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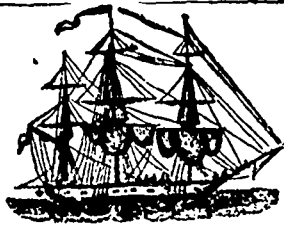
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 19TH SEPTEMBER, 1846.

[No. 21.]

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 19TH SEPTEMBER, 1846.

NAVIGATION LAWS.

At length we may congratulate our readers that the public attention is thoroughly awakened to those important questions which have so fully occupied our columns, since the institution of our journal. Every newspaper which we receive, from one extremity of Canada to the other, teems with articles on the subject of Free Trade. The Differential Duties, to protect the British manufactures, and the restrictions on our commerce in the shape of the Navigation Laws, to protect the British shipowner, are the predominant topics; and although, as might be expected, there is some difference of opinion as to particular details, there is a wonderful approximation in the main result. It is true, that an attempt has been made in some quarters to excite apprehensions that the removal within the Colony of the protection formerly afforded to British manufactures, might lead to a withdrawal, in Britain, of the modicum of protection still afforded to our timber, but, it has been unavailing: the declarations of the British ministry are too precise to admit of a doubt, that their intention is to give unconditionally to our Legislature the power of assimilating the duties on British and foreign products here, without reference to any policy which they may hereafter think proper to adopt towards our products. Any other conclusion derived from the British Possessions Bill, would involve the British minister, either in the folly of entering into an irrevocable compact with the Colony to maintain intact the protective duties now in force, or the guilt of holding out the delusive promise to the Colonial Legislature of a power which he, at the same time, determined they should never use. A sense of policy and a sense of honour would alike deter from such a course of policy. We may, therefore, safely conclude that our Legislature will be, in the broadest sense of the word, free to act as the interest of the country may require in the matter of the Differential Duties; and thus, the main stumbling block to their removal being withdrawn, we may hope that they will be expunged from our commercial code.

One step in the march of Free Trade will thus have been gained, but we must not therefore relax in our exertions. Our next move is to urge sound views on our Legislators! It is not sufficient that they obtain the power, they must have the knowledge and the inclination requisite to redress our grievances. This is a subject on which we shall not dilate at present, but reserve it for another opportunity.

We pass on to the subject of the modification of the British Navigation Laws, which the Free Trade Association, and the Boards of Trade in Montreal and throughout Canada West, have urged on the British Government. Those laws, as already observed, have been lately the engrossing topic of discussion through the public press, and strange to say, whilst there have been found several quasi de-

fenders of these principles as regards Imperial interests, we believe there is not one who is hardy enough to deny that they do, to a certain degree, act injuriously on us as Colonists. Under this view of the Navigation Laws, it surely was admissible on the part of those who are the sufferers, to state their complaints; but how much more did it become the duty of those who considered the continuance of those laws, in their integrity, as incompatible with the future prosperity of this Colony, to demonstrate their baneful influence, and urge for their repeal or modification? Yet it seems this exercise of what has been styled the sacred right of petition, is distasteful to the editor of the *Montreal Gazette*, and the Free Trade Association, together with the Board of Trade in Montreal, are honored with his unmeasured censure, for presuming to avail themselves of it.

For the body of whom this paper may be considered as the organ we may venture to state, that the oblique censure attempted to be cast on them, passes over and leaves them unscathed. With all due respect for the profound erudition of the Editor of the *Montreal Gazette*, they deem it no derogation from that "modesty" so "commendable" in his eyes, that merchants should state their opinions on commercial matters. They even fancy that a practical experience of the evils resulting from both the British Navigation Laws and our own vicious commercial system, enables them to place those opinions in such light as to carry conviction to the minds of men who would give little weight to conclusions derived from theory alone.

It is true we have not, like the Editor of the *Montreal Gazette*, when treating of the Navigation Laws, edified our readers with the fact, that "the Canadian French are principally descended from that very Celtic race which was driven into Normandy, and into Brittany by the Teutonic tribes which peopled England." Neither have we, like him, raised the phantom of "Hengist the Saxon," or of "the banner of the White Horse of that chieftain." Our conjurations have been of another character; they are stern realities, which we have endeavoured to teach how to encounter.

"This is the only witchcraft" we "have used."

It has thus, unfortunately for our *confre*, happened that the *Economist*, stating plain facts to plain men, guided by the light of common sense, discarding all prejudices, and using reason alone for the accomplishment of its purposes, has attained a degree of influence throughout the country, which the *Montreal Gazette* apparently no longer possesses.

We doubt if the articles which appeared in the *Montreal Gazette* of the 9th, 10th, 11th, and 12th instant, on the subject of the Navigation Laws, are calculated to replace the Editor in the high position which he formerly occupied as a leading exponent of the views of the commercial class. We have perused and reperused those articles, and must in candour confess that we are puzzled to know what are the real views and opinions of the writer. On a sudden he waxes very wroth at the presumption of the Free-Trade Association and the Boards of Trade, who coincide in the pursuance of the same object, for daring to urge the modification of the British Navigation Laws, yet their reports, when they first appeared, scarce excited any comment on his part! Why this long silence? Was it that he waited to know what reception the demand on the British Government would have, in order to shape his course accordingly? Finding or fancying that there are difficulties to be encountered, he at length discovers that the report of the Montreal Board of Trade is "very unworthy of a mercantile body," that their demand of the modification of the British Navigation Laws is "preposterous," "unreasonable and absurd," places "Repeal of the Union and of the Navigation Laws" "much in the same category," and finally declares it as his "solemn conviction" that "England will never abandon her Navigation Laws until she has determined to abandon her Colonial system, nor abandon it in any colony until she has determined to abandon that colony." These, as Fiellen says, be "as grave words at the bridge, as you shall see in a summer's day;" and ought, we suppose, in the estimation of the worthy Editor, to be deemed conclusive; but, fortunately, the antidote is to be found in his own admissions, which are by no means few and unimportant, and, in fact, comprehend nearly every point urged by the Board of Trade and the Free-Trade Association.

1st. He admits (see *Gazette* of 9th instant) "that if Great Britain will allow us to free ourselves, unconditionally, from these restrictions, it will be a great boon, though not perhaps so great as

persens anticipato; and we think much the same of the Navigation Laws."

This may serve as a sufficient vindication of our Board of Trade in asking for such a boon.

