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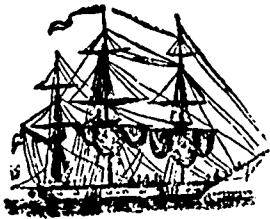
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 12TH DECEMBER, 1846.

[No. 33.]

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 12TH DECEMBER, 1846.

BRITISH CONNECTION.

Amongst the various sophistries used by the advocates of our present vicious commercial policy, we know of none so little entitled to respect, as that which seeks to identify Free Trade within this colony, with the severance of our connection with the mother country. And yet we cannot but admit that many have been led away by the noisy protestations of exclusive loyalty on the part of those who have mixed up these two questions, and whose main object apparently is, to maintain and perpetuate existing abuses. Such men are to be found in every country: they are implicit believers in the universal truth of the maxim, "Whatever is, is right"; they are zealous supporters of what they call, the "Constitution by law established"; active supporters, and convenient instruments, of every existing Administration; and determined opponents of reforms of every description. With them, the wisdom of our ancestors is everything; the experience of the present age, is nothing. Every change, with them, is an innovation; every reformation, a revolution, which must lead to the destruction of the social fabric.

Whilst we do not deny that the conservative spirit which writers of this character diffuse, is not unattended occasionally with some benefit, where a reckless desire of change manifests itself in a community; we much consider that it is fraught with much danger in our present circumstances. It must never be lost sight of, that in this case it is not we, but the British Government, who are the agitators in the Free-Trade movement; it is not we who have repudiated, but the British Government who have withdrawn, Protection! We would have continued to be the Conservatives; but the British Government have shown themselves to be the Destructives! Again and again have we reiterated this obvious truth, and yet we scarcely ever take up a paper in which we do not find the Free-Trade Association designated as the cause, instead of, as it manifestly is, the effect of the introduction of Free-Trade principles into the British legislature. An intelligent merchant at Quebec, with whom we recently conversed, expressed his decided opinion, that it was through the influence which the formation of a Free-Trade Association in the colonies was calculated to give to the opinions of Sir R. PEEL, that he was mainly indebted for the ultimate success of his measure, and we see by the *London Standard* of the 5th October, that the Free-Trade Association here was got up through the exertions of Sir R. Peel's Government! We should indeed lay ourselves open to the charge of that vanity, with which we have been occasionally taxed by our opponents, were we to attempt gravely to answer a charge, which implies in us so powerful an influence over British councils, and which is as ridiculous as it is unfounded: but in the *Standard* that charge is coupled with the accusation, that the Free-Trade agitation is "shaded by a manifest disposition to break off all connection with the Metropolitan State."

The simple and conclusive answer to this charge is to be found in the fact, that whilst the Protectionists of every kind, both here and in England, have, in furtherance of their designs to cajole or

terrify the British Government, held out directly or obliquely the threat of separation from the mother country, Free-Traders have consistently and invariably rested their arguments mainly on their tendency to strengthen and perpetuate the connection now subsisting between us. Keeping this point steadily in view, Free-Traders' exertions have been directed, by acting on public opinion, to impress upon our Legislature the policy of totally repealing the Differential Duties, and of urging on the British Government the modification of the Navigation Laws and the opening of the St. Lawrence to foreign vessels: the former being merely a response to the unconditional invitation held out by the Imperial Parliament in the *British Possessions Act*; and the latter, a corollary from the principles which now govern Imperial legislation on Colonial subjects.

We shall not now enter on the justice and expediency of these our objects, they have been irrefragably proved in the pages of this journal, but we ask, What is there anti-British in their tendency? Are we the enemies of British connection, because we seek to make this a prosperous and attached colony, by urging on our legislature the pursuance of a similar policy to that which the Imperial legislature has adopted at the instance of the British nation? And are we hostile to British supremacy because we seek to identify our policy with hers? Apparently our opponents imagine that the best way to unite us to Great Britain is to separate our interests; that the best mode to cement our connection is to make the people dissatisfied with their condition. Like Master Slender in the play, they would say of our union, "if there be no great love in the beginning, yet heaven may decrease it on better acquaintance," and "upon familiarity will grow more contempt."

But, say our opponents, Great Britain enriches the colony by an enormous outlay therein for the maintenance of the military force, which she sends for its protection. Granted: but does she not regulate the amount of that outlay, and the extent of that force, according to her own pleasure, and has she not distinctly admitted that she has no constitutional right to tax her colonies on that account? Is it no advantage to her to have such stations for her troops as may enable her to concentrate them at any time she may think proper, so that she may retain the political power and influence which she now possesses, and the loss of which would be destructive to her greatness? Is it no advantage to her to have faithful allies and loyal subjects in countries where, if the bond of connection were severed, she might in case of differences with foreign nations have enemies to contend against? Is it no advantage to her to have a market on which she can rely, even when her manufactures and other products may be shut out of foreign countries, by hostile tariffs?

Whilst thus asserting the advantages which Great Britain derives from her colonies, we are not insensible to those which she bestows, and which we admit to be an ample equivalent. To be united by the ties of allegiance with a country renowned alike for her achievements in arms, and in the liberal arts,—a country which has planted the germs of civilization and liberty in every region of the habitable globe,—which adopts in her colonies the same enlightened policy by which she governs at home—is a source of pride to every Briton, and we unhesitatingly say of that connection, ESTO PERPETUA!

THE RECIPROcity PRINCIPLE.

The progress of truth is slow but sure. The human mind is so prone to suspicion that it requires many efforts before .. can bring itself to examine that which is new. When it does so, it is rather in a spirit to reject than adopt. Individual interests cry out against novelty, and national jealousy as frequently steps in to give a colour to private clamour. This is just now shown in the opposition which France and some other countries are offering to the progress of Free Trade. The fact that England has adopted those principles is considered a sufficient reason for rejecting them. England, say they, has been influenced in this matter by a consideration of her own interests; those interests are necessarily opposed to ours,—ergo, Free Trade is bad.

We need scarcely stop to point out the viciousness of this reasoning. If it were true that what is for the interest of one country must be to the prejudice of another, and that the laws of nature, like those of men, were made to be in a constant state of antagonism, there might be some grounds for a suspicion so little favourable to the rational progress of the human race. But we need scarcely say that such is not the case. The interests of all nations are, on the contrary, most intimately interwoven, and nothing but the prejudice of rulers and the ignorance of classes could ever have persuaded the world to the contrary.

The arguments used by the French protective press on this question are just those which have at all times been employed to support a restrictive tariff. England, say they, has only adopted Free-Trade measures when she had no longer anything to fear from competition. She was protective just so long as it suited her interests; and as it no longer suits her interests, she wishes to induce other nations to sacrifice their policy to a policy which has now become her own. If we fall into the trap and follow her example, we must be losers by the change. Free Trade will not increase our exports, because products similar to those of France are either produced cheaper in England, or are not required to a greater extent than at present; and as to the idea that an increase of imports must lead to an increase of exports, that is a mere theory, not supported by experience, and in no respect applicable to ourselves. It follows from this, that we shall be inundated by the cheap manufactures of England, to the injury of our own workmen, and without in the least degree benefitting our own native industry and commerce.—These positions are most admirably combated in an article in a late number of the *London Economist*, which is now before us, and in which the writer shows, by Parliamentary returns, that up to the present time the manufactures of France have received a great impetus from the liberal measures of England. In spite of the assertion that France has nothing to give that Great Britain will take, the increase upon the imports of silk manufactures alone for the five months the tariff has been in operation is nearly forty per cent, and on cotton goods equally great. Nor is this all. For many years past—that is, since 1827—the policy of England has been gradually becoming less and less restrictive towards her Gallican neighbour. Without waiting for France to set the example, Great Britain perceived that it would be to her interest to get the wines, and silks, and gloves, and cottons she required at as reasonable an outlay as possible. Some persons would say, and some did say, that she was injuring her own manufactures by this, and that it would have been better to have paid a higher price for a worse article of her own production. But English statesmen thought differently. They had tried that system and knew what it led to. Experience had shown them that it neither contributed to the revenue, nor the morals, nor the commercial welfare of the country, and therefore without listening to what a few interested manufacturers told them, they brought down the duties, and invited the cheap goods into the market, knowing very well that they would find out a way to pay for themselves. What has been the consequence? An enormous extension of this branch of commerce with France, as will be shown by the following returns:—

Imported from France.

