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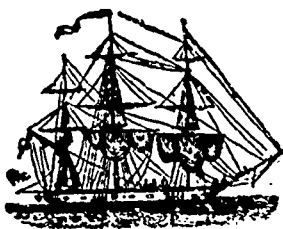
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# CANADIAN ECONOMIST.



## FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. II.]

MONTREAL, SATURDAY, 8TH MAY, 1847.

[No. 2.

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## THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 8TH MAY, 1847.

### TO THE PUBLIC.

We are induced with this number to bring the *Economist* newspaper to a close. The original design did not contemplate more than a year's trial; and although at one time it was considered that that period might be extended, other considerations have since intervened, and induced the Committee to adhere to their first resolution. To have continued the paper, would have required a greater pecuniary outlay than the Committee consider themselves bound to make,—a greater sacrifice of time than could fairly be expected a the hands of gentlemen working without reward, and solely for the public good. The time, it is true, these gentlemen have given cheerfully, and would have continued to give, for a cause in which their feelings are so deeply interested. Beyond this it would be scarcely fair to expect them to go.

The principles for the advocacy of which the *Economist* was started, have now full hold of the public mind; the great questions which we first put forward, and for which we have constantly struggled, are those which now press themselves most forcibly on the attention of our statesmen; and if the Legislature only does its duty at the approaching session of Parliament, we may fairly expect to find the liberal policy of the mother country successfully imitated by the colony. This is a great change from the state of things which prevailed twelve months ago, when the *Economist* came into existence. Then all was despondency and gloom. The economical questions of the day, instead of meeting with intelligent enquiry, were shunned as omens of approaching colonial ruin. To repeal the differential duties, to banish the Navigation Laws, and throw open the St. Lawrence—these were questions that no one liked to approach, and that were sure to bring a suspicion on those who had the boldness to grapple with them. Nor were the local interests of the colony better attended to. It may truly be said that of all the subjects which engage the attention of the public press in this colony, commerce has the least share. Respecting the most trivial political event of the day, there are a hundred opinions to be gained; but of those more important interests connected with the commercial welfare of the country, how seldom is an intelligent opinion to be learned. It is found easier to cavil about petty appointments, than to enunciate sound principles of commerce; and the nomination of a political partizan to some second-rate office, is a more fruitful subject of newspaper comment, than if the best interests of the country were sacrificed to the bigoted notions of an incompetent Minister.

Against this state of public feeling, the *Economist* has fought hard, and not without success. Commercial questions are no longer passed over in silence, or met by a slovenly notice from the press, but are treated in a spirit of serious enquiry, and elevated to the importance they deserve. At the same time, the alarm that at first filled the public mind has, with a better understanding of the principles of political economy, passed away.

Let it not be supposed, however, that we assume all the credit of this newly-awakened interest. By no means. All that we claim is to have been the first to bring these subjects fairly before the public eye,—to have insisted upon them, if not with talent, at least with earnestness,—and to have left nothing undone that we considered necessary to give effect and weight to our opinions.

That the course we have pursued should have pleased all was not to be expected. There will be some, no doubt, prepared to question our pretensions, and to cast doubts on the integrity of our purpose. We cannot help that. Not to have excited some jealousy—to have called forth some ill-feeling—would have been to be more than human. That, moreover, is not the question. We do not claim to be immaculate—we do not ask to be acquitted of all faults. The amount of our pretensions is this, and that granted, we are satisfied—that we have succeeded in disseminating sounder views respecting our commercial relations and interests, and that we leave the cause of Free Trade better understood and in better favor than it was when we started our journal.

As a newspaper, the *Economist* has received very strong support, and we should be wanting in courtesy not to acknowledge it. The circulation has gone on increasing from the first, and there are few villages throughout the Province of Canada into which numbers of the Free-Trade Journal do not find their way. This would seem at first to be inconsistent with the announcement of a pecuniary loss, but the apparent anomaly is easily explained. The price for which the *Economist* is issued is not sufficient to cover the expenses of printing. This it was known must be the case when it was started. If the journal was to be placed within the reach of all classes, it was necessary that the subscription should be trifling, and that the difference should be paid by those who had taken up the cause, and who felt interested in the commercial welfare of the country. This has been done to a considerable amount, and it has been done cheerfully.

But it was not alone as the organ of the Free-Trade Association that the *Economist* enjoyed favor. We think we may also claim something for its character as a practical commercial journal, and particularly for the large amount of statistical information which found its way into its columns. This is a feature in which the ordinary newspapers have hitherto been lamentably deficient. We have endeavoured to correct the defect, and to throw additional light on the available resources of the country.