2nd. He admits (see *Gazette* of 10th instant) "that, as respects neutral ports, particularly those of the Spanish West Indies, with which we ought to have a considerable direct trade, and possibly the Brazils and Spanish Main—the sugar-growing, and flour, fish, and pork consuming countries generally—there are circumstances which might enable us to ask for some special relief, and if we asked for it *like men of sense and discrimination, we would probably get it*, for Britain has ever been most indulgent to her colonies, and to this one in particular. *We should establish a fair case if we could show that the restrictions imposed are a burden on us, quite incommensurate with any benefit created in the employment of British shipping, and that, like many other restrictions, the law is, in this, actually defrating itself, by driving the whole trade into the hands of the foreigner.*"

Now this is precisely the case put by the Montreal Board of Trade in relation to our commerce with Cuba. We extract the following passage from the Report:

"Our supplies of Muscovada Sugar are now chiefly derived from the Spanish Islands, but by the Navigation Laws on which we are annul-verting, foreign commodities can only be imported in British ships of the country where the goods are produced. Spain has but little shipping and none suitable for our trade, while on the other hand there are frequently no British vessels for charter to be found in those islands, although United States vessels may be had in abundance to convey Sugar to Canada at about 2s. per cwt. What, then, is the necessary consequence? The British merchant is compelled to proceed to a distant port to look for a British vessel. Having found one, he engages her to proceed *in ballast* to a Spanish Island to take in his cargo of Sugar for Canada, for which he has to pay her 3s. per cwt., or 20 per cent on the prime cost,—a great advance on what the American vessel *on the spot* would have willingly accepted for the same service."

How does the Editor of the *Montreal Gazette* answer this? He says:

"As we said before, if we can establish a direct trade with Cuba, which we cannot do unless we can send a freight there, we think that is a case in which we may have some show of justice for asking for a relaxation of the Navigation Laws. But if it is more profitable to us to use Liverpool, London, or New York, an *entrepot*, or intermediate warehousing station, and we are allowed to go freely to the latter, surely it is no special grievance to us to say, "We do not want you to throw your trade into the hands of the merchants and shipowners of New York. We want you to keep it to yourselves, and employ your own ships and sailors, as we do."

This surely is anything rather than an answer to the question. The Board of Trade complain that the maritime cities of Canada are placed by the British Navigation Laws in a relatively worse position than the towns in the interior, inasmuch as the former are impelled, under the peculiar circumstances of the case, to obtain their supplies through British, while the latter can draw theirs through Foreign, vessels; and the instance cited, demonstrates such to be the fact.

So far as regards the British Navigation Laws, the fundamental difference of opinion between the Board of Trade and the Editor of the *Gazette* appears to be in the demand made by the former to be allowed to send our own produce to Britain in foreign bottoms. His answer is, we admit, plausible, namely, that "Great Britain does not indulge herself with such a privilege. She will not take a cargo of produce from any foreign power, or in one of her own."

No one can doubt that such a deviation from the principle of those Navigation Laws which have existed for ages, is one not likely to be conceded without full consideration, nor without ample and sufficient reasons. But that the peculiar circumstances of our position justify such a claim on our part, notwithstanding the assertion of its "absurdity" by the Editor of the *Montreal Gazette*, we are fully prepared to prove. That claim rests on the peculiarity of our position, and is justified by precisely the same arguments which we used with relation to the import trade in the article of Sugar, namely, the injustice of our cities being subject to disabilities, from which those cities in the interior are exempt.

Since the Editor of the *Montreal Gazette* has admitted (see *Gazette* of 11th instant) that it may and will probably occur ere long that American produce from the interior will be imported into Quebec or Montreal in American bottoms, thence to be transhipped also in American bottoms to Britain, and since colonial produce can at the expiration of four years be transported through the American canals to a shipping port in the United States, and thence shipped in American bottoms to Britain, we think he must in candour admit that it is anything rather than an absurdity to ask that colonial produce may also enjoy similar advantages, and be shipped in American bottoms to Britain from Montreal or Quebec.

We did intend to enter in this number on the subject of the FREE NAVIGATION OF THE ST. LAWRENCE, but our remarks have been extended to so great a length, that we must defer doing so until another opportunity arises.

THE 'COBOURG STAR' ON FREE TRADE.

It is with much regret that we find the article given below in the columns of the *Cobourg Star*. It is just another proof of the extremes to which party zeal will frequently lead men. We cannot, however, form so poor an opinion of the writer as to suppose that he really believes what he has put down on paper. However opposed he may be to Free Trade, we feel quite satisfied that neither he, nor any other man having the least respect for his character, would venture to make such assertions out of a newspaper, and that they should have been made in a newspaper, is to be regretted. For instance, would the editor of the *Cobourg Star* like to have his credit as a writer rest on the assertion, that the Montrealers "victimised the farmers of Upper Canada by procuring the construction of the St. Lawrence Canal," or is he content that his claims to guide the public mind should be tested by his sweeping denunciations of almost the entire mercantile community? We are satisfied that he would not like to be so judged, nor should we wish that he should be. Yet, he has not hesitated to assert of Free Traders that they are "incapable of possessing humane and generous sentiments," and that "all their views are exclusive and selfish!" He talks of their "wishing to impose coercive regulations on others calculated for their own benefit," and accuses them of "plunging into the wildest speculations in order to amass a criminal fortune!" Finally, he cautions the farmers against them, as he would against pick-pockets and robbers! When it is considered who are the men of whom these things are alleged, the foolishness of the attack appears more glaring. Never did any one, during the Free Trade discussion at home, venture to state of the British merchants who supported that measure what this Canadian editor does. Free Trade, it must be recollected, is now the avowed commercial policy of England. The men who passed that measure and adopted that policy are men of whom Great Britain may well be proud—her greatest, noblest, best. Who ever supposed the Peels, and Russells, and Morpeths, and Broughams, and Greys to be guided by sordid motives? Who ever accused them of ignorance or recklessness? And in Canada, where Free Trade has become a necessity because England has so willed it, what interest have those who ask for changes in our system that are not shared by others? Has the farmer no interest in the reduction of freight by the St. Lawrence, or in the abolition of discriminating duties, by which the price of articles of use and consumption is increased? Has he not as much interest in these questions as the Free Traders? But, then, the Montreal Board of Trade has asked for a repeal of the 3s. duty, and this is to ruin the agriculturist. Supposing, for the sake of argument, the farmer did get less for his wheat in consequence of the doing away with this duty, would this warrant such sweeping charges as are brought against the merchant? Has not the latter, in a question dependent on the decision of the Provincial Legislature, as fair a right to the assertion of his opinion as the farmer, and is he to be accused of every vice under the sun because he does assert that opinion? The editor of the *Cobourg Star* wishes to give the farmers alone the credit of being patriotic, but will he tell us whether this patriotism will prevent their sending their produce by the way of New York, if they can do so cheaper than by the St. Lawrence? We are very much afraid it will not, and therefore what we, in common with other Free Traders desire, is to prevent the necessity of putting their patriotism to the test, by making it their interest as well as their wish to avail themselves of the St. Lawrence. The editor of the *Cobourg Star* may call this selfishness if he please, but we are very much mistaken if it do not prove more consistent with loyalty, patriotism, and the welfare of the country, than the policy he would adopt. In the meantime, whilst the experiment is making, we trust he will put some restraint on his temper, and endeavor to believe that it is quite possible for men to differ in opinion with him without being either rogues in practice, or reckless demagogues in thought.