	WINE.	SILK GOODS.	COTTON GOODS.	GLOVES.
	<i>Gals.</i>	<i>Lbs.</i>	<i>£.</i>	<i>No. Pairs.</i>
1832, . .	311,448	146,665	6,365	1,513,106
1841, . .	480,720	254,120	72,046	1,369,277
1845, . .	725,308	301,573	35,943	1,863,741

But did not the interests of England suffer by this one-sided trade? for one-sided every Protectionist will assert that it was, when France was keeping up against England heavy restrictive duties. Trade, say these gentlemen, ought to be reciprocal, and it is an act of suicide in one country to abandon its tariff till every other country has done just the same. Well, let us see. We have shown how our imports from France increased from 1832 to 1845, under the various reductions in our tariff, and we will now just enquire how it stood with our exports during the same period. Here are the figures:

1832,	£647,701
1844,	2,656,259
1845,	2,701,238

Can any one mistake the meaning of these simple facts, or fail to perceive the direct connexion that exists between these two classes of figures? There is no reciprocity of tariff here, but a wonderful sympathy of trade! And just exactly the same result is shown in every other case. Although Russia, Germany, Belgium, and the United States have been pursuing the principle of exclusion, the exports of England, under the changes she has made, have been steadily increasing. Thus they were in

1832, £36,150,591, before Lord Melbourne's changes.
1841, 51,634,623, before the New Tariff.
1844, 53,581,292, after two years' experience of the Tariff of 1842
1845, 60,111,052, after three years.

We think that these facts ought to be sufficient to show the absurdity of the old notions of "reciprocity," "balance of

trade," &c. It would be much better for the interests of every country certainly that they should all at once come to a rational system; but their not doing so will only injure themselves, and not their neighbours, who adopt a more liberal policy. England does not take more French goods than she can pay for, and she gets them at a price which enables her to be a good customer to her foreign neighbour. The increase of her demand stimulates the manufactures of France, and with them the use of coal and iron, which England supplies. Thus both parties are mutually benefited; though, of course, not so much as they might be if the trade were perfectly free, and the industry of France were not shackled with the enormous duties imposed by her Government.

The same rule applies equally to every thing and every country. An increase of exports will always accompany an increase of imports; and the only effect of restriction is to limit trade, and not to violate this universal law. The more this is inquired into, the more evident it will appear, until at length men will look back and wonder how a truth so evident could ever have been overlooked.

THE POST OFFICE DEPARTMENT.

No 6.

To the proof, then, of our proposition, that the action had upon the Report of the Commission, so far at least as Canada is in question, has done as much harm as good, and perhaps more; has resulted in a state of things certainly not better as a whole, and as certainly in a variety of particulars worse, than that which the Commissioners found existing and described.

On all the more important recommendations of the Report, there has been next to nothing done, and the little done has been ill done. On the less important class, there has been more done, but still almost nothing well done.

We hardly wonder that the death of Mr. Howe, the late Depy. Post Master General at Halifax, which occurred shortly after the Report was made, was not taken advantage of, to place the whole of British North America under the charge of one Deputy Post Master General. On this point the Commissioners were perhaps too far-seeing. Till the Provinces shall be united under one Governor General, it might not be easy to put them all under one resident Post-Office Head. At any rate, the attempt was not made, and is not now likely to be made, and its policy need not therefore be discussed.

Setting aside this project, then, the great first reform relied on by the Commissioners, and without which they held that no real thorough reform of the department could be carried out, was the placing of the Post-Office under the control, as well of the Provincial Government in its local details, as of the Imperial Government in its more general regulations. Incidentally, in describing the system recommended by them to this end, they observed that it might naturally place the patronage of the department "in the same hands and under the same conditions and limitations as other patronage." Towards the great change no step whatever has been taken. Towards the minor change, regarded by the Commissioners (and justly) as a mere corollary from the great one, a single step has been taken, and one which, single as it was, had been better not taken. The patronage of the department,—or rather, so much of it as one may hold to be "more plague than profit" to the dispenser,—has been graciously vested in the Governor, subject always to conditions and limitations unknown to any other branch of the public service. The office of Postmaster, whenever vacant, is to be filled by the Governor; one Postmastership perhaps in twenty being, on the score of emolument, worth the holding, and the task of finding a fit person willing to accept the post being, therefore, in a large proportion of cases, the reverse of easy. Clerkship vacancies, being generally worth more, are to be filled by regular promotion, so as never to offer anything better than the poorest place on an establishment for His Excellency's gift. And the Deputy Postmaster-General's, Accountant's, and Surveyors' Offices, being the best of all, are reserved from His Excellency's interference altogether, for the gift of My Lord the Postmaster-General at home. Add to this, that after the Governor has appointed, the Deputy Postmaster-General may dismiss, and that the Governor himself cannot; and we have described in short metre the patronage regulations which the wisdom of the department at home has substituted for the system of local administrative control devised and urged by the Commission.

We are bound to admit, however, that other steps are understood to have been taken to attain one of the ends sought by the scheme of the Commissioners,—the subjecting of the Provincial Head of the Department to a real instead of nominal responsibility. And we are further bound to add, that they have made matters worse. The Report, besides complaining of the entire absence of local control by the Provincial Governments, had set forth the fact that the control of the Postmaster-General, complete and absolute in theory, was in practice merely nominal. Its remedy was, to set the Gov-

error of each Province to do what the Postmaster-General had not done, and could not do. The remedy adopted has been an effort by the Postmaster-General to do it all himself. With all the former defects of the system, we at least used to have a resident Chief Officer, of active business habits, not often trammelled in matters of detail by orders from home, and having tolerably large powers to enable him to meet the public wish as to Post Office accommodation, and the minor management of his department, so far as he might see occasion. We have now one who cannot establish a new mail route, or improve an old one, or open a new Post Office,—in a word, who can scarce stir hand or foot,—with it leave asked and had from a master thousands of miles off, oppressed with the conduct of all the larger and nearer business of a vast department, and withal a perfect stranger to the peculiar wants of a new country.—By how small a share of wisdom, even in some matters of more general regulation, the interference of that master has been governed, we may soon see. How destitute of wisdom it must be in all those trifles of departmental arrangement upon which it is now understood to be perpetually busy, may be held self-evident. It is enough to state the mere fact, that, at every turn,—before opening an Office or making any other change for the public accommodation,—the Deputy Postmaster-General is now required to satisfy some Postmaster-General's factotum (whoever he may be) in London,* in place of being held, as the Commissioners proposed, to satisfy the Governor-General and his Provincial advisers, on the spot!

