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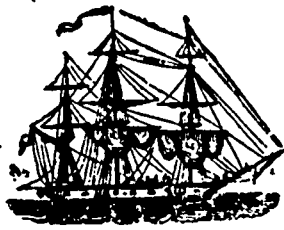
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. 1.]

MONTREAL, SATURDAY, 30TH JANUARY, 1847.

[No. 40.]

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 30TH JANUARY, 1847.

STATE OF THE COLONY—ARRIVAL OF LORD ELGIN.

The intelligence brought by the *Libernia*, which has been received this week, is of importance to the colony. The still further rise which has taken place in the price of bread-stuffs proves the wisdom of those who foresaw the crisis, and who provided for it, as far as was possible, by having recourse to Free Trade measures. What would have been the situation of England if her statesmen had neglected to take these steps; and what will be our situation by and by, if our statesmen do not do something to improve our condition? These are questions which must command our attention. Next to joy at the danger the mother country has escaped, a desire to improve our own condition ought to prevail, and stimulate us to action. If we wanted proof of our commercial helplessness, and the necessity of strong exertions, we find it furnished to our cost at the present moment. Owing to the shortness of time allowed for produce to find its way from the rich granaries of the West, a very large portion is unable to be shipped in the fall, and has to remain stored away during the winter, at a heavy expense, considerable risk, and, as it frequently happens, serious loss to the owner. Instead of being able to take advantage of a rise which may occur in the markets at home, the party who holds a thousand barrels of flour in store at Kingston or Hamilton, must fold his arms on his breast, and look quietly on, whilst that advantage passes away. If the evil could not be avoided, his vexation would not be so great; but how often does it not happen that the delay which thus takes a large sum out of his pocket has been solely caused by the want of the means to convey his produce to a shipping port in the Fall? The difficulty of finding buyers at the moment—the high price of freights—or some other reason connected with the internal voyage, has operated as an obstacle, and in the meantime the winter has set in, and the chances of the market are lost for the year.

Hundreds of cases of this kind occur, and yet there is no doubt that a vast amount of the evil might and would be avoided, if proper steps were only pursued. If the navigation laws were repealed, and the St. Lawrence thrown open to competition, who can doubt that a much larger amount of produce would be shipped home than at present? The high rates which now keep back supplies, and furnish additional profit to the warehousemen and insurance offices, would then cease to be felt, and with the increased facilities afforded, the length of the Fall, and the period for shipping by the gulf, would be virtually extended. The completion of the Portland Railway (about which so much apathy exists) would afford us an access to the ocean during the whole of the year, and, with the changes we have referred to, give a new and more promising feature to our trade. But nothing less than this can effect it. Private enterprise, such as is now manifested at Toronto, may, it is true, do something, but can never be relied on in the same way with a free and unrestricted trade. The object of all such companies is to make as much profit as they can, and if they spare themselves, they will take care in the end to lay the burthen on others. However pleased, therefore, we may be to see their efforts, we look upon them as a poor exchange for that which we claim, and would much rather have the public

mind directed to getting rid of the burthens altogether, than in devising measures to render those burthens a little less irksome.

The arrival of a new Governor General furnishes a good opportunity to urge our demands. Lord Elgin comes out here, we are satisfied, to do all the good he believes to be in his power; but necessarily ignorant of much of what is required. He will suffer the disadvantage of falling into the hands of men who have not shewn themselves very solicitous about our commercial interests, and who either lack the energy or the talent to take up the great work of the day. He will have to meet a parliament in which there is a lamentable absence of men well versed in modern political science; and what is worse than all—he will find himself immediately surrounded by a pack of official loungers, greedy place hunters, pampered sinecurists, and unprincipled parliament men, who, whilst they profess great devotion, seek only their own selfish ends, and care neither for him nor the country. What, we would ask, has the commercial intelligence of the province to expect at such hands? Surrounded by such a group, how much chance is there of a fair representation of the solid wants and wishes of the colony reaching his ears? The ministry may wish well—we think it likely they do—but what encouragement have they given us to think they will act well? Will they have the courage to lead public opinion in the house, and urge those changes they know to be necessary for the commercial prosperity of the country? Will they dare to risk the favor of some of their friends—the scurrilous abuse of a portion of the press—the clamor of an interested party—in order to give relief to the trade, and open the resources of the colony? If they do, we promise them they shall have our support; if they do not, how can we, or any other man who wishes well to his country, support them?

It will probably be said, as a kind of defence, that, in respect to the particular measures to which we refer, the ministry have not the power to control them: that those measures are of imperial legislation, and can only be altered by the vote and consent of the imperial authorities. We allow that they have not the power of control; but they have certainly the power of influence. The British Government have a right to know the opinion of the Canadian people on these questions, and the sooner they know it the better. A resolution emanating from the provincial ministry, to the effect that it is the opinion of the people of the colony that the navigation laws are injurious to their interests and unjust in their operation, would have a strong effect upon the mind of the imperial parliament, and strengthen a feeling which already exists in that quarter. We do not ask our own ministry to do impossibilities; we do not even expect them to be very energetic in a course at present so new to them; but we do expect them to do something, to make some sign, some demonstration that they are not quite dead to the spirit of the age.

It must be remembered, too, that if, in respect to these particular measures, our provincial ministry can exercise no immediate control, there are measures of a similar nature, and of no small importance, over which they can exercise control.—The provincial duty of 3s. a quarter on wheat,—the agricultural act, imposing a duty on cattle, &c.,—and the long list of differential duties—are all subjects within their powers, and on which they can and should take action. Will they meet parliament prepared to show the necessity of these reforms—to revise the tariff—point out how our canals can be made more productive, and our trade more prosperous, sure, and extensive?

We confess that when we consider these things, we almost fear for Lord Elgin, lest he should allow the silence of his ministers to deceive him as to the real state of the country. Constitutionally, we allow, he may escape censure through his advisers and the parliament; but we are assuming that he is desirous of earning laurels in Canada, and not passing like a *roi faneant* indolently through the scene he has been chosen to play so important a part in. If so, he will at once call upon his ministry to place themselves at the head of the new movement, and cut boldly through the difficulties which impede our commerce; and by so doing he will earn the best title he can ever expect to gain to the lasting gratitude of the Canadian people.

THE PROVINCIAL TARIFF.

In our last article on this subject, which appeared in the last number but one of our journal, we compared the importations under *ad valorem* duties from 1839 to 1845 inclusive, and we showed that while the duty was 2½ per cent *ad valorem* the average imports per year amounted to £1,869,388 stg., and that since the duty has been 5 per cent *ad valorem* the average has been £2,048,483 stg., showing an increase of £179,095 per annum, or not far from 10 per cent, upon the importations of the first period; a fact from which we draw the conclusion that 5 per cent is not too high for a revenue duty.

We also reviewed the question, whether *ad valorem* are to be preferred to specific duties; and we concluded by stating our views with respect to *Canal Tolls*. Respecting the latter, we need not now repeat the arguments we then advanced; but we may recal public attention to the course we recommended for adoption. It was this: that so soon as our canals are perfected, so that propellers and other craft capable of carrying three or four thousand barrels each, may be employed in the trade of the St. Lawrence with the Upper Lakes, then to reduce our tolls to a mere nominal rate, with the view of rendering the St. Lawrence the cheapest route to and from the sea, by which means we should render it impossible for any other existing channel to compete with us for the trade of the prolific West.

We deem it advisable to keep this view before the public, that it may be duly examined, as we feel convinced, from certain signs that are beginning to manifest themselves, that an immediate attempt will be made to maintain a high scale of canal tolls, for the purpose of at once deriving a large portion of our revenue from that source; a policy, than which, we avow, we can conceive nothing more suicidal to the best interests of the province.

The next point we advance respecting the Tariff, is, that duty should be levied by the *hundred pounds*, and not by the *hundredweight*. The advantage to be gained by this is *simplicity*. The calculations in fractional parts of a hundredweight, that is 112 lbs., are exceedingly troublesome and inconvenient, and we conceive that such would be obviated by making the integer 100, instead of 112 pounds. Of course, simplicity and convenience are the only advantages we expect to derive from the adoption of this suggestion. It has no other merit; and we presume it will be allowed that the old weight of 112 lbs. has nothing to recommend it but its antiquity, from which perhaps a prejudice may still linger in its favour in the minds of those who reverence more than we do "the wisdom and customs of our ancestors."