The following is the article to which these remarks are directed:—

"This is emphatically the age of change; old things are passing away, all things are becoming new; and, amid the general confusion consequent upon such a state of things, no country seems more hopelessly involved than Great Britain. Flung to the winds the wisdom of experience, she madly takes the lead in the race of headlong speculation, and scoffs at all counsel that teaches respect for the past. She would no longer, forsooth, subject those upon the earth to the opinions of those that are beneath it! How the statesmen of former generations would stare at the experiment of bringing Russian and Polish serf labour in competition, through the corn market, with free labour at home and in the colonies! But how much more would a Wilberforce be astonished to behold England—England, that abolished slavery!—England, that paid twenty

million sterling to free the last of her possessions from the damning, leprous taint—England, that kept a fleet, at an immense expense, for the sole purpose of preventing our very consistent neighbours, who so vociferously (on their own behalf) proclaim Freedom to be the right of every man, by an immutable law of nature, from making it altogether the reverse as regards the unfortunate Negro;—how astonished would he be, could he now see this same England encouraging the unholy traffic in human flesh and blood, by admitting slave-grown sugar free of duty into her markets. Free Trade is certainly a reckless monster, who cares not for the misery he may inflict, so long as he can increase his power.

But it appears the persecution of the agriculturist is not to be confined to Great Britain. We also in Canada are getting our *Free Traders*; though happily as yet they have not met with much encouragement amongst us, and are constrained to use a little more policy in pursuit of their object, than their brethren cared to do in England. The Board of Trade in Montreal, nevertheless, has to a certain extent exhibited the cloven foot, in praying for a repeal of the 3s duty on wheat; thus placing the Canadian farmer in a ruinous position with respect to the corn growers of more favoured climes. One would think that the Montrealers had already sufficiently victimised the farmers of Upper Canada by procuring the construction of the St. Lawrence Canal, the interest upon the enormous debt incurred for which, has to be paid by them,—seeing the tolls are not sufficient to pay even the lock keepers; but no, they must now do away with what little protection our farmer yet enjoys—not content, it would really seem, till they ruin him entirely. Our Provincial Agricultural Association must be careful how they listen to these Free Traders. They have, it seems to us, to 'ly dissimilar interests. The latter plunges into the wildest speculations, in order to amass, rapidly it may be, a criminal fortune. The agriculturist, on the contrary, is content to create with the seasons, with an experimental and daily industry. What is there, then, for the virtuous and patriotic farmer to admire in the Free Traders? Is it their tenacity of the most unjust privileges, and because the public good occupies little of their attention? What is there, we ask, to admire in these Free Traders? Have they ever been known to possess humane and generous sentiments? Never! All their views are exclusive and selfish. Even at this very moment, as we have shewn, they insist upon England, of all nations in the world, encouraging the traffic in human flesh and blood, in order, simply, that they may get their sugars at a lower price! The sordid idea of adding to their daily gain, of augmenting their yearly income, renders them blind to sound political notions; they would have new laws for themselves, to favour continually their avarice, and would impose coercive regulations on others, calculated for their own benefit. We therefore again say to the Agricultural Association, Keep yourselves aloof from these men; be content to trust to your own energies, and you will soon by the blessing of Providence, break your foes—"the sword, the shield, and the battle."

GENERAL CONVENTION.

We observe in the *Pilot* of the 15th inst. some remarks on a letter which appeared in our last paper, and to which we appended a few observations; the subject being, a GENERAL CONVENTION, to take into consideration the state of the Province, and the steps necessary for the preservation and extension of our commerce.

The *Pilot* deems the plan, as proposed by our correspondent, impracticable, and states various objections to the details. Now, we do not understand our correspondent to be wedded to any precise course of proceeding, but merely to throw out some hints which may be wrought out into a matured system. Perhaps the mode suggested by the *Pilot* may even be preferable, and we should certainly give full weight to any observations which he may think proper to make, should any assemblage for such a purpose be decided on. We doubt whether opinions are sufficiently matured as yet to give adequate effect to such a CONVENTION at so early a date as October next but the attention which Free Trade at present occupies is rapidly preparing the public to adopt some definite course of action, and we know not any move so efficient as the course suggested, if properly carried out.

It certainly would be desirable if influential members of both political parties in the Province would unite on this question, as the *Pilot* suggests, and we flatter ourselves that since this Journal has been established, in all our discussions we have so comported ourselves that nothing should fall from our pen which should have the remotest tendency to connect the question of Free Trade with those other questions which divide the Province. Our contemporary labours under a misapprehension in supposing that such a CONVENTION would supersede the representative branch of the Legislature. The object which we have in view is simply to bring public opinion to bear on that body. It is to the Legislature of this country that we must mainly look for the reform of our code, and although on questions which fall immediately within the scope of the imperial authority, such as the Differential Duties and the Navigation Laws, we have exercised the right of making our opinions known to the British Government, we are sensible of the additional weight which representations from our Legislature would give to our demands.

We trust this explanation will be satisfactory to our friend of the *Pilot*, whose able advocacy of the broad principles we maintain, we take great pleasure in acknowledging.

COMMERCIAL RESTRICTIONS.

The following admirable letter has appeared in a recent number of the *Minerve* French newspaper, whence it has been translated into English in the *Herald*. The writer, if we are not mistaken, was an early subscriber to the *Economist*, and has, on one occasion, demanded information through its columns. It rejoices us to learn that he takes so deep an interest in our labours, and we trust that through his influence with his countrymen, he may induce them to enter with like zeal into these questions. Nor is it alone in respect to the commercial effect of Free Trade that the views of this intelligent writer are important; but the opinion he gives as to their political effect is of no less importance, contrasting as it does with the mournful fears which have been expressed elsewhere. In short, we look on this letter as one more palpable sign of the effect a Free-Trade policy is to have on the colonies, in stimulating the inhabitants to exertion, and impressing them in a still greater degree with the advantages attendant on a connexion with Great Britain:—

MR. EDITOR,—The news which has reached us by the *Britannia*, is of great importance for Canada. The action of the English Ministry, in proposing a law having the effect of authorising the Colonial Legislatures to abolish the differential duties which exist upon foreign produce, ought to re-assure us with regard to the policy of the Metropolitan Government. The stroke that the Peel Ministry had inflicted upon Canada was too violent for England to avoid searching for some concessions in our favour, and these concessions she has shewn herself disposed in earnest to accord to us.

The British Possessions Bill has passed its third reading, by a large majority of the House of Commons. The provisions of this Act are sufficiently liberal to allow us to hope that England will accord us still greater advantages when she hears the voice of a whole people traversing the ocean, demanding, simultaneously, in the name of justice—"The Repeal of the Maritime Restrictions!"

Our demands are just and moderate; let them be accorded.

1st. The repeal of Imperial and differential duties.

2nd. The right to regulate our tariff according to the exigencies and need of the colony, without being subject to the delays and inconveniences of the royal sanction.

3rd. The repeal of maritime restrictions.

This done, we believe that Great Britain will have repaired the injury to her colonies that her policy dictated in passing the repeal of the Corn Laws. England will show herself great and just in her relations with her colonies, of which she will draw closer to her the hearts and affections. Even before we have made any demand on the Mother Country, she has offered to do away with the Imperial duties, so destructive to our interests; and can we believe that she will refuse to abolish also the maritime restrictions, especially when they are so heavy a burden to us, without being any great benefit to Great Britain, compared to the moral effect that they will have on the colonies, in their relations with the mother country.