The second great reform urged by the Report (counting in order of importance), was the adoption of a lower and simpler scale of rates for letter postage, together with the system of charging letters, as at home, by weight. These rates had been enacted in the 5th year of George the Third, and (the Act being an Imperial Act), of course in sterling money. They were indefinitely numerous, rising 2d. sterling for every hundred miles after the first hundred; and their conversion from sterling to currency made their amounts as awkward as they had need be for convenience of calculation—4½d., 7d., 9d., 11d., 1s., 2s., and so on for ever. The Report proposed 2d., 4d., 6d., 9d., and 1s., as the only rates; recommended them especially for their simplicity and the ease with which they could be brought into account, and as rather lower than those of the United States; and strongly argued the entire safety of the two changes, if made together, as regarded the financial prospects of the Department. The weight system has been granted; so far so good. And the rates have been in a small way tinkered upon; but how, and to what end? Some one, it would seem, noticed that the conversion of some of the rates from sterling into currency, was not as nearly correct as it might have been; and so the elevenpenny rate was made into one of elevenpence-halfpenny, and that of one shilling and twopence into one of one shilling and a penny-halfpenny! After this reform, who shall say that further can be made or asked for?

The newspaper postage recommendations of the Report are understood to have been acted on; but even here there has been oversight. The Commissioners proposed low uniform rates on all printed matter passing by mail. The reformers of St. Martin's-le-Grand have left all printed matter, other than newspapers and Parliamentary papers, if mailed from or to the British Islands, to bear, in addition to a penny inland rate, full letter-postage for its conveyance over sea; forgetting, doubtless, that such letter-postage was not their English penny rate, but one of a quarter of a dollar and more on the half ounce. Publications printed in the United States, if mailed here, are also charged with letter-postage; and so is any other kind of printed matter, not strictly coming under the denomination of a newspaper, parliamentary paper, pamphlet, or printed publication. All printed matter used to pass at a penny rate, under the Deputy Postmaster-General's privilege. This, too, was probably forgotten. At all events, the reform has pretty well closed the Department now, against all manner of books, magazines, and pamphlets from home, as well as against some others, for which otherwise many might be glad to use it.

With the United States Post Office, so far as the public convenience is in question, the relations of our Post Office remain as they were. It is understood that something has been done, though no one knows what, to take from our Deputy Postmaster-General and Postmasters their former character of agents for a foreign Post Office. But no change has been wrought for the convenience of the community, as regards the collection of our postage in the United States territory. The attempt may have been made for aught we know, though it can be no sin to doubt it. But any one may see with half an eye, that so long as we cling to the barbarous scale of rates which finds such strange favor in the eyes of our Post Office Magnates, so long no foreign department, civilized enough to have only two rates of its own (for we must remember that the United States have now but two, 5 cents and 10 cents—3d. and 6d. of our currency),—will never by any chance suffer itself to be bothered with our absurdities.

* To such a pitch of absurdity is this system carried, that we believe we are correct in stating that the Deputy Postmaster-General is required to send his calculations in a prescribed form, to show that every proposed new route or office may be expected to pay its way.—Not a bad joke, truly.

The Commissioners recommended a policy of increased enterprise in the extension of the Department. The reform effected, as we have seen, has been to throw new checks in the way of such extension.

It advised effort to make the Department popular. The course taken has been to withdraw it more than ever from popular influence, and subject it more than ever to an influence which never, by possibility, can be popular, or become other than less and less popular the more it is exerted.

The Report advised that the Department should be regarded as a merely self-sustaining institution, and pointedly condemned the remittance of any surplus revenue to England. No step has been taken to this end. We believe, though here again people do not know, that the surplus remitted to England is smaller now than in 1811. We dare say its amount does not exceed the amount paid by the Imperial Government for its military postage; though, by the way, we never could understand, as the Imperial Government professes to pay all the expenses of its troops here, why any one should argue as though the Province were to pay their postage-expenses by a tax on its own correspondence. Perhaps the surplus remitted may not even exceed the fair claim of the Imperial Treasury for packet-postage, though that we greatly doubt. But however all this may be, there stands the naked fact, that the wisdom of St. Martin's-le-Grand has not yet settled any of these points, but keeps up the monstrous form of remittances of what purports to be surplus revenue.

The general establishment, and also the emoluments of the higher officers of the department, according to the Report, were to be revised; and the Provincial Government was to have a voice about them. It is understood that a revision has taken place, though not to what extent nor with what result. But it is tolerably certain that no interest or influence of the Province has had opportunity to make itself felt, while such revision has been going on.

The duties and emoluments of the Postmasters it was proposed to put on an almost entirely new footing. A variety of changes were greatly to lessen the duties of nearly all of them; their franking privilege was to be abolished; their scale of percentage raised at the same time; and for all offices where more than the average of work might be required, a graduated scale of salary, over and above the percentage, was to be laid down. It is understood that the Forward-Office system, recommended as one means of simplifying most Postmasters' duties, has been adopted. And in so far, one great internal reform has been accomplished. But the simplification of the rates was another means on which the Commissioners relied, to the same end; and here, as we have seen, the reform effected has been rather the wrong way. The franking privilege has been abolished; but, as if to prevent this change recommended by the Commission from working well, it has been cut off from the other changes that were to have borne it company. The percentage has not been raised. The rule of extra pay for extra work has not been laid down. On the contrary, incumbents having held the privilege are allowed a sort of salary in compensation for its loss, which their successors are to have after them. Beautiful system, if the object were to render it next to impossible in process of time to get qualified Postmasters to serve!

THE QUIBBLER EXPOSED.

From the time of Abraham, the father of the faithful, down to the present generation, we doubt if so eminent a quibbler has appeared as our subtle contemporary the editor of the *Gazette*.

Eugene Sue wanted just such a model for the chief Jesuit in his extraordinary work, the "Wandering Jew." The portrait is too good to be lost. Means must be taken to bring him under Sue's notice, as there may yet be time to re-touch the character of the subtle Jesuit for the next edition. Meantime we sketch a line or two of the important picture.

Our readers are aware that in our last number we gave our contemporary a lesson in arithmetic, and at the same time, to spare his feelings, good-naturedly supposed that he was only affecting the ignorance he had incautiously displayed.

Our words were: "He next affects to be unable to comprehend how a duty of six pounds sterling can be levied upon a hundred pounds currency worth of imported goods;" a proposition so plain that it strikes the senses at once as being self-evident. Yet our sapient contemporary says "the thing is so grotesquely absurd that it is almost impossible to reason upon it"!!

We have already, on several occasions, convicted our contemporary of misrepresenting us, and decency has compelled him, more than once, to make the necessary *amende*. We observe, however, that he never does it willingly or very readily. For instance, in our last number, we showed, that from his extreme eagerness to misconstrue or misrepresent he had compromised himself on various points, and we gave the following as an example:—

"He says, 'the duty on tea is raised to a point at which experience shows that there is large smuggling.' Now (we added) if there be smuggling at all (upon which we offer no opinion one way or other),

it must obviously be across the frontier—we suppose he will admit that,—and the duty at present levied on teas imported by the frontier being 2d p.lb.,—how can we be accused of 'raising' it to a smuggling point?"

It is obvious, that the foregoing accusation required an answer—obvious to every one, even to our subtle contemporary himself,—yet not a word of explanation has appeared. The reason for this striking omission our readers will have no difficulty in supplying.

FREE NAVIGATION OF THE ST. LAWRENCE.

The following important Despatch appeared in the papers about the time it was received, in 1843.

It refers to a question of great and growing importance in the economical arrangements of this Colony, viz.:—*the free navigation of the St. Lawrence by the ships of all nations.*

We deem it advisable to republish it at this crisis, that the public may be reminded or informed, from authentic data, of the grounds on which Her Majesty's Imperial advisers have hitherto seen fit to maintain the restrictions referred to, and which we, in common with Free Traders throughout the Province, as well as the Montreal Board of Trade, have solemnly, repeatedly, and earnestly protested against:—

(copy.)

DOWNING STREET, 29th September, 1843.