For the same reason—that is, for the sake of simplicity and convenience—we would also recommend that the duties should be levied in *currency*. Any one practically acquainted with the *complex* nature of a Custom-house entry under the present system of things, will cordially, and without qualification or reserve, admit that what we now suggest is very much to be desired.

Have our readers any idea of what a Custom-house entry is at the present day? Perhaps some of them have not. For the benefit of all, then, we will furnish an example,—the entry of an importation of spirits:

First, the Imperial duty:

1000 Gallons Cognac Brandy, at 1s. per gallon.....£	
Less one-fourth, being imported from the United Kingdom,.....	
	£ Sg.

Converted into Currency at the rate of 4s. 4d. per Dollar, £ Cy.

Next, the Provincial duty:

1000 Gallons Cognac Brandy, at 1s. 3d. per gallon,.....£	Stg.
Converted into Currency at the rate of 24s. 4d. per £ Stg. £	Cy.

Total Currency,.....£

Now, in lieu of this very complex affair (which we are sure the subtle genius, the editor of the *Gazette* could never fathom, although he has more than once pretended to a deep knowledge of figures), we would propose to substitute the following simple form:

1000 Gallons Cognac Brandy, (Value £———)	
at [suppose] 2s. per gallon,.....£	Cy.

We presume that a bare inspection of the two examples will satisfy our readers of the advantage of adopting what we recommend, viz. that the duties be levied in Currency, instead of Sterling. After all, what is gained in any way by levying the duties in Sterling? Is it supposed that the country will be imposed upon by doing so?—that by such means people will be so hoodwinked as to believe that they are paying only a penny a pound duty on their sugar, while in reality they are paying a penny and twenty-one hundredths of a penny, or, briefly, about a penny-farthing a

pound, and so on throughout the whole Tariff? Surely the Legislature will not reckon on such ignorance; and if not, what good reason is it possible to advance in favour of the inconvenient system which now prevails?

We trust our Boards of Trade throughout the province will take this matter up, and second the efforts we are making with the public, and purpose to make with the Legislature, for a thorough reform of our Provincial Tariff!

THE FREE NAVIGATION OF THE ST. LAWRENCE.

In our last number we reviewed the merits of this question, more especially with reference to the reasons given in Lord Stanley's despatch to the Board of Trade for refusing, though repeatedly prayed for by that Board, to abandon the restrictions maintained upon the St. Lawrence. Our limits, however, did not allow us to do full justice to the subject, and we therefore return to it, for the purpose of more fully elucidating certain points which we then only referred to.

The points discussed in our last were those which Lord Stanley raised as the grounds on which Her Majesty's Government defended their refusal to accede to the prayer of the Montreal Board of Trade; and we may as well repeat,—for they cannot be too often placed before the country,—that they were, first, "*Policy*," and, secondly, "*the maintaining of a principle which has been constantly acted upon for the benefit of the British shipowner*:"—which principle, being interpreted, means, as we have shown by various irrefragable proofs, compelling us to pay a British shipowner 2s. to 3s. a barrel more for carrying our flour to England than a foreign vessel would do it for, and 7s. to 10s. a load more for carrying our timber to England than a foreign ship would do it for;—means, as affirmed by the people of Trinidad, (to which we alluded particularly in our last number,) paying 35s. a ton to British ships for carrying their products and supplies, while the people of Martinique get the same service performed by French ships for 20s. per ton;—means, in short, laying every class in the British Colonies, but more especially in this Colony, under heavy contribution for the benefit of a small section of the British community, because a prejudice still exists in England, among the aristocratic and non-commercial classes in favor of the British Navigation Laws!

The Colonists, however, are the sufferers; and if their voice is heard or heeded in the British House of Commons, these laws must speedily be reconsidered, and their restrictions waived or modified—or it requires no prophet to foretell that indignation and disgust will settle in the colonial mind, from a conviction that our general welfare is disregarded by the mother country, except where it clearly and conclusively coincides with that of her own favored classes. We trust, however, that these consequences will not ensue;—we trust that our Legislature will early take up the question, and by temperate reasoning and remonstrance, produce such a conviction in the British Parliament as will lead to a speedy concession of our demands. But if this is not done, we deem it our duty to declare that we fear the consequences will be fatal to the best interests of this Colony and to the general prosperity of the British Empire. Three of the most important Colonies—Canada, Jamaica, and Trinidad—have already spoken out against these noxious laws; and we have no doubt all the others will follow as soon as they have fitting opportunity.

But let us turn again to Lord Stanley's despatch, for there is in it another point which requires to be examined, and which we only glanced at in our last number. It is this: that by rendering Montreal a free port,—in other words, allowing foreign vessels to reach it from the sea, for the purpose of trading,—"*it would be practically giving to foreign nations the free navigation of the St. Lawrence for 150 miles through the interior of the Province*." Well, certainly, so it would; and what mighty harm would there be in that? Foreign, that is American, vessels have now the right of navigating through the very heart of the Province for a much greater distance than 150 miles; and does any harm result from it? None, that we have ever heard of, or we dare say, Lord Stanley either. Well then, if nothing is to be dreaded from allowing foreign vessels to come through the heart of Canada down to Montreal, what possible harm can there be in allowing foreign vessels to come through the St. Lawrence up to Montreal? Nay, further, what possible harm would there be in allowing such vessels to pass by Montreal, both upwards and downwards, if they saw fit to extend their trips either way. We confess we can see none. But, to start with, *all we ask for is, that Montreal should be the point of junction*,—in other words, that as foreign vessels are now allowed to come downwards to Montreal, they should also be allowed to come upwards to Montreal, from the sea. Surely the plea of danger to the State cannot be advanced against this demand, for we do not ask the right in favor of foreign vessels of war, but simply in favor of trading vessels, from which, of course, no evil or danger could be appre-

hended, inasmuch as in the event of war, if they entered our waters, they would doubtless be made prizes of, and welcomed accordingly.

It follows, then, that with respect to this plea also, it has no force except when taken in connexion with "the principle which has been constantly maintained for the benefit of the British shipowner,"—a principle which we have shown to be destructive of our best interests, and which has been protested against by two of the most important West India Colonies as well as by ourselves.

*The Navigation Laws, then,—THE NAVIGATION LAWS,—*are the arch-grievance, the monster difficulty with which this Colony has to grapple. It must be plain to every understanding that while they last, we cannot avail ourselves fully of the advantages which nature has so bountifully placed within our power. Let us then be true to ourselves, and struggle by every means recognized by the constitution for the attainment of what is so clearly necessary for our welfare and prosperity.

Let our Boards of Trade be on the alert. Let them memorialize the Home Government again, and not only the Government, but the Imperial Parliament also. Let them memorialize the local Government and Legislature likewise, for the purpose of engaging them to back up their petitions to the mother country by an address. Let the Boards of Trade of Canada West also move in this matter, for they have as much interest in it as we have ourselves, if not more. Indeed, we should say they have more interest in it, for the bulk of our trade springs from the Western section of the Province, and hence, whatever tends to reduce the charges of transportation must be for their benefit as much as ours, and indeed to a greater degree. Let the people also act, for theirs will be the profit. Let them do as we have recommended the Boards of Trade to do—*petition both the Imperial Government and Parliament and the local Government and Parliament*—and, finally, let no means of agitation be left untried, until the reform be achieved, for the prosperity of the Province is involved in it.

COBOURG STAR.

In our paper of the 9th instant, we commented on an article which had recently appeared in the *Cobourg Star*, advocating the continuance of the 3s. per quarter duty on wheat, and we believe we proved to the satisfaction of our readers, that whilst the duty is inoperative for the purposes of protection to our agriculturists, it is highly injurious to the commerce of the country. The question, as it is one manifestly of great importance to the whole community, is surely a fit subject for discussion: and as we had, or could have, no motive to gratify, except that of eliciting the truth, we stated the argument, as we believed fairly, and with every possible courtesy to our antagonists. It was, therefore, with some surprise, that we found the ire of the *Cobourg Star* aroused to a most extraordinary pitch; and since, looking again over our remarks, we can find no reason for that ire, we can only attribute it to his having felt that reason being on our side, his only resource was in abuse; like the animal who when closely pursued emits a fetid odour to keep back his pursuers from his place of retreat.