Nor is it without considerable regret that the Editors of the *Economist* now relinquish their task. They feel that the cause is still far from secure, and that there yet remains much to be done. There are still errors to be destroyed and prejudices to be removed, statesmen to be watched, and parliament-men kept to their duty. Even now the commercial existence of the Colony hangs in the scale, and the slightest weight may turn the balance against us. The object for which the *Economist* was started still requires earnest advocates, and the Free-Trade Association has need of all the energies of its members. In the hands of that Association the most important interests are placed, and it will be their aim for the future, as it has been in the past, to press their views on the legislature and the country. Although the *Economist* ceases, that Association will still be active.

To those newspapers which have supported the *Economist* our best thanks are tendered; and, in the same spirit, we would desire to part in peace with those from whom we may have differed. If hard words have now and then passed between us, let something be set down to the earnestness with which we have regarded our cause, and something to the provocation which we have at times received.

To the public at large, who have watched our progress, and who have sympathised with our success, it is not so easy to express our thanks. We do not, however, part with them here. We have still a long road to go together, and many a battle to fight, before the cause is won. Though we lay down our editorial pens, it is only to turn our energies in another direction. Under the auspices of the Free-Trade Association, we shall continue to work in their cause,—to keep a watchful eye on public men,—and only consider our trust quite discharged, when nothing remains to be done. For the present only, we say Farewell!

## HAMILTON BOARD OF TRADE.

We have great pleasure in giving insertion to the Report of the Hamilton Board of Trade, read at their annual meeting. We have here the expressed opinion in favor of Free Trade of the representatives of the mercantile community in our rising and flourishing sister city, and we cannot but augur favorably of our future prospects when three cities so dissimilarly situated as Montreal, Toronto, and Hamilton, join in seeking the attainment of the same objects. If anything were wanting to prove the groundlessness of the assertion that the objects of the Free Traders are selfish, it is to be found in this complete unanimity of opinion, where a great diversity of interests might be supposed to exist.

Powerful, however, as the Reports of the Boards of Trade above alluded to are, as arguments in favor of Free Trade, they are even less so than the Reports which purport to be written on the other side; such as that from the Quebec Board of Trade. As the unwilling admission of an antagonist is of more unequivocal value than the willing testimony of a friend, so the reluctant tribute which the Quebec Protectionists are compelled to give to the soundness of Free Trade principles, whenever their local interests are not immediately affected, must tend to convince dispassionate persons of the general applicability of those principles.

We rejoice to learn that the new Board of Trade of Hamilton are thorough Free Traders, and that we may depend on their cordial coöperation in every measure to forward the prosperity of all classes of the community. We congratulate our friends on the choice they have made of a gentleman so long a respected citizen of Montreal as their President. Mr. BRONDCREST'S experience as a merchant here,—conducting the business of one of the most extensive commercial houses in the country—his occupation for some time of the Presidency of the Montreal Board of Trade—his active coöperation in the Council of the Free Trade Association—all eminently fit him for the post in which the suffrages of his fellow-citizens of Hamilton have placed him; and we are satisfied that the appointment—flattering as it is in the highest degree to the individual so elevated—will also conduce to the advantage of his constituents.

We observe that the *Hamilton Spectator*, and certain other Protectionist newspapers of Canada West, dwell with marked pleasure on the change which has taken place in the Montreal Board of Trade. The *Hamilton Spectator* observes that "the recent election in the first commercial body in Canada proves that the theories advanced by the Free Traders have been disproved by facts and matured reflection." Now, we think we may fairly set off against the result of the election, the resolution which was unanimously voted by "the first commercial body in Canada," at the meeting alluded to, and which, lest it should have escaped the recollection of our contemporary, we insert for his edification:—

Moved by W. Bristow, Esq., seconded by Mr. Cumming:—

"That the thanks of this meeting are justly due, and are hereby given to the Officers and Council of the Montreal Board of Trade, for the zeal and ability with which they have, during the past year, advocated those important modifications in the fiscal and economical regulations of this Province, which the recently adopted commercial policy of the Mother Country imperatively demanded, and for the assiduous attention which they have devoted to all subjects connected with the local and general interests of the mercantile community."

As to the "facts and matured reflection," to which the *Hamilton Spectator* alludes, we think it will puzzle him or any one else to shew a single assertion which the Free Traders have ever made which has been refuted; and for this simple reason, that they never drew on their imagination to supply them with those "facts," but derived them from statistics of undoubted accuracy. The results of the "matured reflection" of the present Montreal Board of Trade remain to be seen: we have little doubt that they will take sufficient time to give them "maturity," whatever expectation we may form of their wisdom.