SIR,—I have to acknowledge the receipt of your Despatch of the 7th April, No. 7, with a Petition from the Board of Trade of Montreal, praying that that city may be constituted a Free Port.

I have to request you will acquaint the Petitioners in answer, that this application has engaged the serious attention of Her Majesty's Government, and that it is with much regret they find themselves unable to comply with it.

Observing that the Board of Trade of Montreal has, on a previous occasion, preferred a similar request to Her Majesty's Government for an extension of their commercial privileges, it appears to me advisable that a full explanation should be communicated to the Board of the grounds on which Her Majesty's Government are compelled to rest their refusal of the present application.

The question which has been proposed to Her Majesty's Government involves considerations of great political importance.

It has always been the policy of this country to establish Free Ports in British North America in those situations on rivers, which are nearest to the sea, and not to permit foreign ships to proceed beyond those ports for the purpose of trading.

In the case of Canada, Quebec is the port, which complies with this condition; and to constitute Montreal a Free Port, in the same extended sense, would be at once practically to give to foreign nations the free navigation of the St. Lawrence for 150 miles through the interior of the Province, and to violate a principle which has been constantly maintained for the benefit of the British and Colonial shipowner.

It is important, however, to observe that the sole restriction under which Montreal labors is, that which is imposed on all inland towns throughout the Colonies, and this restriction motives of policy compel Her Majesty's Government still to observe. With this single exception of direct access to foreign sea-going vessels, Montreal already enjoys every privilege of a Free Port, and these privileges are of great advantage to her in consequence of her geographical position.

By the 31st section of the Act 3 and 4 William IV, cap. 59, it is lawful to bring or import into Montreal by land, or by inland navigation, goods from the United States which may be lawfully introduced into Canada by sea, from that country; and by the 36 section of the same Act, Montreal, as well as Kingston, is declared a Warehousing Port for goods brought by land, or by inland navigation, or imported in British ships. Under the operation, therefore, of these enactments, there exists no legal impediment to British vessels, or to those of the United States which ply on the inland waters, proceeding direct to Montreal, either for the purpose of delivering their cargo for consumption on payment of the proper duties, or being warehoused. The only restriction is, that the direct traffic with countries beyond the sea must be carried on in British bottoms.

I have noticed a statement in your Despatch, and also in the Memorial of the Board of Trade, that Kingston, Toronto, and Hamilton have been recently erected into Free Ports; a statement which would convey the erroneous impression that these ports enjoy certain privileges which are denied to Montreal. As regards foreign sea-going ships, the position of these towns precludes the possibility of any question arising; the advantages which these possess in the privilege of warehousing goods brought by land, or inland navigation, are also possessed already, to the fullest extent, by Montreal.

I have to observe in conclusion, that it is competent for the merchants of Montreal to import from sea in British ships into that port any description of goods from any port in the world, and in like manner to export goods in British ships, though foreign ships are restricted from going up the River St. Lawrence, beyond Quebec; and that there is no objection to vessels and craft belonging to the United States of America proceeding from the ports situated on the United States side of the Lakes Erie and Ontario, to Montreal for the purpose of delivering their cargoes at that port, for consumption, or for exportation in British ships, or to be warehoused.

But to constitute Montreal a Free Port, in the most unrestricted sense, for all the purposes mentioned in the Act 3 and 4 William IV, cap. 59, and thus throw open, not only to the vessels of the United States

which are at present employed in navigating the lakes, and internal waters of Canada, but also to the shipping belonging to the sea ports of that country, and of all other countries entitled to trade with British Possessions, the unlimited right of navigating the St. Lawrence from the Port of Quebec to the junction of that river with Lake Ontario, a distance of 370 miles, and passing in its course for 250 miles entirely through British territories, would be a proceeding so irreconcilable with the policy of this country, that Her Majesty's Government are under the necessity of declining to accede to the wishes of the Board of Trade of Montreal, on this subject.

I have the honor to be, &c., &c.,

(Signed,) STANLEY.

THE PRICE OF FOOD AND WAGES.

One of the favorite theories of the English Protectionist was, and still is to some extent, that the price of food governs the price of wages, and accordingly that high food makes high wages. There could not possibly be a more convenient argument for the landlords than this, since it goes to show that the poorer classes have little or no interest in having cheap food, and that it is just the same to them whether it is high or low. "If it is high," say these gentlemen to the labourer, "you get high wages: if it is low you get low wages. What difference then does it make to you?" These persons, however, forget, or keep out of sight, the fact that there is another element which influences the price of wages, and that is supply and demand. In England, unfortunately, the competition for labour is so great that the question of the price of food has little or no effect on the price of wages; and this is conclusively shewn by the fact that although wheat has lately risen from £11 or £12 a load to £16, £17, and £18, scarcely an instance can be cited of wages being raised in proportion. The increased value of the principal article of consumption has been occasioned by its scarcity; but labour is not scarce, and it is its proportion to the market of demand which governs its price, just as much as the quantity of wheat proportionately to the wants of the people.

This fact in political economy, which it has been so often attempted to conceal, has just been admirably explained in a letter of the Earl of Radnor to his steward, which we give below. The steward, it will be seen, had been keeping up wages on the grounds, as he stated, that provisions were dear, a position which the Earl very clearly shows him is untenable, and totally inconsistent with the independent position which the industrious labourer ought to enjoy. The letter of the Earl has been carried at by the London Times on political grounds, but every one who considers the question fairly will acknowledge that His Lordship takes a fair, rational, and as far as the labourer is concerned, most proper view of the question.

The following is the letter:—

Grosvenor Street, 27th October.

"MR. MOORE.—I have just seen in the last Reading Mercury, a letter signed "Inquirer," in which I read—"Mr. Moore, steward to the Earl of Radnor, at Coleshill, informed his laborers, that, under the circumstances,—that is, I suppose, considering the dearness of provisions,—although it was usual to lower wages at this time of the year, he should continue to pay 10s. a-week."

"I trust that the words in italics are not true. I hope so, not because I object to your continuing the wages therein stated, if you find it right to do so—that is, if the work done is worth that sum, and the men deserve it—but because, if the words 'under the circumstances,' meant, or were understood to mean, 'considering the dearness of provisions,' you were then arding a most mischievous and unjust delusion, viz., that wages ought to be regulated (or can be regulated) by the price of provisions. The wages paid to the labourer (that is, the price of labour) must be regulated, like the price of any other article, by the supply and the demand; and if the employer of labour can get his work done (i. e., can purchase the labour) for 7s. a-week, he is no more called upon to give 10s. than he would be called upon to give £30 for a cart horse if he could buy one that suited him for £21. If he gives 10s. for work which he can have done for 7s., the extra 3s. are charity, just as, if he gives £30 for a horse which could be had for £21, the extra £9 would be a gift to the horse dealer. The charity in the one case and the gift in the other may be right and proper; but no one has a right to ask him for it, or to blame him for not giving it.

"I do not say that a man acts wisely in giving the lowest price that he can get his work done for. I believe quite the contrary; just as I believe the £30 cart horse will in most cases be cheaper than the one bought for £21, for the latter requires the same care and stable room, and eats as much as the other, and probably will not do half the work. In the same way, a man who works for 7s. may be, and is, I believe, generally dearer than the one who requires 10s. As an instance of this, I lately heard of a farmer in one of the midland counties who gave us a reason for giving high wages that his rent was high, and that he could not afford to give less than 15s.—that is, could not afford to employ inefficient men. But these things are matters to be considered by the parties concerned, and to be arranged between them. Other people have no right to interfere.