In order that our readers, and those of the *Cobourg Star*, may understand the point at issue between us, we quote our position as originally assumed:—

"The 3s. per quarter is actually a dead letter in law, since it cannot be exacted; all that is requisite in bringing a quantity of wheat into this country to be ground into flour, is to give bond to export a certain quantity of flour equivalent to the yield of that wheat, but not necessarily the product of it. So that the product of the wheat itself can be introduced into consumption in the country duty free, on the exportation of an equal quantity of Canadian flour. Such being the case, we ask what occasion is there for the duty to be retained?"

Now, if the above statement be erroneous, there is no doubt that the advocates of protection would have every reason to triumph over us, and expose our ignorance, both of the law and the facts; nor could we justly blame them for doing so. But any person possessing the feeling of a gentleman, would prefer attributing the error—if there were one—to misconception or negligence, than to wilful and deliberate falsehood; especially since the latter, if detected, as it could scarcely fail to be, must inevitably destroy the reputation of the writer who should have been guilty of it. But no such considerations weigh, it appears, with the editor of the *Cobourg Star*, he observes, that "the MONTREAL ECONOMIST has so often been convicted of wilful and malicious falsehood since it sprung into existence, that but little honor is to be gained from a victory over him." This we suppose is the ordinary stile in which the *Cobourg Star* treats questions of Political Economy.

Having given this specimen of his exordium, we proceed to show the gentlemanly manner in which he attempts to refute our position:—

"IN ANSWER TO THE ABOVE, WE HAVE ONLY TO PROVE THAT IT IS FALSE FROM BEGINNING TO END.

"HERE IS THE ACT—READ IT:—

"And be it enacted, That Foreign Wheat imported into this Province for exportation, or to be ground for exportation, and Foreign Maize or Indian Corn imported into this Province for exportation, may be imported without payment of any duty under this Act, at such Ports within this Province, and subject to such regulations, either by payment of duties in the first instance, and subsequent return thereof, or by bonds being given conditioned for the exportation of such Wheat, or the flour made therefrom, or of any Maize or Indian Corn, as the Governor in Council shall from time to time make and appoint for the purpose of preventing any Wheat, Maize, or Indian Corn, so imported into this Province, from being used or consumed therein without payment of duty."

"Schedule A. gives the same thing in these words:—

"Each Imperial quarter of Foreign Wheat, not intended for exportation, or to be ground into flour, and the flour exported, three shillings."

"By the above quotations from the Act, than which there could not be better evidence, we have proved the *Economist* guilty of a deliberate falsehood."

Now if this Thersites of the press had only read our article carefully, he would have discovered that we nowhere stated the intention of the law to be other than as he himself states it, but that we described that law as "a dead letter:" and if he had also read carefully the very clause of the Act which he quotes, he would have discovered the reason,—namely, the power of regulation given in it to the Governor in Council. Under that power a set of instructions to the Collectors of the different ports at which American wheat is received for grinding, was agreed on by the Executive Council on the 2nd July last, and appeared in an extraordinary *Canada Gazette* of 23rd idem. We quote the following passage from those instructions:—

"On the arrival of foreign wheat at a port duly established for that purpose, to be ground in bond for exportation, the importer may pay into the hands of the collector of such port, the amount of the duties on such foreign wheat, as a deposit; and it shall be the duty of such collector to take the amount of the said duties as a deposit, and upon the delivery, within thirty days of the flour produced from such foreign wheat, or of a quantity equivalent to the same, to his satisfaction, to return to the importer the aforesaid sum, amount of duties, deposited in his hands, and to permit such flour to be exported, under bond, or to be warehoused at any duly constituted warehousing port, and in the manner provided for by law."

Can anything be more conclusive than the above extract, and does it not bear out and prove every one of our assertions—that the law is a "dead letter," that it is not necessary to cancel the bond given on importation, that the actual product of the foreign wheat be exported, but that that produce may be introduced into consumption in the country, duty free, on the exportation of a similar quantity of flour made from Canada wheat?

It is a pity, for his own sake, that the editor of the *Cobourg Star*, before he so roundly taxed us with "falsehood," should not have made enquiry of some person conversant with the practice adopted. He would then have learned that it has been usual, immediately on the arrival of a quantity of wheat, before it is commenced to be ground into flour, to hand over to the collectors of the various ports an equivalent quantity of flour—thus saving the necessity of any deposit,—the flour is then sent down, under bond, to a shipping port, and on a certificate that that flour,—(or an equal quantity, since we understand no means are used to establish the identity)—is shipped, the bond given above is cancelled.

We have been thus precise to demonstrate—which we have done irrefragably—that there is no error, far less deception or fraud in our former statement. We shall not imitate the conduct of the *Cobourg Star* in casting aspersions, but charitably believe that he sins from ignorance.

The *Cobourg Star* attempts to answer our other arguments, against the continuance of the 3s. duty; but we shall be as brief as possible in our comments on his reply.

He had instanced the case of a distillation from foreign grain as a special argument in favor of the continuance of the 3s. duty, and we ask the very natural question, why the consumer of whiskey from foreign grain is to be singled out to protect the agriculturist, or to prop up the revenue? The reply is, because there are other protective duties. We know there are; and our arguments apply to all such with equal force; it is only because the *Cobourg Star* illustrated his argument by a special case, that we specially adverted to it.

We asked, whether the farmers themselves are not the consumers of the whiskey, and if so whether the tax intended for their protection does not come out of their pockets? The *Cobourg Star* misunderstands or affects to misunderstand the drift of these remarks, and to suppose that we meant that the farmers are the sole consumers of the whiskey so taxed. He then enlightens our ignorance by informing us "that 75 per cent. of all the whiskey manufactured is sold in the towns and villages." We do not

know from what data he has collected his information, but we suspect the *consumption* is by no means in the same proportion as the *sale*, by his account. He must recollect that a large portion of the town and village population are engaged in agriculture, and the sales made there are, to a considerable extent, to people from the country. We, therefore, see no cause to modify our former statement, that this tax, said to be for the purpose of protecting the agriculturist, extracts from one of their pockets as much as it puts in another.

Another question we put, which we should have thought was so clear as to have been impossible to misapprehend—namely, whether the tax on the raw material used in distillation might not operate injuriously by enhancing the cost of the manufactured article, and thus weaken the manufacturers' power of competition with the foreigner? In answer, the *Cobourg Star* professes to believe that we imagine, "that if grain were admitted here, duty free, it could be manufactured and sent back to the States to compete with the proceeds of distilleries there." For once we agree with him, that this would be an absurd supposition; but it is not ours; and it needed, we should have thought, very little acuteness to have apprehended our idea. A reference to another article in the *Cobourg Star*, in the very same paper that is employed in combating our arguments, will show that the editor is not quite so deficient of comprehension upon this point as he would lead his readers to believe. Speaking of the duty on whiskey imposed under the Excise Act just come into operation, and which he estimates as equal to 4d. per bushel, he says, "We consider 4d. per bushel to be too heavy a tax, and calculated to destroy the source from which it is derived, by encouraging smuggling from the opposite side of the lake." That is precisely our view of the 3s. per quarter duty on foreign grain, amounting to 4½d. stg. per bushel, and the competition which we dreaded is that in our market with the foreign distiller.

We observe the *Cobourg Star* is about to continue his strictures on our former article; and if we think it worth while, we may probably further notice him. If there has been any asperity introduced in the controversy he has only himself to blame.

EMIGRATION.