In fact, these restrictions will be no longer of great utility to England when once the Imperial duties shall be repealed, because we shall be able to go to our neighbours to seek the produce which we need, and that we shall prefer to obtain by land. The proprietors of vessels in England will suffer more than if there were no restrictions, for little by little the trade will take the route of the United States, instead of passing by the Gulf, where it at present struggles so disadvantageously against the United States. Portland and the different American ports on the Atlantic will become the seaports of Canada, without any direct advantages for Canada and to the great damage of the English shipowners. But we shall be constrained to do so against our will by the force of circumstances.

I think that the policy and interest of Great Britain even, is to abolish the maritime restrictions, if she do not wish that the Americans should gain the commerce of Canada for their own ports. It will be to the United States that we shall go to seek the produce which comes from beyond sea and is to be found in that country. England, in removing the differential duties which weigh upon our commerce, makes a much greater sacrifice than that of the maritime restrictions, but her honour has in this matter spoken louder than her interest. We acknowledged that in doing justice to us, she has done injury to her own commerce. But what do I say? No, she has not injured herself either politically or morally, nor even in a pecuniary and material sense. Politically, she will draw towards her all Canadian hearts; and the entire world, who in thought were present at the debate on the British Possessions Bill, will render the justice of acknowledging that she has sacrificed to Colonial rights the feeling for her proper interests. Morally, her interest in the decay of nations cannot but increase in proportion to the full extent of the sacrifice that English honour has just made at the altar of colonial wishes. In a pecuniary and material sense, Canada ruined before she has even known prosperity and ease, will have offered to England only a languid market, in which the producers, stripped of resources, will have scarcely thought sufficient to make a figure on the revenues of the Englishman's chance. Now, thanks to the prospect held out by England's sympathies, we may here for but a few days, and with energy and enterprise, for prosperity and ease. Then we shall be able to say to England, Come to us—we have the means to buy and to pay you. England will transact a better business with Canada rich, than with Canada poor. There will then be a real competition and rivalry in our markets. Yes! there will be a right of rivalry but no rivalry in fact. Let me explain. The foreigner will have the right to come there; but will he come! This is the question. For myself I be-

have, that for a long time all our commerce will be transacted with England, because England will be able to sell better goods at a lower price than any nation in the world. If England, in spite of duties from 30 to 75 per cent, can yet compete advantageously in the American markets, what will she not do in ours, where the duties will be uniform? If she competes in the markets of France, Holland, Germany, Prussia, and Russia, and all the markets in the world, in spite of their high tariffs, do you not think that in such a market as ours she will meet them with a rousing rivalry, and succeed then, as well as now, in monopolizing the supply by the excellence of her fabrics, and the low prices at which they are sold.

Many articles will, notwithstanding, be brought from abroad by the Americans,—such as tea from China, the wines of France,—coffee, sugar, and other articles, the products of the soil rather than manufactures. This will be our benefit in the reduction of the differential duties, and I repeat it, if we cannot get these articles by sea, we shall by land; and England, without gaining one additional advantage, will only subject us to one more inconvenience, and give the States one new advantage, to her own detriment.

There can be but one opinion, as there ought to be but one voice, in the country to demand—

1st.—The Repeal of Maritime Restrictions.

2nd.—The Repeal of Imperial Duties.

3rd.—Full power to the Colonies to regulate their Tariffs.

But every thing is not done, when we have desired these things; every thing is not done when we have said so in private conversations. It is necessary to use more efficacious and more energetic means. Every parish should have assemblies, should pass resolutions, should name committees to draw up reports, based on the resolutions, and accompanied by petitions signed by all the inhabitants of the parish, in order that copies may be sent without delay, to the Executive, the Council, and the Legislative Assembly, and the Imperial Government. "Ask and it will be given to you."

(Here follows an account of the principal restrictions imposed by the Navigation Laws.)

It must be evident to every one who reads these articles, that the entrance to the St. Lawrence is virtually closed to foreign ships. It is the repeal of these laws which it is our interest to effect. The prosperity of Canada will depend upon the measures of political economy which we may adopt. England having carried out her great Corn Law reforms, invites us to watch over our own interests; she herself removes from us at one stroke the heaviest of our hindrances,—the differential duties. Certainly we shall be grateful for it, although she could no longer justly load us with them, any more than she can longer load our commerce with maritime restrictions.

If England has believed up to this time that Canadians did not understand their interests, she has certainly deceived herself. We have not demanded the repeal of these hindrances, so heavy and so narrow, because our voice has been so long stifled by louder clamours; but now that the whole country, *en masse*, from the extremity of Lake Superior to the entrance of the St. Lawrence, demand justice from England, we will demand also, what we have long considered as a right.

The Free Trade Association of Montreal deserves that the people should attend to its demands and read its remarks. This Association has given an impetus to the commercial and agricultural world; and though I do not approve of all its principles, I see with pleasure the progress that its opinions are making among Canadians of all origins.—*"Aide-toi, le ciel t'aidera."*

G. B.

LACHINE RAILWAY.

We are informed that it is the intention of the Directors of this line of road to make the width of the rail 4 ft. 8½ inches. In England all the railways prior to the Great Western, had been laid down 4 ft. 8½ in. apart. Mr. Brunel, the engineer for that road, extended the width to 7 feet; the Irish Railway Commission recommended 6 ft. 2 in., while several of the Scottish Railways are laid down at 5 ft. 6 in.

We are not now about to dispute which width of rail is the best, but only to suggest the propriety, while it is yet time, of having, if possible, throughout the main trunks in Canada, a uniform width of rail. The Directors of the Portland Railway, both in this city and in Portland, have, after much consideration, adopted a width of rail of 5 ft. 6 in., that width being deemed the most advantageous where heavy freight has to be carried. If, as is now pretty certain, the Portland Railroad does not terminate on the other side of the river, but is brought into Montreal by means of a bridge across the St. Lawrence, the effects of a non-uniformity of gauges would be most injurious. Thus it will often happen that large craft will discharge at Lachine instead of coming down the Canal, and this must frequently be the case in the fall of the year, when vessels can arrive at Lachine ten or twelve days after the Canal is found closed. Now, how important is it not, that such freight, when put into the cars, should not again be removed until it reaches Portland; and this is what we want to effect. There is nothing in the charter to prevent the Lachine Company from taking their cars over the Portland road; but this, of course, they will not be able to do if the width of rail with one is 4 ft. 8 in. whilst it is 5 ft. 6 in. with the other. The inconveniences of such a deviation are too evident to require much argument, and should be sufficient to induce the Directors of the Lachine line to adapt the same width as the Portland. In the one case, the goods when put into cars at Lachine will remain undisturbed till they reach the seaboard, whilst in the other

there must be, what under the circumstances would be a useless, vexatious, and expensive removal, at the end of nine miles.