"It is sometimes said that a farmer is bound at least to give such wages as his labourer can live upon. I utterly deny that the wages of labour ought to be regulated by the wants of the labourer. If so, wages must be regulated, not by the value of the work done, but by the circumstances of the labourer—whether single or married—by the size of his family—by the habits of his wife—and the number of his children. The consequences of this would be, that the unprovident, the idle, and careless

would be paid more than the prudent and industrious—a decrepit or indolent man than a stout and active one. A system more calculated to demoralise the labouring classes cannot be acted on, as indeed we saw under the old administration of the Poor Law. I hold that a man is no more bound to pay more for the work done than it is worth, than he is bound to employ more labourers than he wants, or to pay men to sit still all the day long.

"I need not now tell you, that if I give (as I profess and wish to do) higher wages than my neighbours, my reason is, that I may secure to myself the best men, and that it may be worth their while to do me justice. Any inconvenience which may accrue to them, or to any other of my poor neighbours from the rise of the price in corn, I may relieve or not, as I like; but it is not by attempting—(I say attempting, for to do so effectually is impossible)—it is not by attempting to apportion wages to the wants of the person employed that this should be done. Charity is one thing; wages are another, and quite different. A man should thank me for an act of charity as a gift; for wages he owes me no thanks. He exchanges his labour for my money; and has just as much right to expect me to thank him, as I have to ask him to thank me.

"I write this, and intend to publish it, the rather because I see in the same paper a letter from Mr. Goodlake, who is singing the same tune as 'Inquirer,' and propounding opinions most mischievous in themselves utterly at variance with the principles of justice and common sense, and, however plausible and seemingly founded on benevolence, leading directly to consequences destructive to the well-being, the comfort, and the independence of the labourer.—I am, your obedient servant,

"RADNOR."

SKETCH OF THE HISTORY AND PRINCIPLES OF THE NAVIGATION LAWS.

(From McCulloch's Commercial Dictionary.)

The origin of the Navigation Laws of England may be traced to the reign of Richard II., or perhaps to a still more remote period. But, as no intelligible account of the varying and contradictory enactments framed at so distant an epoch could be compressed within any reasonable space, it is sufficient to observe, that, in the reign of Henry VII., two of the leading principles of the late navigation law were distinctly recognized, in the prohibition of the importation of certain commodities, unless imported in ships belonging to English owners, and manned by English seamen. In the early part of the reign of Elizabeth (5 Eliz. c. 5), foreign ships were excluded from our fisheries and coasting trade. The republican parliament gave a great extension to the navigation laws, by the act of 1650, which prohibited all ships, of all foreign nations whatever, from trading with the plantations in America, without having previously obtained a license. These acts were, however, rather intended to regulate the trade between the different parts and dependencies of the empire, than to regulate our intercourse with foreigners. But in the following year (9th of October, 1651) the republican parliament passed the famous *Act of Navigation*. This act had a double object. It was intended not only to promote our own navigation, but also to strike a decisive blow at the naval power of the Dutch, who then engrossed almost the whole carrying trade of the world, and against whom various circumstances had conspired to incense the English. The act in question declared, that no goods or commodities whatever, of the growth, production, or manufacture of Asia, Africa, or America, should be imported either into England or Ireland, or any of the plantations, except in ships belonging to English subjects, and of which the master and the greater number of the crew were also English. Having thus secured the import trade of Asia, Africa, and America, to the English ship owners, the act went on to secure to them, as far as that was possible, the import trade of Europe. For this purpose, it further enacted, that no goods of the growth, production, or manufacture of any country in Europe, should be imported into Great Britain, except in British ships, or in such ships as were the real property of the people of the country or place in which the goods were produced, or from which they could only be, or most usually were, exported. The latter part of the clause was entirely levelled against the Dutch, who had but little native produce to export, and whose ships were principally employed in carrying the produce of other countries to foreign markets. Such were the leading provisions of this famous act. They were adopted by the regal government which succeeded Cromwell, and form the basis of the act of the 12th Car. 2. c. 18., which continued, to a very recent period, to be the rule by which our naval intercourse with other countries was mainly regulated; and has been pompously designated the *Charta Martima* of England!

In the statute 12 Car. 2. c. 18., the clause against importing foreign commodities, except in British ships, or in ships belonging to the country or place where the goods were produced, or from which they were exported, was so far modified, that the prohibition was made only to apply to the goods of Russia and Turkey, and to certain articles, since well known in commerce by the name of enumerated articles, leave being at the same time given to import all other articles in ships of any description. But this modification was of very little importance, as the enumerated articles comprised all that were of most importance in commerce, as timber, grain, tar, hemp and flax, potashes, wines, spirits, sugar, &c. Parliament seems, however, to have very speedily come round to the opinion that too much had been done in the way of relaxation; and in the 14th of Charles II., a supplemental statute was passed, avowedly with the intention of obviating some of the evasions of the statute of the preceding year, which, it was affirmed, had been practised by the Hollanders and Germans. This, however, seems to have been a mere pretence, to excuse the desire to follow up the blow aimed, by the former statute, at the carrying trade of Holland. And such was our jealousy of the naval and commercial greatness of the Dutch, that, in order to cripple it, we did not hesitate totally to proscribe all trade with them; and, to prevent the possibility of fraud, or of clandestine or indirect intercourse with Holland, we went so far as to include the commerce with the

Netherlands and Germany in the same proscription. The statute of the 14th Car. 2 prohibited all importation from these countries of a long list of enumerated commodities, under any circumstances, or in any vessels, whether British or foreign, under the penalty of seizure and confiscation of the ships and goods. So far as it depended on us, Holland, the Netherlands and Germany, were placed beyond the pale of the commercial world! And though the extreme rigour of this statute was subsequently modified, its principal provisions remained in full force until the late alterations.

The policy, if not the motives which dictated these statutes, has met with very general eulogy. It has been said, and by no less an authority than Dr. Smith, that national animosity did, in this instance, that which the most deliberate wisdom would have recommended. "When the act of navigation was made," says he, "though England and Holland were not actually at war, the most violent animosity subsisted between the two nations. It had begun during the government of the Long Parliament, which first framed this act, and it broke out soon after in the Dutch wars during that of the Protector and Charles II. It is not impossible, therefore, that some of the regulations of this famous act may have proceeded from national animosity. They are as wise, however, as if they had all been dictated by the most deliberate wisdom. National animosity at that particular time aimed at the very same object which the most deliberate wisdom would have recommended—the diminution of the naval power of Holland, the only naval power which could endanger the security of England. The act of navigation is not favourable to foreign commerce, or to the growth of that opulence which can arise from it. The interest of a nation in its commercial relations to foreign nations is, like that of a merchant with regard to the different people with whom he deals, to buy as cheap and to sell as dear as possible. But the act of navigation, by diminishing the number of sellers, must necessarily diminish that of buyers; and we are thus likely not only to buy foreign goods dearer, but to sell our own cheaper, than if there was a more perfect freedom of trade. As defence, however, is of much more importance than opulence, the act of navigation is, perhaps, the wisest of all the commercial regulations of England."—*Smith's Wealth of Nations*, vol. ii. p. 293.

[TO BE CONTINUED IN OUR NEXT.]

STRONG ARGUMENT IN FAVOR OF PROTECTION.— PETITION AGAINST THE SUN!

[Translated for the Economist.]

The following admirable satire is from the pen of Mr. Frederick Bastiat, the spirited and talented leader of the Free Trade movement in France, and the author of several admirable works of political economy. It purports to be—

"The Petition of the Manufacturers of Candles, Wax-lights, Candle-sticks, Snuffers, Extinguishers, and the Dealers in Grease, Oil, Rosin, and Spirits of Wine, against the ruinous opposition they experience from the Sun.

"To MM. the Members of the Chamber of Deputies.