We apprehend, however, that our friend of the *Hamilton Spectator* will find himself disappointed in his expectations of the new Montreal Board of Trade, should their opinions ever see the light. He will find them little disposed to protect those pet interests for which he so valiantly does battle. Agricultural Protection and the 3s. per quarter on wheat will find little favor in the sight of the Montreal Protectionists. No; they, like the doughty Protectionists of Canada West, have their own cry,—"Protect us, but let every other interest protect itself!"

We cannot afford again to take up the subject of Taxation. We have frequently repeated that Free Traders are altogether opposed to DIRECT TAXATION, and that nothing in their doctrines leads to such a conclusion. The attempt to create such an apprehension amongst the agriculturists, is dishonest in the extreme.

With these observations, we give the proceedings at the Annual Meeting of the Hamilton Board of Trade.

## HAMILTON BOARD OF TRADE.

The Annual Meeting of the Board of Trade took place on Wednesday, when the following Report was read, and unanimously adopted:

The Committee of the Hamilton Board of Trade, in resigning their trust, beg to report:

That during the past season, when so many and such important changes took place in our commercial relations with the Mother Country, when the whole system of protection was done away with, your Committee did not fail in their duty to their constituents, but petitioned Her most gracious Majesty the Queen, craving time, in order that the Colony might accustom itself to the change. To this petition a reply was received adverse to the prayer thereof. They subsequently forwarded to Her Majesty another petition, praying for such a modification of the Navigation Laws as might place the Canadian produce in a more favorable position. To this petition no answer has been received.

That your Committee have continued vigilant as to many matters of great importance to the welfare of the Colony; among them, the necessity of a uniform rate of Postage, the Repeal of the Duty upon American Wheat, useless to the farmer, burthensome to the merchant, and affording no revenue to the Colony; the Repeal of various Duties on American Provisions,—as, were such admitted for home consumption, free of duty, the whole of the very superior articles produced in Canada, would be put up for consumption in Britain; and thus, not only would the Canadian farmer obtain as good prices as at present, but a trade would be formed of the highest value to the Colony. The assimilation of duties on goods from whatever country derived, as an equivalent for the protection withdrawn from Canadian produce, so considerably permitted to be taken up by the Canadian Parliament, by the Authorities, have also occupied their attention, and would with many other matters have been urged on the Provincial Government, had there been any Parliament sitting. Your Committee, therefore, can only recommend these matters to their successors in office.

The completion of the Canals on the St. Lawrence will do much to facilitate our intercourse with our sea-port towns; and should the British Navigation Laws be so far altered as to permit foreign vessels to load at Quebec and Montreal for ports in Britain, and also allow foreign ships to bring to Canada the produce of any part of the globe, then your Committee trust that, so far from there being any necessity for Upper Canada merchants to import and export via New York, on the other hand, cheapness of inland transport will induce the merchants of the Western States of America to import their bulky and heavy goods by way of the St. Lawrence, and the present strange anomaly of our position be done away with, permission being given to import through a foreign port and foreign canals in foreign ships, and to be denied the privilege of importing in the same ships through a Canadian port and Canadian canals. Your Committee, judging from the late debate in the Imperial House of Commons, trust the day is not far distant when their hopes will be realised, and the cities of Hamilton and Quebec assume the commanding positions laid out for them by nature, and so improved by art.

The Magnetic Telegraph between this city and New York, continued on to Toronto, and to be extended to Montreal on the one hand, and to Port Sarnia on the other, your Committee have taken great interest in, conceiving such mode of communication of the highest importance to the interests of commerce, although they regret that, from accidents and other causes, the benefits derived from those in operation have been less than were anticipated. Your Committee recommended to their successors, on the completion of the other two lines, to obtain, either in connection with the press or otherwise, a daily report of the markets and news.

Your Committee have regarded with much satisfaction, the favorable position of the Canada Great Western Railway Company, conceiving such of the highest importance to the colony at large, and to this rising city in particular, and trust such may be merely the backbone of a series of railways, constructed from the materials so abundant on their respective lines, stretching to every corner of the fertile West.

Your Committee are much pleased to observe the enterprise shown in the establishment of a mining company and an association for life insurance, and notice with great satisfaction the formation of manufacturing establishments, which although commencing on a small scale will probably lead to undertakings of greater magnitude.

