Districts west of Toronto to be in a deplorable condition; and a Hamilton paper expresses the opinion that there will not be one sound one left in 'at neighbourhood by Christmas.

From the United States, the latest news is that Santa Anna had left Mexico City for Monterey, with 4000 men.

BRIDGE ACROSS THE ST. LAWRENCE.—We are informed that Edw. Goy, Esq. of Pennsylvania, has been engaged to undertake the construction of the Bridge across the St. Lawrence, and that he, with his assistants, will at once make the necessary surveys, with a view to ascertain its cost and location. We trust that the gentlemen who have this work in hand will not hesitate, but proceed boldly and prudently in making all the necessary arrangements: for we have no doubt that it will prove the best stock in the Province, and that the capital necessary for its construction will be without difficulty obtained.

THE COMMERCE OF EUROPE.—The Austrian Lloyds, in an article founded upon official documents, gives the following summary of the foreign commerce of Europe. The European mercantile marine, without including the coasting trade, comprehends 260,000 vessels, measuring in all 33,493,000 tons. The total value of the merchandize they carry is estimated at 11,935,765,000 francs. The proportions per cent which each of the different States of Europe bears in this total value are as follows:—England, 51 13-46; France, 13 3-5; Holland, 5 7-9; Hamburg, 4 4-5; Russia, 3 8-9; Sardinia, 3 1-6; Belgium, 2 1-5; Prussia, 2 1-9; Austria, 1 4-5; the two Sicilies, 1 1/2; Sweden and Norway, 1 1-5; Tuscany, 1 1-9; Denmark, 1 1-45; Bremen, 1; Portugal, 8-9; Spain, 14-15; and all the other States six per cent. The result is, that the trade of France and Belgium, taken altogether, is equal in value to that of Germany and Holland united—that is to say, that each represents 15 4-5 of the total. The four taken together represent about 3-5 of the trade of England.

By one of those oversights against which editors and writers cannot guard the print of an article inserted in the last number of the *Economist*, headed "Spirit of the Press" was laid aside uncorrected. The consequence was that a number of inaccuracies appeared, some of which were calculated to throw an air of ridicule over the whole of the matter. Thus, instead of being "allowed to claim some credit for having exercised an evil influence," it stood "exercised an evil influence," which, although the rigid censor and clever naturalist of the *Montreal Gazette* might assert was nearer the mark than the language actually written, we beg to enter our protest against. The word "excluded" was also inserted in another part for "include," as well as several less material verbal errors, which the reader would have no great difficulty in correcting, and which it is needless now to point out.

THE MARKETS.

ENGLISH.

No later intelligence since our last.

(Written for the Economist.)

NEW YORK.

27th Oct. 1848.

ASHES—Continue in demand, at \$4 50c. for Pots, and \$5 for Pearls.

FLOUR.—Which, since our last report, had reached \$6 25c., has again receded to \$5 87c. \$5 93c. for best brands of Genesee and Ohio.

WHEAT.—Large sales have taken place, at 125 to 128 cents per bushel of 60 lbs.

CORN—Is in demand, at 72 to 75 cents.

BARLEY—62 1/2 cents.

OATS—35 to 36 cents.

PROVISIONS.—Mess Pork, after last steamer's news, rose to \$10 37c. to \$10 50c., has again declined and has been offered at \$9 88c. to \$10. Prime commands \$9. No rate yet for Mess Beef.

TALLOW—Is very scarce, and sells for 8 1/2 cents.

EXCHANGE—on London, 60 days, 7 1/2 per cent.

CLEVELAND.

[The Mail has failed to bring us the letter of our valuable Cleveland correspondent. From private letters we learn that Wheat was arriving at that port in large quantities, and that the price had gone down to 64 cents.—This in consequence of a scarcity of vessels and a want of currency. Mess Pork was about all shipped, and could not be bought under \$10. At Buffalo, from the break in the Erie Canal, the quantity of produce waiting a chance of shipment is immense. Freights to Albany, for Flour, are quoted firm at 87 1/2 cents; and for Wheat to New York, 32 1/2c. per 60 lbs. Our readers will recollect, that when we compared the St. Lawrence route to the sea, with that by the Erie Canal,—last spring—we based our calculations on the rates then current, say 55 cents to Albany for Flour, or 65 to New York, and 20 cents for Wheat. Both of these articles can, at the present time, be shipped to this port from Cleveland, at a saving in freight of 32 cents on Flour, and of 7 cents on Wheat, over the rates now charged via the Erie Canal to New York.]

MONTREAL. Friday Evening, 30th Oct.

ASHES—Are dull, at 23s. 9d.—for both qualities.

FLOUR.—The demand is yet fully equal to the receipts. 33s. has been paid for Fine since our last report, the price to-day cannot be quoted over 31s. 6d. Extra 32s., and Superfine 32s. 6d.