We should hope that the present distressed state of a portion of the population of the mother country will induce the government to turn their attention to a systematic plan of emigration. Latterly there has been very little said on this subject, probably because the public mind has been so much engaged with other matters; but the time has again arrived when it must force itself on the public attention, as the grand remedy for the evils presented in a redundant and starving population. When we hear plans proposed for the employment of the distressed peasantry of Ireland, the thought naturally suggests itself to our minds, what a pity these poor people cannot be transported to Canada, and how far more economical and consistent with sound political economy it would be if, instead of unproductive labor at home, they were productively employed as the pioneers of wealth and civilization, and art and science in the colonies. It is really distressing to hear of plans devised simply to keep men at work, and then to glance at the map of British possessions and see how large a portion, rich in all that can contribute to the comfort and enjoyment of man, lacks population. If instead of schemes that merely stave off the danger for a day, the British government were to set earnestly to work to find homes for these poor people elsewhere, how much more humane, and kind, and profitable would it not be in the end? The relief that is now afforded, keeps the multitude from starving, but in nowise renders their situation any better. It is so much money sunk, without the hope of a return; a few months pass by, and the same state of things presents itself; the public mind is again shocked with accounts of a starving peasantry—the public peace is again disturbed by reports of desperate men who will not starve while food can be obtained—and the government is again weakened, perplexed, and confounded by an evil which they cannot subdue, because they fail to meet it fairly and boldly.

The difference between a starving, discontented population at home, and a thriving, peaceful population in the colonies, was well remarked on by Mr. Charles Buller, in a speech which he made in the House of Commons some three years ago. In the one case, the squalid poverty of the unfortunate creatures is a constant tax on their fellow-men: they add nothing to the general fund of wealth, nothing to the State. Instead of being large consumers, and so aiding the manufactures and industry of the country, they hang as a burthen round the necks of their neighbours, and beyond the mouthful of food necessary to support life, and the rags that cover them, they are as stocks and stones in society. But place these men where labour has a fair chance, set them down in the backwoods with six months' supply of food, a log cabin, and an axe, and how long will it be before they make their presence known and felt beneficially? Not long. Ere many summers have come and gone—

ere the half-starved stripling has become a man—ere the proud indignation of long-suffering minds has quite passed away, the emigrant has made himself a home, and, instead of a pauper and beggar, another consumer is added to the list of those who keep up the wealth, and the pride, and the greatness of England. The process of making a customer of a pauper, and productiveness of what is now unproductive, is what Emigration alone can perform. By its means not only is the parent society released from a load, but, after a short delay, becomes greatly enriched. The men who were sent forth as incumbrances become the best customers of the State, and, by a singular alchymy, what was looked on as *dross* turns out to be *gold*.

We need not point out with how much more chance of success the political grievances of a country can be met, when the social have already found an end; nor need we say that England has it in her power, by means of Emigration, to produce such a social reform. For what better purpose could her fleet be employed than in transporting to more promising shores the thousands who now crowd her own cities in distress, and to whom the temporary relief of the day brings neither hope nor content? To what better purpose could her funds be applied, or to what more noble object the regards of her statesmen be turned? The world, we all know, is large enough and to spare for its inhabitants, and there are spots yet untrod by the foot of man, where cities are to flourish and future empires hold a seat: Why then should men starve in corners and crannies, whilst nature invites them elsewhere? Why should Governments despair, whilst so large and promising a field is open to the exercise of the energies of their people?

An extensive well considered plan of emigration would meet some of the worst evils that now distract the parent state, and strengthen her to meet any other crisis which, in the course of events, may arise. It would be to her, future wealth and political strength; for as her position is at present weakened by the presence of so many thousands of distressed subjects, so would it become stronger when this burthen was taken away. On all hands, therefore, she has a strong interest in making the attempt; and we trust it will be made boldly and liberally, and in a spirit to ensure its success.

THE QUEBEC GAZETTE.

We have noticed our venerable contemporary's explanation in reply to the doubts which we threw out respecting his views in our last impression, and so far as it goes it is satisfactory enough, that is, our contemporary formally admits the right of the colonists to *petition* the mother country for the removal of grievances.

But that, our contemporary will allow us to rejoin, was not the chief point requiring to be answered; and if he will not think us too importunate we will again lay the main point before him with the view of eliciting a reply.

We wish to know if he thinks the Colonists should be content to "*work*" under all the disadvantages imposed upon them by the differential duties, the British Navigation Laws, the closing of the St. Lawrence to sea-going ships above Quebec, and such like restrictions, without making an effort to get rid of them?

There are here evidently two points to be answered—first, whether he considers the laws in question separately and collectively *disadvantageous* to the Colonists, and secondly, whether they have a right to make an effort to get rid of them.

The latter query, as we have already said, our contemporary has answered satisfactorily: he says, the Colonists have a right to petition against grievances, real or supposed; and of course any one would be ridiculed who advanced any other doctrine.

But our contemporary must allow that the first query remains totally unanswered, and we trust he will favor us at an early opportunity with his views upon it.

We shall keep our eye upon him, that his explanation may not escape our notice.

FRANCE HAS RELAXED HER NAVIGATION LAWS:

May her example be quickly but more effectually followed by our Mother Country!

In the *European Times* of the 5th instant we read the following announcement:—

"The *Moniteur* (of France) contains a Royal Ordonnance, declaring that though according to the Treaty of Commerce and Navigation concluded in 186 between France and England which ordains that the products of Asia, Africa, and America, imported in French vessels into England, and in English vessels into France, were to be admitted only on bond for exportation, yet, under present circumstances, as it would not be advisable to throw any obstacles in the way of obtaining additional supplies of corn, the said Treaty is suspended until further orders in what relates to American flour and corn imported from British ports."

The same paper adds:—

"This Ordonnance has caused great dissatisfaction to the shipping interest of France."

Of course it has. It is another stab in the heart of monopoly, and the monster of course cries out. But have the millions whom it is

intended to benefit, cried out?—have they entered a protest against the Government for increasing the means of transporting food to their pinched and suffering families? No: on the contrary, they have blessed the men who have thus had the courage to do them justice.

Let England follow the example thus nobly given to her, and let her, as a first instalment of justice and liberality to her Colonies and her home population, decree, "that as it would not be advisable to throw any obstacles in the way of obtaining supplies of corn and food generally, American bottoms may be employed for transporting such from Canada."

Let our local Government (if we have a Government) take this hint and act upon it promptly.

INSPECTION OF FLOUR.

(From the New York Journal of Commerce.)

MESSEURS. EDITORS.—I have read with pleasure and instruction your remarks with reference to the inspection laws of the State. As an observer of their working both at home and abroad—with Inspector-Generalships made to order for favorite politicians, I am opposed to the system in toto. It is oppressive—injurious to commerce, and against free trade, the gaining doctrine of the day.

I am led to touch on the article of flour, having been acquainted with its manufacture and sale these forty years. My observation leads to the conclusion, that the practical working of the inspection laws as regards flour, has been to reduce the standard of "New York superfine" to a grade that will just pass to this, that it has the quality to make bread. The fine and shorts are ground over with fresh wheat, and so mixed in, that it is rare to meet with fine Rochester or Oswego flour: it is all superfine of a new grade.

There was a period—prior to the present system of "passing inspection"—when we had our favorite Rochester and Oswego brands. I will not dispute but we still have. They are known, however, as much from the package—"flat hoop" character for uniformity of weight,—as from quality. The refinement in the education of a miller of the present day, being to smash out a brand of flour that will just pass for superfine—in the shortest time, and out of the best quantity of wheat and the least weight of bran. Four bushels and $\frac{1}{2}$ to $\frac{3}{4}$, of 60 lbs. wheat, being considered sufficient to make a barrel, of 196 lbs. superfine flour, with bran that will hardly leave a trace when thrown upon black cloth.

I inquired lately of an old and distinguished Rochester miller, if he sent extra superfine to New York. He replied no; he made extra quality, but sent it to Boston, where they discriminated, and paid him regularly from 50 to 75 cents over the common New York superfine; that, owing to our inspection laws, it was no object for him to make the same article for the New York market. An Oswego miller of long standing, whose brand has long been a favorite in the New York market, has of late years fallen into the general plan, as the Chinaman would say, "to pass muster;" as they could make more by the low standard of quality (with the constantly changing new Inspectors-General and their subordinates), than by making a superior article for the New York bakers and retail trade; the export price governing the retail.

As some illustration of the grinding at Oswego, now that the New York market is closed, I find by an Oswego paper that the owner of the Congress mill, new brand, to get up reputation in the village and adjacent counties, advertises—and I can vouch for the fact that he has—"superior family flour made from white wheat." He has to do this to let his neighbours know that he has something better than New York superfine—which he knows is in bad repute. As an instance, the wife of a leading miller, who has performed the remarkable feat of averaging 560 barrels per day, with six run of stones, for seventy days—informed the writer that "they sent out West for the flour they consumed in their family." Her husband's flour was made for sale!! like Pindar's Razors.