Your Committee would beg to point out to their successors, the importance of their publishing occasionally, information for the benefit of the Agriculturists, regarding the descriptions of grain suited for the British markets, the proper methods of preparing flour, of curing provisions, packing butter and making cheese, of raising and dressing hemp and flax, the culture and preparation of articles for dyeing, and on various other matters, respecting which the farmer naturally looks to the merchant for advice.

In conclusion, much as your Committee regret that their exertions have not met with the success they could have desired, they

look forward to the future with hope, urging on their successors to take advantage of every favorable opportunity that may offer of forwarding measures calculated to place this rising Colony in the position she ought to occupy.

All which is humbly submitted,

JOHN YOUNG,  
President, H. B. T.  
WM. ATKINSON,  
Secretary, H. B. T.

Hamilton, April 28, 1847.

The following gentlemen were chosen officers for the ensuing year:—

J. T. Brondgeest, Esq., *President*; Archibald Kerr, Esq., *Vice President*; William Atkinson, Esq., *Secretary and Treasurer*.

COMMITTEE.—R. Juson, Daniel Macnab, Wm. Atkinson, James D. McKay, Hugh C. Baker, W. P. MacLaren, J. T. Gilkison, John Young, James Osborne, James B. Ewart, Wm. Green, James Stocks, John P. Larkin, Esquires.

### FALLACIES FOR THE CONSIDERATION OF MEMBERS OF PARLIAMENT.

It may perhaps serve a good purpose at the present juncture, on the eve of the assembling of Parliament, to review a few of the principal fallacies which are likely to be brought out in the debates that will probably ensue in the House when the question of the commercial policy of the country comes up for discussion.

It will doubtless be conceded by friend and foe that the House of Assembly is lamentably deficient of that description of talent and experience which the present crisis imperatively calls for. We now want men to legislate for us who are not only thoroughly conversant with the fundamental doctrines of Political Economy, but who have also closely studied the peculiarities of the commerce, and investigated the resources of this Province:—are there such men in the Legislature at the present moment in either House? To this question we conceive there can be but one reply. It is not with the men, however, that we are going to deal. Our purpose is to expose, not the men, but the fallacies which those men are likely to employ in their debates.

First, there is the agricultural fallacy,—that the farmer will be ruined unless he is protected.

Members connected with agricultural constituencies will tell us that our farmers cannot compete with the American farmer unless they are protected by all those restrictions which operate so perniciously against our commerce, viz.: the frontier duty of 3s. a quarter on wheat, the duties of 2s. 6d. a brl. on flour, 11s. or thereabout on pork and beef, and the host besides of immoderately heavy duties on cattle, poultry, and every other species of agricultural produce that can be imported. They will deny the truth of the settled and generally recognized principle that where a country is in a position to export, the value of the surplus exported regulates the value of the whole; and hence, with perverse stupidity that may be fatal to our commerce, they will strive to maintain the duties on wheat and flour, although it is indisputable that such duties cannot enhance prices to the farmer. Again, and on the other hand, they will contend for the duties on pork, poultry, cattle, and such like, in defiance of justice and the obvious right of every consumer in the Province to buy where he can buy cheapest. What claim, we ask, has the Agriculturist upon the other classes of the community that they should be laid under contribution for his benefit? What special and exclusive taxes is the farmer called upon to pay to entitle him to lay the rest of his fellow-subjects under a fine for his especial benefit? Out upon such injustice! We claim for all the right of going to the cheapest market, whether they be farmers, mechanics, tradesmen, or what not: let all, we say, be free to purchase the necessaries of life where they can be purchased cheapest.

The next fallacy we shall expect to hear is that the differential duties do us no injury,—that their cost to the Province is a mere bagatelle. The argument of the *Montreal Gazette* will perhaps be resuscitated and served up as something new. The Custom-house returns will be alluded to, and the same gross error into which our contemporary was betrayed will probably be committed again,—that of assuming the differential duty collected on certain kinds of foreign manufactures as the only sacrifice which such duties entail upon the province. That mistake we say will, in all likelihood, be committed again, although to every one capable of understanding the question, it must be apparent that the duty collected is not the injury done to the inhabitants of this Province, but, on the contrary, that the injury arises from the *extra price* which such differential duties make it the interest of the Canadian importer to pay to the English manufacturer, in preference to purchasing cheaper goods in a foreign market.