We throw out these hints that the Directors of the Lachine line may not hereafter have to reproach themselves with having imposed a tax and burthen on the public.

FREE TRADE IN QUEBEC.

It would seem from the following remarks, furnished by the correspondent of a local paper, that the public mind is not quite indifferent, even in Quebec, to the great questions of the day, and that although the newspapers and Boards of Trade of that City make "no sign," a portion of the mercantile community are beginning to "desire that the navigation of the St. Lawrence should be conceded to all nations":—

QUEBEC, September 16, 1846.

"In common with other of the good people of Canada, our merchants talk about the repeal of the Navigation Laws. Their attention has been drawn to the subject, more particularly, by the remarks of the Montreal Press and of the Quebec Gazette. Some are inclined for repeal; others are opposed to it. The older and more aristocratic gentlemen believe that this extension of the Free Trade principle cannot possibly be productive of good; they fear that it will be ruinous to British connexion—that it will be an injustice to English and Colonial shipowners, and scarcely beneficial to us. The younger and less aristocratic, though equally gentlemanly merchants, desire that the navigation of the St. Lawrence should be conceded to all nations, believing that the opposition would increase the trade of the Province, and so add to the general prosperity. Both British and American shipowners might be ruined on the first trial of strength; but while they suffered, Canada would prosper. Freights would be cheaper and more voyages would be made in the course of a year than are now made. Competition with the Americans would make it essential for our shipowners to introduce a better class of vessels—vessels which would sail faster, or at least as fast as the foreign crafts, with whom they would have to compete. Could a sailing vessel navigate the Atlantic *via the St. Lawrence* on an average in from 20 to 30 days, a great saving in both time and money would be the consequence, and then shipowners could afford to accept a lower rate of freight than now from that very circumstance. But, supposing that they could not do so, that they not only would be brought to the brink of ruin, but the foreigners too, by the competition, then a new class of vessels would spring up—other shipowners would rise, or their predecessors fall, and what the first could not accomplish the second might. We frequently see this accomplished in ordinary oppositions; but what is of more importance, the repeal of these laws would create and cement a connexion between this country and Great Britain—Great Britain and the United States—indeed between all who speak our language. A commercial relationship would spring up between the lost Colonies of Britain and the Parent State, which might reunite them, for their interests being identical, their sympathies would be so also, and old England and English or British America, States and all, would be allied by commodities, for they feeling their interest one, would support each other against the other nations of the earth. Self-government is not inconsistent with family relationship. A family compact frequently and naturally exists after the younger branches have grown up and govern themselves. The Civil Government of Scotland is different from that of England, yet both agree and identify their interests. The continental Solvay is a proof that commercial interests may cement where variance of rule might divide."

THE PETITION OF THE TORONTO BOARD OF TRADE,

MOST HUMBLY SHEWETH,

1. That by the provisions of the Navigation Laws of your Majesty's kingdom, the carrying trade of the exports and imports of Canada to and from Great Britain and Ireland, or any British possession in Asia, Africa, or America, is confined to British ships; in consequence of which restriction, serious loss and inconvenience are at present imposed upon the inhabitants of this Province.

2. Your Petitioners, having carefully considered the operation of the said laws upon the commercial and agricultural interests of Canada, feel called on to state, that prior to the alterations in the Corn-laws of your Majesty's kingdom, effected in the last session of Parliament, your Majesty's subjects residing in Western Canada, did not feel the disadvantages resulting to the Colony from the monopoly of the carrying trade conferred on the owners of British ships by the navigation laws, as it was found that the prices of their agricultural exports generally equalled those which were observed to obtain in the contiguous sections of the neighbouring states of the republic of America, for the same products destined for shipment to the British market through the Atlantic seaports of the said states. Your Petitioners cannot, however, conceal from your Majesty the fact, that the protection generally supposed to have been enjoyed by the agriculturists of Canada, in consequence of the preference given to their products in the markets of your Majesty's kingdom,

by the provisions of the late British Corn Laws, has not been fully realized by them; the exorbitant freights and heavy rates of insurance paid on shipments from the port of Montreal, added to other disadvantages connected with the navigation of the River St. Lawrence, having been found nearly adequate to neutralize the remission of duty intended by your Majesty to operate in their favour.

3. Your Petitioners have, with much pain, frequently had occasion to observe that, when the state of the British markets has been most propitious to the export of Canadian wheat and flour, the combination of a few shipowners, or their agents, has completely blasted all their hopes, and intercepted the boon designed by your Majesty's paternal Government for the benefit of your Majesty's faithful subjects in the interior of the Province—the rates of freight insisted upon having sometimes been as high as 7s. 6d. sterling per barrel of flour, and very frequently averaging from 5s. to 6s. sterling; whilst, at the same times, freights have been obtained from the port of New York in vessels of a superior class as low as 1s. 6d., and seldom higher than 2s.: and insurances at 50 to 80 per cent. less than by the St. Lawrence.

4. Your Petitioners most humbly submit that, during the past months of the present shipping season, the position of the holders of flour and wheat in the port of Montreal has been most distressing. Large quantities of produce were forwarded to that city from the interior, where it had been purchased during the preceding winter at prices seriously enhanced by the exaggerated reports which reached Canada of the scarcity of bread-stuffs throughout Europe. On arrival, it was found impossible to obtain shipment for it at less than 6s. sterling per barrel. The holders were threatened with insolvency, alike from its shipment or its retention; and perceiving, most distinctly, that the chief cause of their difficulties was to be found in the present navigation laws of your Majesty's kingdom, a feeling of deep disaffection therewith has arisen in the minds of your Majesty's Canadian subjects. The people of Canada now feel convinced that, deprived of that protection formerly extended to their products in your Majesty's kingdom, by means of which the heavy burthens imposed on their trade by the navigation laws were neutralized, they must, in the event of these laws being continued in force, be reduced to a position much inferior to that of the people in the adjacent States of America; and they contemplate, with profound mortification, their only alternative in the conversion of their export trade into a valuable branch of the resources of their republican neighbours, who will not fail to avail themselves of so opportune a juncture for demonstrating to the people of Canada, by the removal of every obstacle standing in the way of a free egress through their territory, that they possess the means and have the desire, to advance their interests.

5. Your Petitioners further most humbly submit, that your Majesty's Canadian subjects have incurred a heavy debt, in the constructing of canals capable of giving passage to vessels of large dimensions, under the expectation that, by these improvements of their internal navigation, they would not fail to secure to themselves a large share of the carrying trade of the rich agricultural countries bordering on the great lakes of Canada. The repayment of the debt thus incurred is an object from which your Petitioners feel convinced no consideration can ever divert the intentions of the people of Canada; but it is quite manifest that in the event of the export trade of Western Canada, and the states adjacent to the lakes, being forced out of the waters of the St. Lawrence, the outlay upon the improvements, from Lake Ontario to the ocean, will have become a dead weight on the resources and energies of the Province, the trade of the recently flourishing cities of Quebec and Montreal will have disappeared, and the mercantile capital of their enterprising citizens will have been transferred to the commercial emporia of the neighbouring country. These are evils which your Petitioners cannot contemplate with other than the most gloomy apprehensions; but they feel convinced that in the wise foresight of your Majesty, they may rely with entire confidence for the prompt adoption of every practicable means by which they may be averted.