It is well known, the New York bakers have their favorite Ohio and Michigan brands from millers who have not learned the secret of making a barrel of superfine out of $\frac{1}{2}$ bushels—the miller, I believe, at this, furnishing the barrel, and taking the surplus flour and shorts, alias bran, for his payment. You will say this is close work!!

I had intended to enlarge—to endeavor to show that the standard of New York "Superfine" is about the lowest grade abroad. It is well known to you, from your long experience with the prices current, that the highest price is paid in Richmond, Va., for the Gallego and Haxwell brands, where there is no inspection. Their name, and the regularity with which they make a good article, being a fortune to them.

In the Rio Janerio market, these brands have an advantage over New York Superfine of \$1.50 per bbl.; and in the New York market, for exportation, from new ground wheat, I have known repeatedly \$1 extra per bbl. paid. It is true, this flour is from drier and harder wheat than any other, and will take up more water; but I do contend that if our inspection laws were done away with, the ingenuity of our millers, and the superiority of our mills, would cause a rivalry, and produce brands that would keep in foreign markets, and have celebrity, like the Richmond and some other brands. We could order Southern wheat to the Troy Mills, and make a brand of flour as good as Haxall brand; but with a New York Inspector's name, its value would be decreased. It would take the name in the New York market of Troy Superfine,—a grade of flour that, owing to our inspection laws, the Western millers in this State have had to imitate.

So soon as the present inspection laws are done away with, each miller will stand on the reputation of his brand, and the rivalry will redeem the character of New York flour in the foreign market, and particularly in respect to its bad reputation for keeping in a warm climate. With the best Ohio wheat, and some classes of our own, we can make an article that will keep, equal to the best Southern brand. How important then to do away with our inspection laws, if this desirable object can be accomplished, as I believe it can.

J. E. B.

A STATEMENT OF IMPORTS AT THE PORT OF ST. JOHNS, For the Quarter ending 5th January, 1847.

ARTICLES.	Quantity or Value.	Women's Boots of Leather.....pairs. 189
Cows.....	2	Women's Boots of other stuff..... 4
Horses.....	9	Girls' Boot and Shoes..... 18
Pigs (sucking).....	2	Men's Boots..... 24
Hogs.....	2	" Shoes..... 21
Sheep.....	18	Boys'..... 18
Vegetables used in dying.....	£157 17 2	Leather manufactures not described..... £296 12 5
Biscuit and Crackers... lbs. 35,596		Linen manufactures..... £67 7 4
Books.....	£2,012 2 8	Cider..... galls. 22,660
Candles Sperm..... lbs. 4,230		Machinery..... £3,065 16 1
Carrriages.....	26	Mahogany..... £771 3 0
Clocks and Watches.....	£1,114 15 8	Medicines..... £664 9 7
Conls.....	ions. 9	Molasses..... cwt. 11,267 2 15
Cocoa.....	cwt. 6 1 17	Oakum..... £27 19 2
Chocolate.....	lbs. 181	Vegetable Oils..... £343 15 11
Coffee Green.....	cwt. 1,101 2 14	Palm Oil..... lbs. 24,970
" Roasted... ..	16 0 19	Fish Oil..... galls. 2,124
Coin.....	£100,523 15 0	Pickles and Sauces..... £3 0 6
Cordage.....	cwt. 72 2 14	Playing Cards..... packs 2F56
Corks.....	gross. 3,883	Paper manufactures..... £213 0 3
Cotton manufactures... ..	£248 11 1	Potatoes..... bushels. 838
Cotton wool.....	£228 14 9	Butter..... cwt. 5 1 27
Drugs.....	£934 2 10	Cheese..... " 6 1 7
Extracts and Essences... ..	£72 11 0	Bacon and Hams..... " 16 2 7
Oysters, Lobsters and Tur- tles.....	£625 10 7	Pork, salted..... " 1,625
Flour (wheat).....	bbls. 122	Meats, fresh..... " 3 1 4
Almonds.....	lbs. 248	Rice..... lbs. 135,334
Apples.....	bushels. 4,755	Seeds (garden)..... £287 6 2
Figs.....	cwt. 3 1 0	" (others kinds)..... £470 8 6
Nuts.....	lbs. 12,824	Silk manufactures..... £321 15 2
Peas.....	bushels. 8	Soap..... £53 13 6
Prunes.....	lbs. 839	Cassia..... lbs. 2,625
Raisins in boxes.....	lbs. 47,128	Cloves..... " 2
Raisins in kegs.....	lbs. 565	Pimento..... " 4
Fruit unenumerated.....	£94 1 0	Mace..... " 2
Furs and Skins undressed... ..	£1 7 6	Pepper of all kinds..... " 847
Fruit, preserved.....	£16 6 0	Spirits (except Rum)..... galls. 341
Glass manufactures.....	£383 2 3	Sugar, refined..... cwt. 1 0 8
Meal.....	bbls. 55	" unrefined..... " 222 0 26
Gums and Resins.....	£186 15 2	Tallow..... lbs. 359,504
Hardware.....	£3,343 16 2	Tea..... " 184,506
Hemp.....	cwt. 1,203 3 7	Tobacco manufactured " 132,717
Hides, raw.....	12,295	" unmanufactured " 134,515
Hops.....	lbs. 140	Segars..... " 982
India Rubber Boots and Shoes.....	pairs. 19,549	Snuff..... " 141
Goat Skins, dressed.....	dozens. 66	Trees and Plants..... £277 16 13
Lamb & Sheep do. do.	" 263	Vegetables (except Potatoes) £2 1 8
Calf Skins.....	do. lbs. 4,095	Wines..... galls. 105
Kip Skins.....	do. " 21	Beech wood..... feet. 2190
Upper Leather.....	" 20	Woolen manufactures..... £2,229 14 5
Sole Leather.....	" 2,587	Wood (cord wood)..... cords. 224
Leather not described... ..	£364 9 11	All other articles not enumerated..... £5,300 2 7

ARTICLES IMPORTED FOR WAREHOUSING AT THE PORTS OF QUEBEC AND MONTREAL.

Fancy goods.....	£118 8 10	Silk manufactures.....	£:66 4 2
Hardware.....	£1,367 5 8	Pork.....	bbls. 1,959
Ladian Rubber Shoes.....	pairs. 909	Gin.....	galls. 529
Molasses.....	cwt. 1,112 2 8	Brandy.....	" 936

THE WELLAND CANAL.

We extract the following from the *Oswego Commercial Advertiser*, as affording some idea of the amount of commerce flowing through the Welland Canal. The conduct of our Government, or some of its officers, contrasts unfavourably with that of our neighbours; for while the one is assiduous in supplying reports immediately for publication, the other neglects or declines to do so, except when called on in Parliament, and then, not being in the way of the local press, are scarcely known to the public, and if obtained their interest has then in a great measure passed away. It is unfortunate, for such returns give an impetus to industrial and commercial enterprise. The business on the Welland Canal was invariably published while it belonged to the Company; but now it is public property, and under the control of Government, the returns are not obtainable. As the article particularizes the principal items of commerce, we leave out the tabular statement appended, furnished by the Collector of that port:—

"CANAL BUSINESS FOR 1846.—The annexed table exhibits the amount of receipts and shipments, by canal, at Oswego, during the year of navigation just closed, compared with 1845. It will be seen that there is a very large increase in almost every article, as well of import as export. In the great staples of flour, wheat, and corn, and in the items of lumber and shingles the advance is unparalleled. A comparison of these articles separately, with the shipments of two preceding years, will show not only that the present advance is

large, but that there has been a steady and permanent increase in each year:

	1846.	1845.	1844.
Flour,.....brls.	471,318	379,383	316,842
Wheat,.....bus.	433,416	119,372	169,049
Corn,....."	347,747	9,263	1,171
Lumber,.....feet,	26,418,166	18,215,109	19,212,535
Shingles,.....No.	4,467,500	1,806,000	1,050,930

The increase in the article of flour, as shown by this table, is 91,935 brls., or 19 per cent. This is a very handsome advance; but it falls much short of what it would have been but for the breach of the Welland Canal, which occurred in November, and the premature closing of the Erie Canal navigation. By these accidents the amount of shipments falls full 50,000 barrels short of what it would otherwise have been. In the article of wheat, the increase over 1845 is 300 per cent. The shipments of corn are about forty times greater than last year. On sawed lumber the increase is at the rate of 45 per cent.