We illustrated the working of this principle in a late number of this journal, and we think it is well to quote the example again, as it is all-important that the bearings or "incidence" of a differential duty should be thoroughly understood. We said, in the article alluded to,—“For instance, a Canadian purchaser finds that he can buy a certain quantity of foreign goods, whether of French, German, or United States manufacture, for £905, while for the same quantity of goods of English manufacture he is asked £1000. Under a system of Free Trade, in other words, were there no differential duties, he would of course not hesitate for an instant as to which assortment of goods he should purchase: but under existing circumstances he sits down and makes the following calculation:

English Goods, worth	- - - - -	£1000
Duty, 5 per cent.	- - - - -	50

£1050

Foreign Goods of the same quantity, quality, and description, worth	- - - - -	£905
Duty on £450 worth, at 12 per cent.	- - - - -	54
Duty on £455 worth, at 20 “	- - - - -	91

£1050”

We must add, that, for the sake of illustration, we have supposed in the above example that the foreign goods were subject to different rates of duty: one half, as silk, hardware, &c., being subject to 15 per cent differential duty; and the other half, as hardware and manufactures of linen, cotton, &c., being subject to 7 per cent *ad valorem* differential duty. Now we conceive that it must be evident to every reader, from the example given, that, while the differential duties are maintained, it is quite the same to the Canadian importer, and consequently to the Canadian consumer, whether he import a given quantity of foreign goods at a cost, exclusive of duty, of £905, or an equal quantity of British goods at a cost, exclusive of duty, of £1000. Nothing can be plainer; and hence we contend that while these differential duties are maintained, the Canadian consumer is compelled to sacrifice about 10 per cent per annum on the bulk of his importations, for the benefit of the British manufacturer. Nor is this a trifling sacrifice. It is true, it cannot be calculated with any certainty or precision; but on the other hand, an estimate may be formed of it. For instance, we know from Custom-house returns that the value of the manufactured goods annually imported for consumption exceeds £3,000,000 currency. And assuming, for the sake of argument, that one half of the goods so imported consist of hardware, glassware, and manufactures of silk, linen, leather, and cotton, which can be obtained cheaper in France, Germany, and the United States, than in England, it is clear that to that extent we sacrifice 10 per cent per annum to the British manufacturer, that is, in round figures, £150,000 per annum. In reality, however, we believe the sacrifice to be much greater. There is, for instance, a great sacrifice on sugars to be added to the above, being no less than 5s. 8d., or 6s. 6d., per cwt., on about two and a half million pounds of bastard sugar! Yet we doubt not there will be persons in the House, who, like our contemporary of the *Montreal Gazette*, will have the effrontery to assert that these duties entail next to no injury upon the people of this province.

The next fallacy we shall hear of is the so-called boon which the differential duties on our timber is alleged to be to this Province; and there are persons in the House interested in timber who will doubtless endeavour to make it appear that this preference to Canadian timber in the markets of Great Britain is more than an equivalent for all the sacrifices entailed upon us by the differential duties of which we are complaining, and the Navigation Laws to boot. Now, on the other hand,—although we have no desire to repudiate or endanger this remaining protection,—we believe it is admitted by all unbiased persons that it is our red pine only which needs to fear increased competition with the Baltic, the trade in white pine and the other staple articles of export in wood having increased in price as well as extent since the differential duties were reduced. And with reference to red pine, let us admit for the sake of argument that increased competition with the Baltic would reduce both the quantity exported and the price of it, would the result be so serious a loss to the country as to make us hesitate about risking it for the greater benefits to be derived from free trade *inwards*? The whole export of red pine is only about five million feet per annum, and supposing increased competition with the Baltic reduced its average price a penny a foot, which we presume would be the extent of it under any circumstances, that reduction would only involve a loss of something under £21,000 per annum to the country—a mere trifle, which could easily be saved by a little more skill and economy on the part of the producers. In fact, if the producer were only allowed to get his pork free of duty—that is to say, allowed to buy it in the cheapest market, the whole sum might be saved by that change alone.

We recommend this theme to the careful study of our Legislators.

## LAKE ST. PETER.

We have given insertion in this number to an article over the signature of "Fair Play and no Favor," which appeared in the *Quebec Gazette* of the 28th ult., in reference to some remarks of the *Economist* of the 21th ult., on the importance of a deep channel to Quebec. We have also inserted the remarks of the experienced editor of the *Quebec Gazette* on the same subject.