"GENTLEMEN,—You are in the right path. You reject abstract theories. Questions of abundance, cheapness, and so on, concern you but little. You occupy yourselves specially with the affairs of the producer; you seek to place him beyond foreign competition. In a word, you desire that the task of national progress should be accomplished solely by national labour.

We offer you an admirable opportunity of applying your—what shall we call it?—your theory?—no nothing is more deceptive than theory—your doctrine?—your system?—your principle?—But you do not like doctrines; you have a horror of systems; and as to principles, you assert that there is nothing of the kind in social economy. We call it then your practice; your practice without theory and without principle!

We experience, gentlemen, the most intolerable competition from a foreign rival, placed in a position so infinitely superior to ourselves for the production of light as to inundate our national market at a price that is actually a fiction. Immediately that he shews himself, our trade ceases; every consumer supplies himself at his shop, and a branch of native industry of which the ramifications are innumerable, is immediately struck with the most serious and perfect stagnation.

This rival, who is no other than the Sun, keeps up such a constant opposition to our interests that we are led to suspect that he is encouraged by perfidious Albion, inasmuch as he exhibits towards that haughty island a foggy consideration which he altogether refuses to us!

We request, hon. gentlemen, that you will be pleased to make a law ordering the closing of all windows, shutters, blinds, curtains, bulks-eyes, and of all openings, holes, cracks, and creaks, by and through which the light of the sun is in the habit of penetrating, to the prejudice of those valuable manufactures with which we have favoured the country, and which you cannot abandon to so unequal a struggle without the grossest ingratitude.

We trust, hon. gentlemen, that you will not take our demand for a satire, and that at least you will not reject our petition without hearing the reasons we have to advance in its support.

In the first place, hon. gentlemen, if you close as much as possible all access to natural light, and if you by this means create a demand for the artificial agent we have to supply, is there a single

manufacture in the country that will not be encouraged by the law?

If there is a greater consumption of grease, more bullocks and sheep will be called for, and, as a consequence, there will be an increase of meadows for pasture, of meat, and of wool, of leather, and above all of manure, the very foundation of agricultural wealth!

If there is a greater consumption of oil, there must be an increase of olives and linseed; and thus these rich and powerful plants will come apropos to profit by the fertility that the raising of so many cattle will certainly communicate to the soil.

Our heath lands will be covered with trees of a resinous nature; numerous swarms of bees will collect upon our mountains those perfumed treasures which at present evaporate without use, like the flowers from which they are sent forth. Thus there is not a branch of agriculture which will not be benefited and increased.

It is just the same with our navigation. Thousands of vessels will go a fishing for whales, and in a short time we shall have a marine capable of supporting the honor of France, and of sympathizing with the patriotic sensibility of the undersigned, dealers in candles and rush-lights.

There is no one, in short, from the poor lamp-lighter at the top of his ladder, to the melancholy miner at the bottom of his black pit, who will not experience an increase of income and comfort. There is not a Frenchman, from the wealthy capitalist of Paris, to the most needy vendor of matches, who has not an interest in the success of our humble petition.

It is true there are objections; but none we are sure save such as are found in the unsanctified books made use of by the friends of Free Trade. We defy you to pronounce an argument against us that will not turn just as strongly against yourselves, and against the principle that directs your whole policy.

You will tell us that if we obtain this protection, the nation will gain nothing at all, because those who consume will have to bear all the expense.

We reply—you have no right to invoke the interest of those who consume. In all other cases when the interest of the consumer has been found opposed to that of the producer, you have chosen to sacrifice it. You have done so, to "encourage labor,"—"to increase the market of labor." By the same system you ought to do so again.

You have even gone in advance of this objection. When you were told, the consumer is interested in the free introduction of iron, of coal, and of woollens,—yes, you replied, but the producer is interested in their exclusion. Well, then, if the consumer is interested in the admission of natural light, the producer is also interested in its introduction.

But, you will say again, the producer and the consumer make but one. If the manufacturer gains by protection, he also increases the gain of the agriculturist. If agriculture prospers, it opens fresh channels for manufactures.

Eh bien! If you confer on us the monopoly of furnishing light during the day, we shall begin by bringing large quantities of grease, of coal, of oil, of rosin, of spirits of wine, of iron, of bronze, of crystal—all to the encouragement of native industry; and in the end ourselves, and those from whom we purchase, becoming rich, will consume a great deal more than at present; and thus increase and enrich every branch of national labour.

Do you venture to assert that the light of the sun is a gratuitous gift, and that to reject such a gift would be to reject wealth itself, under the pretext of encouraging the means of acquiring it? Take care that you do not carry destruction into the heart of your whole system of policy. Remember that hitherto you have always rejected the produce of other countries because it assimilated to a gratuitous gift, and that the nearer it approached to this gratuitous standard—that is, the cheaper it was—the stronger has been your dislike.

In yielding to the demands of other monopolists, you had but half a motive: in our case you have a motive entire, and to refuse us on the grounds that our claims are stronger than those of our neighbours, would be to reverse the order of justice. More multiplied by more courts less! This would be your principle! In other words, it would be to heap absurdity on absurdity.

Labour and nature concur in different proportions, according to climate and country, in the creation of all products. The part that nature contributes is always gratuitous: it is the part that labour contributes which gives value, and has to be paid for. If an orange of Lisbon sells for half the price of an orange produced in Paris, it is a natural and gratuitous heat which occasions the difference, by doing for one what an artificial and consequently more expensive heat does for the other. It follows, therefore, that when an orange arrives in Paris from Portugal, we may say that one half is given gratuitously. Now it is exactly this half-gratuity (if we may use the word) that it is the object of your policy to exclude. You say, How can national labour support the competition of foreign labour, when the one has everything to do, and the latter has only to accomplish the half of the work, the sun taking upon itself to manage the rest? But if the half-quantity determines you to prevent competition, how can you prevent competition where the quantity is entire? Either you are not logicians, or you ought—since you oppose the half-quantity as hurtful to national interests—to oppose with twice

as much zeal this same competition in case where the gift is entire.

Again: when a product, such as coal, iron, wheat, or woollens comes to us from abroad, and we can obtain it in this way with less labour than if we made it ourselves, the difference is a gratuitous gift which is conferred upon us. This gift is more or less considerable, according that the difference between the home price and the foreign price is more or great. It is a quarter, or half, three quarters of the value of the product, if the foreigner only asks us three quarters, half, or a quarter in payment. It is as perfect a gift as it can be when the giver, like the sun with its light, asks us nothing at all. The question, and we put it formally, is to know if you desire for France the benefit of these gratuitous favours, or the pretended advantages of onerous production. Choose one or the other, but at least be consistent; for so long as you oppose, as you now do, the coal, the iron, the wheat, and the woollens of foreign nations, in proportion as their price becomes lower and lower, you are grossly inconsistent to admit the light of the sun, of which the price is at 0 during the whole of the day!

FREDERICK BASTIAT.

OPENING OF THE PORTS.

On Tuesday, a deputation, headed by Mr. C. Cockrane, sent to the inhabitants of Marylebone, waited on Lord John Russell with a memorial praying that the ports might be opened and corn admitted duty free.

After a speech from Mr. Cockrane and delivering the memorial, Lord John Russell said that the application seemed to be made on the assumption that there is now a prohibitory duty on the admission of foreign corn. That was not a correct representation of the facts of the case. Sir Robt. Peel last session brought in and carried a measure which very considerably reduced the duty on corn, and under this new measure 3,000,000 quarters had already been let in, and a very large quantity more might be soon expected.

Mr. Cockrane replied that he had to address numerous meetings on the subject, and begged to inform His Lordship that arrangements were now making for a vigorous agitation in the metropolis on the subject. Perhaps an energetic agitation would have the effect of prevailing on His Lordship to listen to the prayer of the memorial which had just been presented.