The increase in the amount of tolls collected is about 20 per cent, although the average increase of the whole business of the canal is much greater. Had the rates remained as last year, the tolls on the same articles would have exhibited an increase of 35 per cent. A comparison of the tolls for the last three years shows the following result:

1846.	1845.	1844.
\$165,865 56	\$138,704 28	\$133,444 30

On articles arriving by canal the increase is no less favourable of merchandise, the amount left exceeds that of last year by about 5,000,000 lbs. The larger portion of this increase is in the single article of sugar, which, under the law allowing drawback on certain articles of merchandise shipped for the Canadian markets, is now finding its way in large quantities through this channel. The total amount of sugar received this year is 8,025,419 lbs., of which 4,497,615 was for re-shipment to Canada under the law of debenture.

We have extracted the following remarks on the subject of our trade from the *Quebec Gazette* of the 15th ult., and have taken the liberty of marking, by italics, passages which appear to be (seeing the quarter whence they come) more than usually significant:—

"If the Upper Canada merchants find it more advantageous to deal with New York, we can hardly expect that they will give a preference to the St. Lawrence; neither do we blame the people of the United States for their efforts to bring the trade their own way. They have done a great deal by their canals and railways to the Great Lakes, and by their Drawback Laws. They have canals and railways from Lake Erie to the Ohio, from Buffalo, and Rochester, and Oswego, to the Hudson, and they are now about making a railway from Ogdensburgh, at the foot of the ship navigation of Lake Ontario, to Boston. They still contemplate the enlargement of the Erie canal, and forming a railroad to Detroit to compete with the Canada Great Western Railway; the effect of all which will be, to cut off the trade from the St. Lawrence, unless it is counteracted, by facilitating the communications along the Lakes, and the navigation of the St. Lawrence, to its outlet. One of these essential facilities is the DIMINUTION OF CHARGES AND BARRIERS OF THE TRADE, OF EVERY DESCRIPTION; and there is every reason to believe that efforts equal to those of our neighbours would be successful, seeing the natural advantages afforded by the St. Lawrence; but we must lay aside all little selfish jealousies, divisions and disputes, and work with the diligence and energy of our competitors. The object is to preserve and increase the wealth, industry, and growth of the whole population of Canada. In truth, to do what we are bound to do, not from the mere thirst of gain, but from a sense of OUR DUTY to each other, our families and our country."

ENGLISH NEWS.

The English Mail of the 5th was received in Montreal on Wednesday morning, having been anxiously looked for several days before. The *Hibernia*, it seems, had a long voyage of twenty days, during which time she had to lay-to for two days in a storm. His Excellency Lord Elgin was amongst the passengers.

The most remarkable circumstance in the intelligence, is the rapid rise in the price of flour and wheat. This rise confirms the view which has already been taken by the *London Economist*, as to the yield of the last year's harvest throughout the world. It pretty satisfactorily establishes the fact that but for foreign supplies, and without the recent reduction of duties, the state of the mother country at this moment would be most deplorable. Even as it is, the prospect is but a gloomy one. The peasantry of Ireland are suffering the greatest privations for the want of food, and in some counties, deaths are taking place from actual starvation. This is, indeed, very sad, and when contrasted with the wealth and splendor presented elsewhere, naturally leads to the enquiry from what cause this strange contrast arises.

We give below a number of extracts from late papers, which give a sketch of the actual state of things at home, and will be found more interesting than any other matter at this particular moment:—

STATE OF IRELAND.

The condition of Ireland continues to be the absorbing object of attention. Day after day the distress continues to increase, and famine is doing the work of death in various parts of the country. Immense numbers of poor half-starved creatures find their way across the channel, and beg and exist as best they can, by appeals to the feelings of the inhabitants of the great towns of England.—*European Times*.

We are now rapidly approaching the season for getting down the spring crops, and the first question which presents itself is, What sort of produce will be fit for human food in the summer months? As yet there is not preparation on foot sufficient to give rise to the hope that the land will be converted to those uses from which the farmer might reasonably expect to reap a remunerative return. With some it is a matter of doubt whether they can command the means of cropping their farms; but alas! with others, the means are totally beyond their own command; and, unless prompt and liberal assistance shall be generously extended, whole townlands will remain wild and uncultivated during the next summer. If that shall be the case, where is the man who can look without dismay on the prospects which overhang the face of this country on the approach of the winter of 1847!—*Irish paper*.

In Ireland, tillage, in fact, is neglected, and neglected too, in a great measure, in consequence of the very means taken to relieve the distress. At a sessions for the barony of Frenchpark, county of Roscommon, Mr. French said that "It was conclusively proved, that the public work system had realized all the evil anticipations which men conversant with Ireland had foreseen. It had completely upset the ordinary course of employment, and if not vigorously and speedily checked, would render the calamity of this year trifling in comparison to those to be apprehended in the next."—*English paper*.

SKIBBEREEN.—The entire country is just now covered with snow. It commenced on Sunday, and has not yet ceased. The dreadful times we are going through are beyond description. The deaths daily in the town far exceed the worst period of the cholera. Yesterday the police were told of a house outside the town, which was remarked to be closed for some days. When opened, there were seven dead bodies therein in a state of decomposition! The parish priest of Castlehaven, on Sunday last, desired the people to bury the dead without coffins, and they are doing so throughout the country!—*Pilot*.

It seems more money than usual is lodged in the savings bank in some parts of Ireland. "In this," says an Irish correspondent, "we see a token of the terror that fills the hearts of those who have any property. The hoarding of years is now coming forth, for the owners fear to keep it in their houses, as hunger will break through stone walls. The petty farmers, and almost all are of this class, are refusing to pay rent, and lodging any money they may possess, that they may emigrate, should there be no amendment in the condition of the people. It is also said, we know not how truly, that arms are being purchased largely. This is confined, as far as we can learn, to parts of Clare, Limerick, and Tipperary, the richest and most disturbed parts of Ireland."

STATE OF ENGLAND.

A grand agricultural dinner took place at Blandford a few days ago, when Mr. G. Banks, M. P. for Dorset, made some extraordinary statements. He informed the meeting, that potatoes having been the main food of the labourers of the county, he feared we were on the eve of a time when nothing but the greatest activity and benevolence on the part of the landlords could save us from the awful evils now pressing on the Irish. For months and years together we have been told by the Protectionists and their press that the rate of wages is governed by the price of food—that as food rises in price wages are raised also—that if the tenant obtained a better price for his produce, the labourer, by increase of wages, partook of the benefit. Yet, now that food is dear, and the farmers all chuckling to think how the Free-traders have been mistaken, we are told that potatoes are the main food of the labourers of Dorsetshire, and that there is danger of their becoming as wretched as the Irish. And gentlemen like Mr. Banks can face it out at public dinners.

The poorer districts of London, which have hitherto been comparatively free from the distress which is so prevalent in other parts of the country, are now beginning to feel the universal pressure. The excessive inclemency of the weather has greatly aggravated the sufferings arising from the want of food, and this latter want has become more alarming, owing to the rise which has taken place in the price of bread, and all other kinds of provisions within the last few days. The work-houses have seldom been known to be so crowded with inmates as they are just now, and it is expected that if the inclement weather continue for a week or ten days longer, the work-house authorities will be obliged, as is now the case in nearly all parts of the country, to reply to all new complaints—"The work-house is full: we cannot receive any more at present."—*Globe*.

Several painful instances of death from exposure to cold and starvation have taken place in various parts of the country during the last week.