We are accused by "Fair Play and no Favor" of partiality to Montreal, and of losing sight of the principle: we profess when interest comes in the way. We do not think that our opponent can assign any very good grounds for his charge. We are, indeed, under the conviction that a cheapening of transport will be the result of having such a channel through Lake St. Peter and to Quebec as will enable ships to come to Montreal and take full cargoes *without lighterage*. We believe that the cost of freight in some measure depends upon the size of the vessel, and that the Upper Lake craft with 3000 barrels cannot carry a cargo upon a route adapted for sea-going vessels so economically as the sea-going vessel itself. Nor, moreover, will it be the interest of the Lake craft to descend the St. Lawrence one mile further than that point where the ocean going vessels can be met. On a navigation of only some six months' duration, it is important, as regards profits on investments in lake shipping, that the trips should be as many as possible. The crop in the West begins to arrive at the lake ports from the South in July, and the great bulk is ready in August and September. It is a matter of great moment to get off as much as possible before the close of the navigation, and if ocean-going vessels can come to Montreal by an improved channel in any stage of the water, it is evident to us that the general trade of the Province will be benefitted by the cheapening of transport which, we say, will result.

As regards the other part of the charge, we can only observe that in whatever we have at any time written, our object has been general and not sectional benefit. Montreal owes her progress as a city solely to her favorable position as a general depôt for the transhipment of the imports and exports of the country. Whether this position can be maintained, is a question which time must determine. Had a proper course been taken in respect to Lake St. Peter, we should have no doubt of the result. As it is, we confess we have our fears. We are afraid that when a further grant of money is wanted, and an investigation takes place, the House will refuse such grant, and that the work will be given up. We shall look at this abandonment, not as a blow struck at Montreal alone—for that is comparatively a secondary affair—but at the trade of the whole Province. But most assuredly Montreal will suffer; and it is for this reason that we would draw the attention of the owners of real estate to the subject. If this work and the Portland railroad are not successfully carried out, they will find, when it is too late, that the chance has gone by for making this city one of the largest in North America.

We would also beg to put "Fair Play and no Favor" right as to a point or two more. This journal is not the mouth-piece of the Board of Trade, but of the Free Trade Association. With the various reports and documents which the Board of Trade of 1846 so commendably and ably gave to the world, it is true that we entirely concurred; but of the Board of Trade of 1847 we cannot speak, inasmuch as they have not yet shown any signs of vitality. The late Board never gave any opinion as to the best mode of deepening the channel to Quebec; that they were not called on to do; and on the Government rests the responsibility. All that the Board of Trade did, was constantly to urge the importance of the work.

"Fair Play and no Favor" further asserts, that a "Committee of the House of Assembly" reported unfavorably on the plan adopted to deepen the Lake. This is true; but they also stated that the old channel could be deepened at a comparatively small cost,—and from the reports of Messrs. Redpath, Hayes and Young, it is made to appear that a channel of 150 feet wide, by 14 feet deep at low water, would only be the work of some 156 days.

## THE GOVERNMENT REGULATIONS AND THE LUMBER TRADE.

The following extract is from a letter which has been addressed to the editor of the *Pilot*, in consequence of some remarks which have appeared in that paper, respecting the regulations of the Government for the cutting of timber on waste lands belonging to the Crown. The subject, we admit, is one of considerable difficulty. On the one hand, it is clearly the duty of the Government to guard against any thing like monopoly, and to see that there is no occupation of the land without actual labour being performed upon it; and so far we agree with the editor of the *Pilot*: but on the other hand, it is equally important that there should be no unnecessary interference with trade, by regulations which, if strictly enforced, might prove ruinous. The question is, Has the Government adopted the right course in the present instance?

The following extract will probably serve to solve the difficulty:—

"In guarding against monopoly, care must be had not to infringe upon individual rights, or establish such preventives as would be injurious to the general interests of the trade, both which evils would be inflicted by the 1000 feet per mile system. The answer which you quote to the fact of this system overstocking the market—"If you do not choose to manufacture, do not monopolize the land"—is perfectly correct in principle, if applied to a proper standard; but 1000 feet is far too high. This regulation formerly existed, but the amount was different, viz. five thousand feet to every mile in front. It may be contended that it is more equitable to compel parties to manufacture in proportion to the square contents of their limits, than according to the frontage. I shall not stop to discuss this minor point; but granting that it would be so, five hundred feet per square mile, though differently distributed among the holders of licenses, produces a general result very nearly similar to 5000 feet per mile front, as proved by its adoption for the present year, during the suspension of the 1000 feet per mile system, which latter indeed seems to have been introduced by Mr. Papineau *merely to force an apparent increase of revenue during this Administration*. The fact is indeed self-evident, that 1000 feet being stipulated for can have no more effect than 500 feet in preventing monopoly, so long as limits are allowed to be held *without any working done upon them at all*, by a system under which the party who lays out a sum of money in proving the fact, is only placed on the same footing as another applicant, and has still to compete with the old holder. If the concluding paragraph of the 8th clause of the Crown Land regulations were enforced, 500 feet per square mile would be amply sufficient; in fact, a much less quantity would have the desired effect, although the trade in general would not complain of 500 feet. It is only necessary, however, to enforce the *bona fide* occupation of each limit, allowing the lumberer himself to judge of the quantity to be taken out, so long as he enters upon a real business occupation of each lot. It is necessary, indeed, that there should be some standard to prevent a mere farcical occupation, such as building a shanty and cutting a few trees, which has often been practised; but this standard should not be higher than to make it too heavy a penalty to pay for monopoly, and thus compel the holders of the license to do a *bona fide* business, in order to make the outlay, upon which his retention of the limit would be absolutely conditional, pay.