6. Your Petitioners have further most humbly to submit to your Majesty that the trade of Canada labours under weighty disadvantages resulting from the imposition of protective custom duties under authority of imperial statutes. This class of duties, your Petitioners are pleased to observe, by the declarations of your Majesty's advisers, as well of the recently existing administration, as of the present, is no longer held to be in harmony with the recognised principles of British commercial legislation; and your Petitioners are disposed to believe, that a pressure of other more absorbing measures has been the only cause which has prevented your Majesty's government from proposing to parliament, the repeal of the imperial customs laws authorizing the levying of protective duties, for the purpose of securing to the manufacturers of your Majesty's kingdom a preference in the supply of the Canada market, which they no longer consent to extend to the people of Canada in the supply of the British market. Several of the protective duties referred to are found by your Petitioners, not only to be burthensome upon the resources of the Province, but also to be totally inoperative in effecting the purpose contemplated in their devisal, as they are levied, in their maximum extent, on some articles of general consumption—as window-glass, sugar, and

coffee,—which at present do not come into competition with the same description of goods of British origin.

7. Your Petitioners observed with much gratification that your Majesty's late Secretary for the Colonies, in a despatch, No. 32, dated Downing Street, 3rd March, 1846, in referring to the then proposed measures of Government, for the removal of commercial restrictions, expressed his desire "that the efforts of the British Legislature in this respect may be seconded, their range extended, and the example rendered yet more impressive, not only by the acquiescence, but by the approval and active co-operation of the Legislatures and the inhabitants of the Colonies." And your Petitioners would cheerfully have sustained the Provincial Legislature in that co-operation, in preference to the course adopted by it, of remonstrating against the passage of a measure which circumstances had rendered no longer resistable.

8. Your Petitioners therefore believe, that in submitting to your Majesty their convictions of the expediency of repealing the present imperial customs laws, authorizing the imposition of protective, or differential duties, within this Province, they are not preferring to your Majesty a complaint, the redress of which will not be in accordance with your Majesty's wishes and intentions.

9. Your Petitioners therefore, in view of the premises herein set forth, most humbly pray that your Majesty will be pleased to recommend to Parliament, an immediate repeal of the Navigation Laws of the United Kingdom, so far as the same relate to the River St. Lawrence and inland waters of Canada, and also such alterations in the present Imperial Colonial Customs Tariff as may render the Trade of this Province with the Mother Country one of fair reciprocity.

FREE TRADE.

Ho for Free Trade! Ye slumbering people wake!
Down with the tottering bulwarks of old wrong!
Thus let your voice go forth, like torrent strong,
When from its wintry prison it doth break.
Do not your wind-swept hills and rocky strand,
Your leaping rivers, teach you liberty?
Is not your granite stamped by God's own hand
With sacred Freedom's name? Oh then be free!
Go, heal anew the wounds of human kind,
Bid Love and Concord through all lands increase;
Let your white-winged ships, that greet the wind,
Be to all nations messengers of peace.
No gyves upon our Commerce!—let her be,
Like our swift eagle, fetterless and free!

—Boston Chronotype

COBDEN AS A MANUFACTURER.—Richard Cobden commenced his industrial life at an early age as clerk in a London merchant's counting-house, where he commended himself to his employers by his industry and devoted attention to business. By and by he removed to Manchester, where he became the commercial traveller for a house extensively engaged in the cotton trade; and gradually rose in the estimation of all who knew him. In Manchester, the progress of men of business, who are up to their work, is generally rapid; and we soon find Cobden, with an elder brother, engaged in a manufacturing enterprise of his own, to which he brought to bear the fruits of much experience, and a judgment as apt and skillful as that which he has since displayed in public affairs. The beautiful prints of the Cobdens soon commanded the very highest prices in the market. An instance of their attractiveness has been publicly mentioned, which we may here repeat. A gentleman was some time ago in Mr. Cobden's warehouse in Manchester, and was there favored with the sight of some new printed muslins of a peculiar pattern, about three days before they were issued to the public. In less than a week from the day these dresses were despatched from the warehouse, the same gentleman was at Gloucester, and walking in the direction of Goodwood, he met some ladies of the Duke of Richmond's family wearing the identical prints; and in a few days after, the same gentleman was at Windsor, and saw the Queen walking on the slopes wearing a dress of the same kind—so instantly did the "Cobden prints" take the lead in the fashionable world. For Mr. Cobden studied public tastes, as he has since studied public opinion; and rarely, if ever, made a speculation (and this branch of trade is always exceedingly precarious and hazardous) in which he was not completely successful. It may be added, that the print-works of the firm, at Chorley, are now amongst the most extensive and liberally conducted in Lancashire; and give regular employment to a large population. But we pass from this part of the subject to Cobden as a public man and a leader of the people.—*From a Memoir in the People's Journal.*

THE MILLS OF LEEPS.—Think for a moment of the runes and wonders imaged forth in all this pageantry of Manufactories, Mills, Workshops, Smithies, Chimneys! What a strange centre of eventful life it is! What cunning and capital are at work here. Ragged men and women making textures for the robes of kings and queens; and supplying the wants of all climes with staples and luxuries. Ragged men, I say, with heads like Gods, and hands married to nature by art, her wisest high priest—under the foot of capital—serving apprenticeship to a slavery that shall one day free the world. Ye noble toilers see it not, know it not, but work out your days embowled in fire-light darkness for wages that may enable you so to work. But hear me when I say, that not the meanest stoker and floor-scavenger amongst you but is a link in the mighty chain of being which reaches to the end of the world, and binds

the monarch and serf together in the splendid poetry of life. Not one amongst you, but upon him hangs suspended the destinies of humanity, with all their future triumphs, freedoms, happiness and joys. O Heaven! that I could unrip the blanket of the future, and behold the issue of all this sooty work now going on in the Factories of Leeds—that I could unfold the completed history of machinery and steam! The grinding, devouring demon that threatened, as I have said, to annihilate the workers of the sphere, is changed into the likeness of an archangel, with blessings dropping from his wings of fire! In him all labor is absorbed—and a man is but the director of his prodigious efforts. The very face of the earth is changed, and society, with its institutions and laws, is as it was not.

Toil on, therefore, O Gods of soot and smoke. Ye are the heralds of immortal hope—the conquerors of a high and immortal destiny.

Who can resolve the magic that hangs over this huge centre of life? that dwells within its life? Think what histories he folded up in its rudest tools! what sorrow and bitterness of dumb hearts are secreted in its American cotton bags! What glimpses of the joy and carousing of merry men at shearing time, do we get out of that woollen material now weaving into breeches and gaberdines! and what a strange eventful story have these outer garments yet to tell, as they pass, animated with human bodies, through the passionate strife of the busy world.