The price of wheat has again risen, and all kinds of food are rising in the same proportion. Even French eggs fetch the unprecedented price of 1s. 8d. per dozen. A short time since prices for a week or two looked downwards, and the farmers began to look black, and the fall of prices at that time is easily accounted for. All the corn that could be collected in the Baltic or in America, was sent to the English ports as quickly as possible, as it was known to be impossible to import much after the winter had fully set in. Such unusual quantities of course reduced prices, and the farmers, in their fright, began to thrash and pour their corn into

the market too, to get the high prices whilst they were to be had. Now, however, importation slackens; the winter is come; there are eight months to provide for before the next harvest, and food is demanded in great quantities on the continent. Prices have, therefore, risen, and we believe, will rise. Corn will be dearer than it need be, because Lord John Russell insists upon retaining the one pound per load duty on all wheat imported. The *Standard* and most other Protectionist journals set forth in distinct and leaded lines, with a flaming heading, the quantities of corn imported from America; but the noodles entirely forget the immense falling off of the importation this year from Ireland, which more than counteracts the increased supply from America.

STATE OF THE CONTINENT.

The distress in France, and even in Paris, continues to accumulate. The money drawn out of the savings banks far exceeds that paid into them. The state of trade is deplorable. In Belgium, the distress is so great that slaughter-houses for horses have been established in several villages, which compete with the regular butchers. Horse-flesh is sold to the poor at one penny a pound.

The distress in Belgium is said to be equal to that in Ireland. Want of employment for the masses and the failure of the potatoe crop are producing extreme misery; but much of the distress is attributed to the prohibition of the importation of linen into France, which formed a very considerable portion of the Belgian trade. Thus legislatures, instead of promoting the prosperity of nations, are always increasing the natural evils with which man has to contend.

MISCELLANEOUS.

MEETING OF PARLIAMENT.—A circular, of which the following is a copy, has been issued by the Prime Minister to the Liberal Members of the House of Commons:—"Downing Street, Dec. 23, 1846. Sir,—I have the honour to inform you that the meeting of Parliament being fixed for the 19th of January, business of great importance will be proceeded with on the opening of the session. I take the liberty of requesting your attendance. I have the honour to be your faithful servant, J. RUSSELL."

The Protectionists talk of consolidating their strength for a "long pull, a strong pull, and a pull all together," so as to prevent the extension of the Corn Laws beyond the three years, except to such countries as meet us reciprocally. We advise them to be quiet till the three years have expired; for if they make much noise at present, the public may be roused to take other measures which may be far more unpalatable than any that have yet been passed. No man who understands the first elements of free trade can talk about reciprocity, and those who do only express their own ignorance.

A project had been formed in the city to establish a whale and fishing company in the North Seas, with a capital of £250,000. This project has failed, though the North Seas are a fruitful field for American industry. The coast of Ireland is said to abound in the finest fish, which fetch a very high price, and instant sale, at Bristol, Liverpool, &c., and as the natives of Ireland are too poor to fish their bays, &c., to advantage, how is it that the English capitalists have never ventured upon an undertaking that seems to hold out promise of success?

Great distress prevails among the silk weavers of Spitalfields for want of employment. A fund for their relief has been opened under the auspices of the clergy and influential inhabitants of the neighbourhood.

The suffering population of the Highlands and Islands of Scotland is estimated at 100,000.

A letter sent from New Zealand through India is charged for postage £1 1s. 8d. by a packet ship only 8s. or 9s.

THE WEATHER.—Another week of wintry weather, almost as severe as from the 12th to the 19th. So much cold in December will make the season long, and, to the poor, very trying. On Wednesday night (the coldest of this week), the thermometer was down to 26 degrees, and on Thursday, in the shade, it was at freezing point the whole of the day.

Mr. Cobden has made a tour throughout the greater part of Spain. He has visited, since he left Cadiz, Mataga, Alicante, Almeria, Valencia, and very recently at Barcelona. We hope he will give the public the result of his observations on the actual condition of the people of Spain, leaving the squabbles of the court to others, and politics to politicians. Mr. Cobden, we believe, has travelled before in America, Russia, and Germany, and no man is better qualified—not Mr. Laing himself—to give a practical account of the every-day life of man, the domestic and local customs, the arts, manufactures, and agriculture, than Mr. Cobden. It is admitted, says a correspondent from Spain, that Mr. Cobden has made, during his tour, numerous proselytes in all the principal towns of Spain.

EXTRAORDINARY RISE IN THE PRICE OF BREAD.—On Tuesday a very simultaneous rise in the price of bread took place throughout the metropolis; the household quality being advanced from 7d. to 8½d., and the best wheaten from 9½d. to 10½d. In the market on Monday, flour rose 3s. per sack; and it is stated among many of the most experienced bakers, that before the expiration of the week, the 4lb loaf will reach the price of 11d.—Sun.

On the 10th of January, the custom-houses between the kingdom of Poland and the Russian empire will be abolished, and the commerce between them be entirely free.

A meeting was held at Berlin, on the 14th of December, for the purpose of establishing a free-trade institution at that place, the head-quarters of the Zollverein.

The Turkish Government is preparing a code of commercial law, which is to be mainly founded upon the provisions of the French code.

In consequence of the present high price of corn, the Duke of Lucca has published a decree permitting the importation of corn, free of duty, into that state, during the next four months.

In Denmark, the import duty on corn, groats, and flour has been considerably reduced by a Royal ordinance of the 9th of December.

An American house established in the Midland counties of England and in New York, has, by last steamer, ordered over forty thousand barrels of flour in lieu of remittances in bills.

His Excellency Lord Elgin arrived at the seat of his new Government yesterday morning, and proceeded immediately to Monklands. His Excellency slept at St. John's the previous evening. He is to make a public entry into Montreal to-day at one o'clock.

The *Lord Sydenham* and *North America* steamers have been sold at auction this week. The former was purchased by David Torrance, Esq., for £4,000; the latter, by Messrs. Gilmour & Co., for £3,640.

The Provident and Savings Bank, and the City and District Savings Bank, have advanced the rate of interest on deposits to five per cent.

There is no local news of any interest.

THE MARKETS.

ENGLISH.

There has been a progressive advance each subsequent week since the sailing of the *Cambria*, in the prices of bread stuffs. The demand for home consumption in England and Scotland, as well as in Ireland, has been largely on the increase. Although the receipts were large during the latter part especially of the last month, yet the serious state of destitution of the lower classes, more particularly in Ireland, kept up prices, and on the sailing of the *Hibernia* the following was the state of the Grain Market:—

Flour, Canadian, duty paid, per bbl.	38s.	to 41s.
Wheat, " " " per 70 lbs.	9s. 6d.	to 11s. 3d.
Oats, - - - " per 45 lbs.	5s. 3d.	to 5s. 6d.
Oatmeal, - - - " per 240 lbs.	47s.	to 48s.
Barley, - - - " per 60 lbs.	6s. 6d.	to 7s.
Peas, - - - " per 504 lbs.	60s.	to 62s.

Ashes have slightly improved, and are quoted, both Pots and Pearls, at 28s.

Butter, Canadian, on which there is a duty of 2s. 6d. per cwt., is quoted at 60s. to 76s. per cwt., duty paid.

Hams, Canadian, on which there is a duty of 2s. per cwt. on smoked, are quoted at 50s. to 60s., duty paid.

Lard, in barrels, (duty free,) from 43s. to 46s. 6d. per cwt.

Linseed Cake, (duty free,) from £10s. to £11 12s. per ton.

Pork, Prime Mess, new, per barrel of 260 lbs. 62s. to 65s.

Do Mess, old, " 60s. to 65s.

Do Prime, " 47s. to 52s.

Owing to the certainty of short supplies from Ireland, it seems probable that prices of Pork will further improve, and that as spring advances a brisk demand may be anticipated.

The Money Market was quiet. £2,000,000 had been loaned by the Bank of England to the Bank of France in her present emergency.

The Woollen Trade appears in rather an improving state, a considerable business has been done in most descriptions of low foreign wools at somewhat improved prices.

The Cotton Trade has been in a most excited state; and from the arrival of the *Hibernia* on the 1st of December up to the 16th, about 251,000 bales of Cotton had changed hands,—the total sales of the month amount to upwards of 300,000 bales, and at advanced prices.

Iron has advanced about 10s. on the ton for Merchant Bar, and 5s. for Pig, and appearances indicate a still further advance. The following are the quotations delivered in Liverpool,—Scotch Pig, £4 5s. to £4 7s. 6d. Merchant Bar, £9 10s. to £9 15s. Best rolled, £10 15s. to £11 Hoop Iron, £11 10s. Sheet, £12.