Lord J. Russell [smiling]: No, that would not induce me to take the step you suggest. But if I deem the measure necessary—if I see a probability that prices are about to rise—I will not, in that case, hesitate to advise my colleagues to order the immediate opening of the ports.

The deputation then withdrew, after thanking the noble lord for the great courtesy with which he had received them.

The principle is the same whether there be a high or low duty; and whilst subscriptions are being raised to supply a large portion of the people with food, surely that food ought not to be burdened with any duty whatever.

Lord John Russell says that 3,000,000 of quarters of wheat have been already imported under the new measure. Now, the greatest quantity it has ever been stated will be required before the harvest is 4,000,000; and, as three-fourths of this quantity has been obtained, there can be no doubt that as much as will be required will be obtained; and as this fact comes from the highest authority,—that of the Premier himself,—it can be safely relied upon, and the consequence must be, we take it, a retrogression in the price of corn. This is the more probable as the farmers now must begin to thrash and sell; and as food becomes, as we hope it may, cheaper, it will be more within the means of poorer classes. Corn is at present considerably dearer than at this time last year; and as it is known that Sir Robt. Peel would then, had he had the power, have opened the ports and let in corn duty free, the very high price at this moment would now surely justify the Government in taking that course.—*English paper.*

TOLLS RECEIVED ON THE NEW YORK CANALS.—The official returns of the collectors of tolls on the New York Canals, for the fiscal year ending on the 30th September, 1846, will be published after the Legislature of the State is in session. In the meantime we give from the records of the Canal Department, the following statement, which exhibits the amount received for toll on each of the canals of New York, for the fiscal year ending on the 30th September, 1845 and 1846, and also the amount received for toll from the Railroad Companies during the same period:—

Canals.	1845.	1846.
Erie, - - - - -	\$2,667,061 59	\$2,461,975 71
Champlain, - - - - -	114,199 08	110,698 05
Oswego, - - - - -	50,716 83	56,837 60
Cayuga and Seneca, - - - - -	27,384 82	27,827 73
Chemung, - - - - -	19,042 20	14,407 99
Crooked Lake, - - - - -	805 56	907 61
Chenango, - - - - -	22,829 35	21,216 76
Genesee Valley, - - - - -	19,103 17	22,718 60
Oncida Lake, - - - - -	428 66	351 31
Seneca River, Towing Path, - - - - -	406 24	379 27
Total, - - - - -	\$2,321,977 50	\$2,720,416 66
Railroad Companies, - - - - -	10,458 44	23,301 89

Total Canals and Railroad Co.'s, \$2,332,435 94 \$2,743,618 55

Showing an increase, during year end'g Sept 30, 1846, of \$411,182 61

STANDARD WEIGHTS, &c.—The following table has been carefully arranged, and we believe gives correctly the various weights &c., established in New York, by law or custom, of the following articles, viz:—

COAL:	Rye—Bushel, 56 lbs.
Bituminous—Chald. 36 bush.	Barley—Bushel, 48 lbs.
Hard—Ton, 2000 lbs.	Oats—Bushel, 32 lbs.
CORN MEAL:	Corn—Bushel, 56 lbs.
All kinds { Barrel, 196 lbs.	PROVISIONS:
Punchon, 800 lbs.	Beef & Pork—Barrel, 200 lbs.
FISH:	Tierce, 301 lbs.
All kinds—Barrel, 200 lbs.	RICE:
Salmon—Tierce, 300 lbs.	Cleaned—Bushel, 61 lbs.
FLOUR:	SALT:
All kinds—Barrel, 196 lbs.	Liverpool—Sack, 224 lbs.
FRUIT:	SEEDS:
Raisins—Keg, 100 lbs.	Flax & Timy, —Tierce, 7 bush.
Box, 25 lbs.	Flax—Amer. Bushel, 56 lbs.
GRAIN:	Foreign do. 52 lbs.
Wheat—Bushel, 60 lbs.	

COMPARATIVE VIEW OF THE COMMERCE OF EUROPE.—The *Austrian Lloyd's*, in an article founded upon official documents, gives the following summary of the foreign commerce of Europe. The European mercantile marine, without including the coasting trade, comprehends 260,000 vessels, measuring in all 3,493,600 tons. The total value of the merchandise they carry is estimated at 11,935,765,000 francs. The proportions per cent. which each of the different states of Europe bears in this total value are as follows: England 51 13-46, France 13 3-5, Holland 5 7-9, Hamburg 4 4-5, Russia 3 8-9, Sardinia 3 1-6, Belgium 2 1-9, Prussia 2 1-9, Austria 1 4-5, the Two Sicilies 1 4, Sweden and Norway 1 1-5, Tuscany 1 1-9, Denmark 1 1-45, Bremen 1, Portugal 8-9, Spain 11-15, and all the other states 6 per cent. The result is, that the trade of France and Belgium, taken altogether, is equal in value to that of Germany and Holland united,—that is to say, that each represents 15 4-5 of the total. The four taken together represent about 3-5 of the trade of England.

ENGLISH NEWS.

Since our last, the mail of the steamer of the 19th ultimo has been received, but brings little of any interest. There seems to be a suspicion that the statements of distress in Ireland have been a little overrated, and that things are not quite so bad in that country as has been represented. Still there is without doubt quite enough of misery in that country to occupy the serious attention of English statesmen, and render Irish affairs, as heretofore, the most difficult of the measures which present themselves to an English Premier.—The *Great Britain* steamer has not yet been got off, although hopes are still held out that she will be. It is proposed to build a breakwater round her, to protect her during the coming winter.—The railway mania seems again to be acquiring strength, and the newspapers are filled with notices of application to Parliament for new and amended lines.—The marriage of Lord Elgin to Lady Lambton, daughter of the late Earl of Durham, has taken place, and His Lordship was expected to sail for his Government in the course of the present month.

PROVINCIAL AND LOCAL INTELLIGENCE.

There is very little of either. A change has taken place in the weather, and the navigation is now totally closed for the season. The papers are principally occupied with political speculations of no importance to the readers of the *Economist*.

By the English mail we received several copies of the *West India Mail*, a weekly newspaper published in London, at the *Spectator* office, and devoted to Colonial—principally West Indian, affairs. It is an immense improvement on the trumpery sheet known as Willmer & Smith's *European Times*, and leads us to regret that some such publication is not got up in the metropolis, devoted to Canadian affairs. It strikes us that Canada is as good a field for such a speculation as the West Indies.

SHEEP TRADE.—The *Pittsburgh Gazette*, says: a large operation is going on in an adjoining county in Ohio, in slaughtering Sheep, feeding hogs with the offal, rendering the carcass into tallow, curing the hams for market, and preparing the pelts in a mercantile manner. Last season about 20,000 sheep were thus "manufactured." This year 1,000 hogs are being fattened from the offal at one establishment.

BEEF PACKING.—At Cleveland, Beef packing has commenced in earnest. Mr. Leman is putting up superior Beef for the English market. He has killed 3000 head, and shipped 1500 tes. 30 to 40 head per day are

killed. Part of the Beef will be shipped via New-Orleans. The Ohio Cattle are represented as very fine this season.

LAW CASE.—The Superior Court of Cincinnati has had a case before it of great interest to the commercial community. It involves the Law of Brand. The substance was this:—

Josiah Lawrence brought suit against Miller, Brown & Hawkins, for damages occasioned by a reliance upon their brand. The Plaintiff (Lawrence) had bought a quantity of Mess Pork of the defendants (Miller, Brown & Co.) without any other examination than that of their brand. That corresponded with the purchase. It turned out to be either not Mess Pork, or of inferior quality—thin pieces, &c. The question was, whether the defendants could be held liable for the loss incurred by a reliance on their brand. The Court held they could, and the jury assessed damages accordingly.