If any people are in a position to enjoy the full benefit of free trade, it is those who reside in a colony: because the Government of the mother country pays the army and navy, builds our fortifications, and performs all those duties for which that revenue is expended in independent countries. If they were wholly abolished, we would be on a much better footing than the inhabitants in any of the adjoining states: they support their Governments without import duties; why should not we, with our abundant internal resources, do the same?—*St. Catherine's Journal.*

PROVINCIAL AGRICULTURAL ASSOCIATION.—The first meeting of this Association, it will be observed, will take place on the 21st of October. This Association promises to be something more than its name imports: it steps beyond the limits of agriculture to encourage the horticulturist, the artisan, and the manufacturer. It is also more expansive in its range than the similar societies already existing, having a Provincial aspect. There have been, for some time past, in the United States, periodical fairs, at which prizes have been awarded to the producer of every kind of mechanical workmanship, and of the fine arts. Their stimulating and salutary effect upon mechanical ingenuity of the country, and the improvement and refinement of the arts, can hardly be questioned. We are not about to shower unmeasured laudations upon a thing yet scarcely in existence, though we do not doubt the salutary tendency of the influence it will exert, if properly, fairly, and impartially managed. We may express a hope that it will keep its head straight, that it will walk clear of all political obstructions, that it will be what it professes to be in reality, and nothing more. It appears that the Association will take infant and embryo manufactures of the country under its protecting wing. Very good: but we hope it will not encourage the absurd idea, that it would at this time be advantageous to the country to attempt to manufacture our own broad cloths and the finer fabrics: that we can manufacture a coarser description of cloth, which may serve the use of the country to a great extent, there can be little question. There are several other things that we might manufacture; but the supposition, that we might jump all at once from an agricultural people, just emerging from the forest, to the perfection of European manufactures, is preposterous in the extreme, and can only find a place in the wildest imagination. Let us make all possible improvements in cultivating the soil, extend the growth of hemp and flax, if it be found, as there is no doubt it will eminently profitable; but it will hardly be advisable to enter into the mouslin-de-laine business, as manufacturers, all at once.—*Toronto Examiner.*

We have to state for the information of our mercantile readers, what is to us, and ought to be them, an interesting fact. There is now lying at Lachine a propeller steamboat, the *Ireland*, Captain Patterson, having on board 2300 barrels of flour. This vessel, the largest and with the largest cargo ever yet known, has descended the Rapids and passed through the Beauharnois Canal in perfect safety, drawing 7½ feet of water. The propeller took the ground slightly at the entrance of the Beauharnois Canal, thereby proving that it will be necessary to deepen the channel if the transit of such large vessels becomes common, as it doubtless will. This propeller brought 2500 barrels to Kingston, but unshipped 200 of them at that port, with the view of being on the safe side in this her trial trip. When the Lachine Canal is finished, we have no doubt that vessels of this class will proceed at once to Quebec. The speed of this propeller is a little over 8½ miles per hour.—*Courier.*

PORTLAND RAILWAY.—A meeting of the Stockholders of the St. Lawrence and Atlantic Railway was held on Saturday last, to determine what was to be done with the deposits of the English scrip-holders who had paid the first instalment, but had not signed the deed, and a portion of whom have since demanded back their money. After a good deal of discussion, it was decided by 613 votes to 495, that to such as chose the deposits should be returned, deducting the preliminary expenses, which are estimated to amount to 7s. to 10s. a share. Nothing can be fairer or more honorable than this, and we compliment the Company on having adopted so bold and straight-forward a course in the business.

HOME MANUFACTURES.—A Cotton Factory is about being established in Thorold, the machinery for which has already been purchased. This will be the first attempt of the kind in Upper Canada. We wish the projectors success, and trust their concern will be the germ of a vast cotton manufacturing interest in this neighbourhood.—*St. Catherine's Journal.*

PORT OF MONTREAL.

ARRIVED.

SEPT. 12TH.

Schooner *Emily Jane*, Holland, St. Johns, (N.B.) order.

14TH.

Barque *Erromanga*, Ramsay, 29th July, Glasgow, Buchanan & Co.Ship *Great Britain*, Swinburne, 27th July, London, P. McGill & Co.Barque *Anne*, McGarry, 29th July, Liverpool, Molson & Spiers.— *Rory O'More*, McMaster, 31st July, Liverpool, Moore, Ure & Co.Schooner *Hubert Paré*, Chewrette, Antigonish, master.— *Elizabeth*, Blais, Magdalen Islands, master,

17TH.

Barque *Daniel Grant*, Ower, 15th July, Liverpool, Gillespie & Co.

THE MARKETS.

NEW YORK.

15th Sept. 1846.

ASHES.—The receipts continue light, and the stock being much reduced there are few sellers. A limited business has been done at the advanced rates of \$3 62½ to \$3 75 for Pots, \$4 37½ to \$4 50 for Pearls, and the market is firm.

WHEAT.—There has been an active demand since the receipt of the last English news; and all arriving, together with considerable quantities for future delivery, has sold readily at an advance of 8 to 12 cents per bushel on our last quotations. Sales are reported to the extent of 80,000 bushels, about two-thirds of which are for export. Red brings 78 to 95 cents, ordinary to prime; mixed Western, of fair quality, 90 to 91 cents; and prime white and high mixed Genesee, 100 to 105 cents.

Rye has been in good demand for shipment to Germany at 68 to 71 cents. Barley brings 45 cents, Oats 30 to 32 cents per bushel.

FLOUR.—The market has been in a very excited state; the lightness of the receipts causing a pressure on the market for home consumption, and cooperating with the demand from Britain, to raise prices. The first transactions after the arrival of the *Brilanz* were at \$4 37½, but, from the number of buyers in the market, prices were soon run up to \$4 50, at which there was a slight pause. Purchases within these limits were made for export to England and France, to the extent of 45,000 barrels. Speculators have since raised the price to \$4 68½ to \$1 75, at which latter quotation sales have been effected, principally for future delivery.

PROVISIONS.—Pork has advanced a shade on previous quotations. There is a fair supply of Lard, with sales for export at 6½ to 7 cts. The receipts of Butter are light; the market is cleared of Grease Butter. Cheese is arriving freely, but mostly in poor condition, owing to the extreme heat of the weather.

FREIGHTS have advanced, owing to the increased demand for exports. The packets to sail this month have engaged nearly all their freight.

(Reported for the Economist.)

CLEVELAND (OHIO).

Sept. 12, 1846.

WHEAT.—All that arrived during the week has been freely taken at our quotations and shipped; none in store for sale. The market opened on Monday at 62½ to 63½ c. per bushel, ex canal boats, for all good qualities of Northern. During the week the continued advances in Buffalo put up the price here as high as 70 to 71 c. per bushel, at which the market closes for all good Northern samples. Receipts 84,961 bushels.

FLOUR.—The arrivals are fair for the season, mostly shipping through to New York. Sales quite limited. We note 200 brls. Superfine at \$3 31 c., 230 at \$3½, 300 at \$3 55 c., 360 at \$3 57½ c. per brl. Favorite brands, such as "Cleveland City Mills," may be quoted at \$3½. Receipts 15,716 brls.