Sugar is in active demand at an advance of 1s. to 1s. 6d. per cwt.

MONTREAL. Friday Evening, 29th Jan.

The transactions in produce for the last few weeks have been on so limited a scale as to render quotations almost unnecessary. Previous to the arrival of the news per *Hibernia*, the sales of Flour made in this market, mostly of ordinary brands for consumption, were at 25s. 6d. to 26s.; for spring delivery, good shipping parcels at 27s. to 27s. 3d. Wheat, Lower Canada, has been sold at about 5s. per minot. Pease, 3s. 9d. to 4s. Barley, 3s. to 3s. 1½d. Oats, 1s. 10d. to 2s.

The intelligence per *Hibernia* has raised the Flour Market fully 6s. per barrel: on the spot 32s. 6d. is generally demanded. We have not heard of any sales for spring delivery. All kinds of grain have advanced in proportion, but as yet so little has been done that quotations are nearly nominal.

Hogs are worth 25s. to 27s. 6d. per 100 lbs.

Exchange on London, private was sold for the packet at 7 to 7½, 90 days.

NOTICE.

OFFICE OF THE ST. LAWRENCE AND ATLANTIC RAIL-ROAD CO.
 Montreal, 8th January, 1847.

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

By order,
THOMAS STEERS,
 Secretary & Treasurer.

FORWARDING NOTICE.

1847

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

UPWARDS.

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

DOWNWARDS.

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

Other Property in proportion.
 Insurance, extra.
MACPHERSON, CRANE & CO
HOOKEE, HOLTON & CO
H. JONES & Co.

December 11th, 1846.

St. Lawrence & Atlantic Rail-Road.

NOTICE

TO TIMBER CONTRACTORS.

TENDERS will be received at the Office of the **ST. LAWRENCE AND ATLANTIC RAILROAD COMPANY**, till the 9th day of **JANUARY** next, for the following description of **TIMBER**, for the superstructure of the R. A. from the St. Lawrence River to a point in the Township of Arton,—a distance of about 45 miles, to be delivered before the 1st August, 1847, on the line of the Road, at such points as the Engineer shall designate, namely—

LONGITUDINAL SILL. Sawed, 8 by 12 inches square, in lengths of 18, 27, and 36 feet, to consist of heat quality merchantable Pine or Tamarac Timber. Also, Oak or Tamarac Plank for Cross Ties 2½ inches thick, 6 inches wide, and 8 feet long. The whole to be good sound merchantable Timber, and Plank free from black knots, shakes, and wanes, and in no case to be Sapling Timber.

The **TIMBER** to be delivered at Points not exceeding one-fourth of a mile apart, on the following Division of the Road, *viz.* :

- First Division, extending from the St. Lawrence River to the Richelieu, at Beloit.
 - Second Division, extending from the Richelieu River to the Village of St. Hyacinthe.
 - Third Division, from St. Hyacinthe to the Point above mentioned in the Township of Arton.
- Persons Proposing will state—1st, The amount and kind of Timber they will furnish; 2nd, Upon which of the above Divisions they will deliver it; 3rd, The price per running foot of Sills of each kind of Timber; 4th, The price of each Cross Tie of Oak or Tamarac.
- Persons offering to contract for Timber or Ties who are unknown to the Engineer or to the Directors, will be required to accompany their proposals with references as to character and ability, and in all cases where any proposal shall be accepted and a Contract entered into, the Contractor will be required to give the names of responsible persons as sureties for the faithful performance of the Contract according to the terms agreed on.
- For further information, apply at the Company's Office, No. 18, Little St. James Street.

THOMAS STEERS,
 SECRETARY.

COMPANY'S OFFICE,
 4th December, 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 Subscriptions for Shares of Stock conditional upon that resolve (received subsequent to the 30th ultimo) have become absolute, the few Stockholders 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
 R. & A. Rail Company,
 Montreal, 25th August, 1846.

NOTICE IS HEREBY GIVEN that application will be made by the **COMPANY** of PROPRIETORS of the **CHAMPLAIN** and **ST. LAWRENCE RAILROAD**, at the next Session of the Provincial Parliament, for an Act to amend and extend certain provisions of the Act 2 Wm. 4th, chapter 58, entitled, "An Act for making a Railroad from Lake Champlain to the River St. Lawrence" and particularly the provisions of the 47th Section of the said Act, so as to authorize the said Company to extend and construct a Branch of the Champlain and the St. Lawrence Railroad from some point on the present line of the same West of the River commonly called La Petite Riviere de Montreal, in as direct a line as may be found practicable to any point upon the River Saint Lawrence at which a Bridge shall be constructed under the authority of any Act to be passed by the Legislature over the said River to communicate with the City of Montreal, and also to empower the said Company to carry their said Branch Railroad over such Bridge and thence to the City of Montreal, upon such terms and conditions as shall be fixed by Legislative enactment.

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

RAIL-ROAD OFFICE,
 Montreal, November 2, 1846.

NOTICE.

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

- | | |
|--------------------------|--------------------------|
| H. STEPHENS, | ANDREW SHAW, |
| HUGH ALLAN, | JAMES GILMORE, |
| JASON C. PIERCE, | WM. EDGESTONE, |
| D. DAVIDSON, | MOSES HAYS, |
| WILLIAM DOW, | JOSEPH MACKAY, |
| JOHN LERMOY, | ROBERT MACKAY |
| WM. LUND, | O. BERTHELET, |
| J. B. SMITH, | H. JUDAH, |
| J. FROTHINGHAM, | A. LA ROCQUE, |
| JNO. YOUNG, | B. HART, |
| JOHN F. MILLS, | JOSEPH BOURET, |
| I. H. HOLTON, | A. M. DELISLE, |
| D. L. MACDOUGALL, | W. ERWATINGER, |
| BENJ. LYMAN, | W. C. MEREDITH, |
| R. CORSE, | JOHN J. DAY, |
| DAVID TORRANCE, | Geo. ELDER, Junr. |

Montreal, September 14, 1846.

NOTICE.

ON and after the 15th instant, the Subscribers will charge the undementioned **RATES OF FREIGHT**, from Kingston and places below, to Montreal—

Flour,	3 0	per barrel
Pork,	4 0	per barrel
Ashes,	7 6	per barrel
Wheat,	0 2½	per 60 lbs.

And other articles in proportion.
 Insurance, as usual, will be charged on all property downwards, in addition to the Freight.
H. JONES & Co.
R. JONES,
 Agent for the Quebec Forwarding Co.
MACPHERSON, CRANE & Co.
HOOKEE, HOLTON & Co.

Montreal, Nov. 14, 1846.

NOTICE.

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

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

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

FOR SALE.

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

Patent Sperm Candles, from the Manufacturer
STEPHENS, YOUNG & CO.
 20th August, 1846.

"CANADA" WINDOW GLASS.

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

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,** **CODFISH,**
PORK, **BUTTER,** **CHEESE,**
SALMON, **LARD.**
 A few Boxes Patent Hive **HONEY**, and a Choice Assortment of **DRY GROCERIES**, for the supply of Families
D. P. JANES & CO.
 Corner of St. Paul & McGill Streets.

NOW OPENING, AND FOR SALE
 By the Subscribers:
ONE Thousand Pieces **ALPACA LUSTRES,**
 2500 Pieces 3-4 and 6-4 Plain and Twilled **CAHMERES,**
 1500 Pieces Black and Colored **ORLEANS,**
 500 Pieces **GALLA PLUIDS,**
 1000 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.

BIRMINGHAM AGENCY.
THE SUBSCRIBER,
AGENT for **SAML. A. GODDARD & CO.**
 is to be found in the Rooms of the **FREE TRADE ASSOCIATION**, No. 3, St. Sacrament Street.
WILLIAM HEDGE.
 Montreal, 30th May, 1846.

GLOBE INSURANCE CO. OF N
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, THAPMAN & CO.
 Agents for Canada,
 MONTREAL
 1st May, 1846.

DONOGHUE & MANTZ have **REMOVED** their Printing Establishment from Great St. James Street, to **THAYER'S BUILDING**, 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 7½d. 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.