RECENT REDUCTION ON FISCAL DUTIES AND THEIR EFFECTS.—Notwithstanding the great reductions which have taken place in the duties upon many important articles during the last two years, amounting to no less than £2,818,000, the actual loss to the state, even in the first year, very little exceeded £500,000. We have seen within a few years the duty on coffee reduced to one-third, and the net revenue more than doubled—we have seen the duty on cocoa reduced to rather less than one-sixth, and the net revenue fully sustained. We have seen within the last eighteen months, the duty upon sugar reduced from 24s. to 34s., and the consumption in the first year rise from 207,000 tons to 245,000 tons. We have seen the reduction of the timber duties increase the consumption from 739,696 loads in the first eight months of 1844, to 1,142,633 loads in the same period of the present year. In short, we have seen in almost every case where duties have been reduced, before long the net revenue increased.—*Morning Chronicle*.

RENT OF FARMS.—The Duke of Richmond has intimated to his Scottish tenants, that he is willing, since the repeal of the corn laws, to take their leases off their hands at Martinmas next, and to remunerate them for improvements. This is a fair and equitable offer, but at the same time it is a safe one. If his Grace's lands were to be re-let at present, an addition of some thousands per annum would be made to his rental. The lease of a considerable farm in the north being about to expire, the lands were again offered on a new lease, when fifteen competitors appeared, and the farm was let at an advance of no less than fifty-eight per cent on the former rent. This is a striking but by no means singular proof of the increasing value of farms in the north, induced by the certainty that there will be no further tampering with the corn laws, and by the increased skill and spirit introduced into agricultural operations.—*Inverness Courier*.

THE GREAT BRITAIN.—The plan proposed by Mr. Macintosh, for floating that leviathan ship, is, it is said, to be tried. It has been thus explained:—There is to be a ridge of stones in a half circle placed at a short distance from the stern of the vessel, and some hollow iron shells in a like circle charged with gunpowder, besides a few smaller charges being placed along the course to which the ship is expected to be driven. Upon the semi-circular train being fired by means of the usual galvanic application, the water at the stern of the ship will be lifted with such force as to loosen the sandy bed, and immediately set her afloat, the continuance of the wave being accomplished by the firing of the smaller charges, while the tug steamers are towing in advance. It is calculated that the water will be agitated to a given extent, not more than equal to the force already withstood by the *Great Britain* when at sea, and that a certain number of casks deposited in the engine room will give her sufficient buoyancy. The grand point must necessarily be to ensure such a precise arrangement of the explosive materials as to prevent any untoward injury to the ship, and at the same time to accomplish a simultaneous action of the tug steamers, should the auspicious event come off, and the noble ship be once more afloat.

ERRATA.—In the article "Société en Commandite," which appeared in our last number, in the 35th line of the 1st column, the word *industrial* was, by a misprint, changed into *individual*—an error which does not by any means help the sense. There are also several other slight errata in the same article, which the good sense of the reader will serve to rectify without much difficulty.

THE MARKETS.

MONTREAL. Friday Evening, 11th Dec.

We have nothing to report, in business, since our last. Some boats continue to arrive at Lachine, but no sales are made beyond what is required for consumption.

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, Red Hoop, and Sheet Iron, and Bolter Plate.....	1s. 6d.
Dry Goods, Glass, and Powder.....	2s. 0d.
Salt, in bags or barrels—per bag or barrel,	1s. 0d.

DOWNWARDS.

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

Insurance, extra.

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

December 11th, 1846.

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 Road from the St. Lawrence River to a point in the Township of Acton—a distance of about 45 miles, to be delivered before the 1st of April, 1847, on the line of the Road, at such points as the Engineer shall designate, namely:—

Log-cutting Sills, Sawed, 8 by 12 inches square, in lengths of 18, 27, and 36 feet, to consist of best quality merchantable Pine or Tamarac Timber, Also, Oak or Tamarac Plank for Cross Ties 2 1/2 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:—

FIRST Division, extending from the St. Lawrence River to the Richelieu, at Beloeil.

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 Acton.

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,

COMPANY'S OFFICE, }
4th December, 1846. }

SECRETARY.

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 17th 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 the said Branch Railroad over such Bridge and thence to the City of Montreal, upon such terms and conditions as shall be fixed by Legislative enactment.

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

Rail-Road Office, }
Montreal, November 2, 1846. }

NOTICE.

AFTER the Closing of the LACHINE CANAL, the Subscribers will Land and Deliver the Cargo of their Craft at Lachine, subject to the same Rates of Freight that place as are now charged to Montreal.

MACPHERSON, CRANE & Co.
H. JONES & Co.
R. U. INNES,
Agent Quebec Forwarding Co.

Montreal, November 19, 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 31st ultimo) have become absolute, the New Stockholders are requested to PAY the FIRST INSTALLMENT of 1/4 the 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.

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 (the 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 GILMOUR,
JARON C. PIERCE,	WM. EDMONSTONE,
D. DAVIDSON,	MOSES HAY,
WILLIAM DOW,	JOSEPH MASON,
JOHN LEEMING,	ROBERT MACKAY
WM. LINDSAY,	O. BERTHELLET,
J. B. SMITH,	H. J. DALL,
J. FROTHINGHAM,	A. LA ROCQUE,
JNO. YOUNG,	B. HART,
JOHN E. MILLS,	JOSEPH HOURET,
D. H. HOLTON,	A. M. DEISLE,
D. L. MACDOUGALL,	W. ERMATINGER,
BENJ. LAMAN,	W. C. MERKITH,
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 undermentioned RATES OF FREIGHT, from Kingston and places below, to Montreal—

Flour.....	3 0 per barrel
Pork.....	4 6 per barrel
Ashes.....	7 6 per barrel
Wheat.....	0 10 1/2 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. U. INNES,

Agent for the Quebec Forwarding Co.
MACPHERSON, CRANE & Co.
HOOKER, 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.

HARRISON STEPHENS,
JOHN YOUNG,
ROMEO H. STEPHENS.

Montreal, 31st August, 1846.

NOTICE.

THE BUSINESS heretofore earned 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. Twankay, Young Hyson, Gunpowde and Souchong, in boxes, Molasses, Heavy, Martell's Cognac Brandy, Sicily Marsala Wine, Boiled and Raw Linsced Oils, Olive Oil, English Glue, Plug Tobacco, Pimento, and Pepper.

ALSO,
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, C. E., to the extent of 10,000 BOXES.

EDWIN ATWATER,

2nd May, 1846.

193, ST. PAUL STREET

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

Montreal, 9th April, 1846.

THE Subscribers have constantly on hand:—

FLOUR,	CODFISH,
INDIAN MEAL,	BUTTER,
PORK,	CHEESE,
SALMON,	LARD.

A few Boxes Patent Hive HONEY, and a Choice Assortment of DRY GROCERIES, for the supply of Families.

D. P. JAMES & CO.
Corner of St. Paul & St. Gill Streets.

NOW OPENING, AND FOR SALE

By the Subscribers:

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

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

WILLIAM HEDGE.

Montreal, 30th May, 1846.

GLOBE INSURANCE CO. OF LONDON.

LIFE, FIRE, AND ANNUITIES.

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

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

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

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

Consulting Physician,—**DR. CRAWFORD, Montreal.**

RYAN, CHAPMAN & CO.

Agents for Canada,

1st May, 1846.

MONTREAL

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.

RATES OF ADVERTISING.

Six lines and under, 2s. 6d. first insertion, and 7/3d. 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.