"It is easy to say, that 'parties are not bound to lease any greater number of miles than they require'; but such an argument could only be advanced in ignorance of the trade,—an ignorance, to the department pretending to regulate that trade, absolutely disgraceful. It requires a large outlay to commence a lumbering establishment on a particular limit, which outlay is for a number of years, in many instances, sunk capital. Is it just, therefore, that the Department should turn round and say to the lumberer, 'Now that your means and enterprise have rendered your limit valuable, you must consent to over-do the trade, or give up a part of it?' Would it not be reasonable that the Department should first enquire whether he had as yet reaped any benefit from the capital he had actually invested in his limit, and whether this step might not destroy his chance of ever reaping the prospective advantages he justly calculated upon in that investment, as the part of his limit he would be allowed to retain would probably be exhausted by the time he could reasonably expect a return? It is all very well for those to argue for such a course, who imagine that the timber lands of the Ottawa are like fields of corn, and that a lumberer, like a reaper, can commence at one side of his limit and make a clear sweep of it to the other. These wiseacres do not comprehend the magnitude of the difficulties with which the practical operations of the trade are accompanied: that upon entering upon the occupation of a limit, say of ten miles, there are perhaps only three or four bunches or groves of timber fit for market found over the whole extent of it; that to reach these there are roads to be made, gullies to be filled up, bridges erected, &c. &c.; that to facilitate, nay often to create, the possibility of the descent of timber from it, there are improvements to be made in the navigation of the stream, rocks to be excavated, and other impediments removed from the channel of the river, which would otherwise cut the timber to pieces in its descent; and in many instances slides to be constructed. In these latter species of improvements, there are numerous instances where individuals have expended hundreds, nay, thousands of pounds. In making these expensive improvements, will any one be fool enough to say that the lumberer does not first examine and form an estimate of the quantity of timber he is likely to obtain from his limit? His calculations, it is evident, must extend over a number of years, in order not only to allow him a reasonable prospect of profit from his investment, but in order to secure him even the return of the actual amount invested.

"Is it reasonable, therefore, to tell him that he must realize these calculations in one year, or be deprived of a portion of that upon which they are based? Is it not evident that he would rather run the risk of overstocking the market, than allow some other party to come in and take advantage of the position which his capital and enterprise have rendered available?"



## THE WHOLE CASE OF THE NAVIGATION LAWS.

[From the London Economist.]

In the rapid progress of commercial reform during the last twenty-five years, there is no feature so remarkable as the fact, that the fears and forebodings of the consequences upon the interests of those who were supposed to be benefitted by existing restrictions, have been singularly falsified by the results; and that in all cases those interests which at first sight appeared to be most menaced with danger, have found, instead of ruin, only a new and enlarged field of prosperity and success in the development of free trade. No matter to what branch of commerce or industry we refer, we are struck with this fact. In home manufactures—in the silk and iron trade—in agricultural productions—in the growth of wool and the more recent efforts to effect agricultural improvement—and even in the reviving hopes of our colonies, in the timber trade of Canada, and the sugar cultivation of our East and West India possessions—it is impossible not to recognise in all, the clearest and most unquestionable evidences of the benefits of free and unrestricted trade, especially when carried out with that due regard to the broad interests alike of producers and consumers, which has been so consistently and so creditably done by the present Government, in their enlightened settlement of the sugar duties, and in the removal of all the just and well-founded complaints of the planters.