WHEAT—Is arriving freely. Good samples sell for 5s. 9d., and Middling at 5s. 6d.

PROVISIONS.—Mess Pork has varied during the week from \$14 1/2 to \$15, but was firm to-day at the former rate. Prime is dull and nominal at \$10—without any sales to report. Prime Mess \$11 1/2 to \$11 1/2. Nothing doing in Beef.

PEASE—We quote, at 4s. 10d. to 5s.

FLAXSEED—Sells on arrival, at 4s. 7d. to 4s. 9d.

TALLOW—Is very scarce, and is held at 5 1/2d. to 6d. per lb.

WESTERN MARKETS.

TOLEDO, October 14.—Receipts by canal are large, and business, of course, lively. Vessels are in great demand, 8 to 8 1/2 cents freight being paid for Grain to Buffalo. There were sales yesterday of 1000 bushels, Wheat, fine quality, at 77c., and 3000 bushels at 75 cents. Some Corn (the amount not known) changed hands yesterday at 42 cents.

Receipts per canal, of the principal articles, for the past two days.

Corn	..... bush.	29,240	Lard	..... lbs.	156,900
Wheat	.....	10,038	Butter	.....	2,529
Flour	.....	1,520	Linseed Oil	.....	bbbls. 20

Blade.

MILWAUKEE, October 15.—Wheat dropped again yesterday. The market opened 58c., but towards evening, 55 to 56c., was all that buyers seemed willing to pay. The steady decline, as we have before stated, is owing to the scarcity of vessels and the high price of freights. The Brig Scott, loading at McClure & William's Warehouse, receives twenty-one cents per bushel to Buffalo; and even at those rates, it is impossible to obtain vessels to carry off the accumulating crop. Flour sells in the street at \$4 the load, but little coming in. Some few lots of Corn has been bought recently at 31 cents.—*Sentinel and Gazette*.

CHICAGO, October 14.—There is a large quantity of Wheat in the street this morning, and a dull market.—Buyers are unwilling to operate in advance of the Great Britain's news: consequently, what comes forward is not taken up freely, and prices have declined; 52 to 56c., may be considered the market, though a few samples brought 59c. Freights are high. The N. C. Walton, lumber craft, has been chartered from Little Fort, at 23 cents; and part of the cargo of the brig Scott, which was to take in the balance at Little Fort, was taken here at 21 cents. Every thing in the shape of a vessel is being impressed into the Wheat carrying trade; and consequently, our receipts of Lumber for the remainder of the season will be light.—*Journal*.

PRICES CURRENT.

Montreal, Oct. 31st, 1846.

Main table of prices for various articles including ASHES, ALUM, COFFEE, COALS, FISH, FRUIT, FLOUR, GRAIN, IRON, SOAP, SUGAR, SPICES, SEEDS, TEAS, TALLOW, TOBACCO, TAR, TURPENTINE, VINEGAR, WAX, WINES, and various oils and provisions.

FREIGHTS.

Table listing freight rates for London, Liverpool, Clyde, Ashes, Wheat, etc.

EXCHANGE.

Table listing exchange rates for London, New York, and other locations.

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.

RECEIPTS OF PRODUCE UP TO 31ST OCTOBER.

Table showing receipts of produce up to 31st October, categorized by ASHES, FLOUR, WHEAT, PORK, BEEF, BUTTER, LARD, BARLEY, PEAS, OATS.

EXPORTS OF PRODUCE UP TO 31ST OCTOBER.

Table showing exports of produce up to 31st October, categorized by ASHES, FLOUR, WHEAT, PORK, BEEF, LARD, BUTTER, O.TMEAL, PEAS, BARLEY, OATS.



NOTICE.

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

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

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

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

NOTICE.

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

Flour,	2 0	per barrel
Ashes,	3 0	per barrel
Pork and Beef,	3 0	per barrel
Lard and Butter,	1 0	per keg
Wheat or other Grain,	0 7 1/2	per 60 lbs.
Hran,	22 0	per ton
Tobacco,	10 0	per hhd

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

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

October 15, 1846.

NOTICE.

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

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| H. STEPHENS,
HUGH ALLAN,
JASON C. PIERCE,
D. DAVIDSON,
WILLIAM DOW,
JOHN LEEMING,
WM. LUNN,
J. B. SMITH,
J. FROTHINGHAM,
JNO. YOUNG,
JOHN E. MILLS,
L. H. HOLTON,
D. L. MACDOUGALL,
BENJ. LYMAN,
R. CORSE,
DAVID TORRANCE, | ANDREW SHAW,
JAMES GILMOTR,
WM EDMONSTONE,
MORRIS HAYS,
JOSEPH MASSON,
ROBERT MACKAY,
O. BERTHELKT,
H. JUDAH,
A. LAPOUCR,
ART,
JOSEPH BOURETZ,
A. M. DELISLE,
AV. ERMATINGER,
W C MEREEDITH,
JOHN J. DAY,
GEO. ELDER, Junr. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Montreal, September 14, 1846.

ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

NOTICE.

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

By order of the Board,

THOMAS STEERS,

Secretary.

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

FOR SALE.

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

ALSO,
Patent Sperm Candles, from the Manufacturer
STEPHENS, YOUNG & CO.

20th August, 1846.

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

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

BUDDEN & VENNOR.

ENGLISH CROWN AND SHEET WINDOW GLASS.

NOW IN STORE and Daily Expected TO ARRIVE—

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

BUDDEN & VENNOR.

Montreal, 25th September, 1846.

NOW OPENING, AND FOR SALE
By the Subscribers:

ONE Thousand Pieces ALPACA LUSTRES,
2500 Pieces 3-4 and 6-4 Plain and Twilled CASHMERE,
1500 Pieces Black and Colored ORLEANS,
500 Pieces GALA PLAIDS,
2000 Pieces WINTER BONNET RIBBON.

August 28. **ALISON & CO.**

COMMISSION AGENCY.

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

ALPORT & GLASS.

Quebec, 3rd Sept. 1846.

NOTICE.

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

All Debts due to and by the said Firm, will be settled by JOHN YOUNG and ROMEO H. STEPHENS.

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

Montreal, 31st August, 1846.

NOTICE.

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

**JOHN YOUNG,
BENJAMIN HOLMES.**

Montreal, 31st August, 1846.

BIRMINGHAM AGENCY.

THE SUBSCRIBER,

AGENT for SAML. A. GODDARD & CO is to be found in the Rooms of the FREE TRADE ASSOCIATION, No. 2, St. Sacrament Street.

WILLIAM HEDGE.

Montreal, 30th May, 1846.

OFFICES AND STORES TO LET.—
Apply to

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

24th May, 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. John's, C. E., to the extent of 10,000 BOXES.

EDWIN ATWATER,

2nd May, 1846.

193, St. PAUL STREET

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

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

Montreal, 9th April, 1846.

THE Subscribers have constantly on hand.—

FLOUR,	CODFISH,
INDIAN MEAL,	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. JAMES & CO.
Corner of St. Paul & St. Gill Streets.

FOR SALE.—2000 barrels PRIME MESS PORK, of excellent corn and quality.

9th Aug, 1846.

ALISON & CO.

1846.

**NORTHERN TRANSPORTATION LINE—
BY 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. Jarce and Pope Catlin, 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. Pierre & Son and William Coote, St. John's, C. E.; Oliver Hascomb and W. S. Eddy, Whitehall; J. H. Hooker, 15, Long Wharf, Boston.

GEORGE BENT, MONTREAL.

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

1846. Northern Line. 1846.

TRAVIS & CO. PROPRIETORS.

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

For Freight apply to L. J. N. Stark, 33, Coenties Slip, New York. O. F. Blount, 103, River Street, Troy; W. A. Travis, Whitehall, William Coote, St. John's, C. E.; J. C. Pierre & Son St. John's, C. E. Matthewson & Sinclair, 160, St. Paul Street, Montreal, C. E.

Mark Goods.—Care of Travis & Co.

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

PEOPLE'S LINE OF STEAM BOATS.

THE Public are informed that WILLIAM BRISTOW, Esquire, is appointed Agent, for MONTREAL, of this Line.

Quebec, 6th May, 1846. **JOHN WILSON.**

GLOBE INSURANCE CO. OF LONDON.

LIFE, FIRE, AND ANNUITIES.

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

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

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

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

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

Consulting Physician.—Dr. CRAWFORD, Montreal.

RYAN, CHAPMAN & CO.

Agents for Canada, MONTREAL.

1st May, 1846.

REMOVAL.

DONOGHUE & MANTZ have REMOVED their Printing Establishment from Great St. James Street, to TRAYNER'S BUILDINGS, No. 142, Notre Dame Street, two doors East of the French Cathedral.

Montreal, 9th May, 1846.

JOHN LEEMING,

AUCTIONEER,

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

C. J. DUNLOP,

BROKER IN PRODUCE, BILLS OF EXCHANGE, &c
No. 3, St. 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 7/6d. each subsequent insertion. Ten lines and under 3s. 9d. first insertion, and 1s. each subsequent insertion. Above ten lines 4d. per line first insertion, and 1d. per line each subsequent insertion. The usual discount is made where parties advertise by the year, or for a considerable time.

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

PRINTED FOR THE COMMITTEE OF THE

Montreal Free Trade Association.

DONOGHUE & MANTZ, PRINTERS.