CORN has advanced. Sales at 37½ to 38 c. per bushel, ex boat. Receipts 3,744 bushels.

PORK.—Nothing doing. \$9 per brl. asked for Mess.

EXCHANGE.—Sight drafts on N. York command 1 per cent prem.

C. McDONALD & Co.

MONTREAL. Friday Evening, 18th Sept.

FLOUR.—During the week the market has been quite animated, and sales to a large extent have been made at 25s. for Fine, 25s. 6d. for Extra Fine, and 26s. 3d. for Superfine. The transactions to-day embrace some Extra Fine, from a superior lot of wheat, at 26s. 3d. The market closed to-day with holders asking an advance on previous rates.

WHEAT.—Several samples of middling quality brought 5s. 3d., and one lot of 9,500 bushels was sold for 5s. 6d.

PROVISIONS.—Very little doing. We have to notice sale of 100 brls. Ohio inspected Mess at \$13, and 50 brls. Montreal inspection at \$13½. The stock of Canada Pork is light, without much demand. We quote Prime Mess \$10½, Prime \$9½ to \$9.

FREIGHTS.—4s. 6d. per brl. for Flour is asked to Glasgow; same rate to Liverpool.

EXCHANGE on London, 90 days, 9½ per cent.

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: ...

- H. STEPHENS, J. H. ATLAN, JACOB C. PIERCE, D. DAVIDSON, WILLIAM HOW, JOHN LEEMING, Wm. J. L. S., J. B. SMITH, J. BROTHINGHAM, Jno. Youso, JOHN E. MILLS, L. H. HOLTON, D. L. MACDOUGALL, BENJ. LYMAN, R. CORSE, DAVID TORRANCE,

Montreal, September 14, 1846.

ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

NOTICE TO CONTRACTORS.

PROPOSALS will be received, at the Office of the St. Lawrence and Atlantic Rail-Road Company, No. 18, Little St. James Street, in the City of Montreal, until the TWENTY-FOURTH of SEPTEMBER next, for the GRADING, MASONRY, and BRIDGING of a DIVISION of the ROAD, extending from the ST. LAWRENCE RIVER TO THE VILLAGE OF ST. HYACINTHE, ...

By order of the Board,

THOMAS STEERS, Secretary.

Office of the St. Lawrence and Atlantic Rail Road Company, Montreal, Aug. 25, 1846.

The Montreal Papers, French and English, the Quebec Gazette the Canadian or Quebec, the Sherbrooke Gazette at Sherbrooke; the Standard Journal, the Toronto Columnist, the Kingston Chronicle, the Boston Courier and Boston Post, the New York Commercial Advertiser, and the Journal of Commerce, at New York; will insert the above until the 24th proximo.

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, conditionally upon their receiving the same subsequent to the 31st ultimo, have become absolute, the New Stock-holders are requested to PAY the FIRST INSTALLMENT of £4 10s. Currency per Share, to the Treasurer, at the Company's Office, 18, Little St. James Street.

By order of the Board,

THOMAS STEERS, Secretary.

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

NOTICE.

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

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

HARRISON STEPHENS, JOHN YOUNG, ROMEO H. STEPHENS.

Montreal, 31st August, 1846.

NOTICE.

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

JOHN YOUNG, BENJAMIN HOLMES.

Montreal, 31st August, 1846.

NOW OPENING, AND FOR SALE,

By the Subscribers:

ONE Thousand Pieces ALMA LUSTRES, 250 Pieces 3-4 and 6-4 Plain and Twilled CASHMERS, 1700 Pieces Black and Colored ORLEANS, 500 Pieces GATA PLAINS, 1000 Pieces WINTER BONNET RIBBON.

August 23. **ALISON & CO.**

POST OFFICE NOTICE.

THE DEPUTY POST-MASTER GENERAL being authorized to extend the Northern Mail Route in Upper Canada from the present terminus (Penetanguishene), to the SAULT STE. MARIE, the Public is informed that the FIRST DESPATCH will be from Penetanguishene, on the FIRST SEPTEMBER next.

The communication is intended to be Monthly, leaving Penetanguishene on the 1st of each month, with this exception, that, commencing next Summer, during the months of June, July, August and September, it will be Semi-Monthly, and the despatches will be from Penetanguishene on the 1st and 15th of those months.

1846.

NORTHERN TRANSPORTATION LINE.

JAMES H. HOOKER AND OTHERS, Proprietors.

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

For Freight, apply to—Charles B. Jones and Pope Catlin, No. 33, Coenties Slip, New York; J. H. Hooker and L. A. Carleton, 135, River Street, Troy; H. A. Hulcomb, 101, Pier, Albany; J. C. Pierce & Son and William Coots, 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.

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. P. Blount, 103, River Street, Troy; W. A. Travis, Whitehall; William Coots, St. Johns, C. E.; J. C. Pierce & Son, St. Johns, C. E.; Matthewson & Sinclair, 100, St. Paul Street, Montreal, C. E.

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

GLOBE INSURANCE CO. OF LONDON.

LIFE, FIRE, AND ANNUITIES.

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

No Entrance Money or Admission Fees required from persons effecting Life Insurances. Officers in the Army or Navy are not charged with any additional Premium, unless called to 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.

RYAN, CHAPMAN & CO.

1st May, 1846. Agents for Canada, MONTREAL.

FOR SALE.

TEAS: Twankay, Young Hyson, Gunpowder and Souongh, in boxes, Molasses, Heavy, Martel's Cognac Brandy, Sicily Mars du Wino, Boiled and Raw Linseed Oil, Olive Oil, English Glue, Plug Tobacco, Pimento, and Pepper.

Patent Sperm Candles, from the Manufacturer. **STEPHENS, YOUNG & CO.** 25th August, 1846.

COMMISSION AGENCY.

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

ALPERT & GLASS. Quebec, 3rd Sept. 1846.

FOR SALE BY THE SUBSCRIBERS.—

Bright Muscovado Sugar, London Refined Sugar, Cassia, in chests and mats, Currants, Hennessy and Martel's Brandy in qt. casks & hds. Do Kuyper's Gin. Boiled and Raw Linseed Oil. in qt. casks and hds.

HARRISON & MACTAVISH.

2nd May, 1846.

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. Jas. 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.

OFFICES AND STORES TO LET. Apply to **MACDOUGALL & GLASS, BROKERS,** St. François Xavier Street. 9th May, 1846.

"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. 103, 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, INDIAN MEAL, CORN MEAL, BUTTER, LARD, CODFISH, CHEESE, SALMON, BUTTER, CHEESE, 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.—ROYAL NAVY and MERCHANT CANVAS, Brown and Bleached, of all the different Nos. **ALISON & CO.** 9th Aug. 1846.

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

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

REMOVAL.

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

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

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

"THE CANADIAN ECONOMIST," A Weekly Newspaper, DEVOTED TO THE INTERESTS OF COMMERCE

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

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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.