The falsification of the fears and despondency of the various protected interests, may be traced to three distinct and obvious causes.—first, the effects of protection have in all cases been greatly exaggerated, secondly, no sufficient allowance has been made for the improvements and economy in any art, which free competition effects, and lastly, the most important consequences of the increased employment and consumption which those improvements have effected, have always been too much overlooked.

In no branch of British interests has the principle of protection so ancient, so popular, and so deeply-rooted a hold on public opinion as it has in favour of those laws which are supposed to maintain and strengthen the prosperity of our shipping. Many who would not sanction the privileges contemplated by our Navigation Laws on commercial grounds are still willing to do so on grounds of public policy and safety. By such they are regarded purely in a political light, and as an adjunct to our naval power. But with such, as well as with those who support those laws on account of the advantages which they afford to the ship-owners, it is essential to show that they are really calculated to promote and extend our shipping; that contemplated protection is really operative and advantageous. Unless this can be shown and maintained, it is clear that, while these laws inflict the greatest inconvenience on the commerce of the country, and especially so at particular times, they afford no real advantage to the ship-owner, nor can they be regarded as a source of political strength. If, on the other hand, it can be shown that the relaxations which have already taken place in our Navigation Laws, have been highly beneficial to the extension of our mercantile marine—that the remaining restrictions are inoperative for any of these contemplated objects—that restrictions upon shipping only impose restrictions upon our general commerce, and thereby are calculated to diminish the general carrying trade of the world, which would otherwise be profitably carried on,—then we apprehend all the grounds on which any of the advocates of the Navigation Laws at present support them will be removed, and that no opposition will be offered to their repeal. We believe that shipping forms no exception to the general rule to which we have already alluded, as the result of free competition; that no interest has already been more benefitted by the partial removal of the restrictions immediately affecting it, than the shipping trade; and that the whole of the remaining restrictions might be removed not only without injury, but with absolute benefit to the general commercial marine of the country. Startling as such propositions may appear, we have not the slightest doubt that they can be successfully proved and maintained. In undertaking this task we are fully aware that we have to grapple with popular prejudices and mistaken views of self-interest, more deeply rooted than any other. Still we do not despair of success.

First then, let us examine what has already been done to remove the restriction which the original framers and supporters of the Navigation Laws conceived to be needful to protect our shipping, and what results have followed therefrom. The various attempts in ancient times to secure to this country the largest share of the carrying trade by legislative enactments and restrictions, were embodied in that famous law, called the Navigation Act, which was passed in the 12th of Charles the Second, and which remained in operation without change or modification, until the force of events rendered a partial relinquishment of its principles absolutely needful in 1815.

By this law it was enacted, that no goods the produce of Asia, Africa, or America, should be imported into the United Kingdom except in British ships. With regard to these three important quarters of the globe, an absolute monopoly was established in favour of British ships. And it was further provided, that any goods imported from the continent of Europe in foreign ships should be charged with additional rates of duties. With regard, therefore, to three quarters of the globe, British shipping had an absolute monopoly; and with regard to the remaining quarter, it was protected by high discriminating duties. So far, however, as our intercourse with Asia, Africa, and America, was concerned, the contemplated restrictions were in a great measure a dead letter down to the beginning of the present century, inasmuch as the whole of our trade, to that time, was confined to British possessions. For example—as long as the United States remained a dependency on this country, nearly the whole of the North American continent stood to us in the relation of colonies, to which the restrictions referred to did not apply. Then, with respect to South America, the greatest portion of it formed dependencies of Spain and Portugal, which dependencies possessed no shipping of their own, and the trade of which was regulated by the parent states in Europe. Again, with respect to our trade with Asia and Africa,—the whole of it was carried on either with our own dependencies, or with countries who, having no shipping of their own, never felt the privileges enacted in favour

of British ships any grievance or inconvenience. Our trade to those portions of the globe consisted chiefly of that carried on with our dependencies at the Cape of Good Hope, the East Indies, and to China. The two former, having all the privileges of colonial possessions, were excluded from the restrictions of the Navigation Laws, and the latter, having no shipping with which our laws interfered, experienced no inconvenience from them. As far as regarded all these countries and their trade with us, our Navigation Laws were a dead letter. Vessels built in America or the East Indies had all the privileges of those built in England. China and other foreign countries with which we traded out of Europe, having no ships of their own with which we interfered, were unconscious of the nominal disadvantage under which our laws placed them. In short, our trade with those countries would have gone on precisely as it did, irrespective of any law which contemplated an interference with the ships of those countries.

The first circumstance which really brought the provisions of the Navigation Act, as far as it related to the countries out of Europe, into practical operation, was the erection of the United States into an independent country. No longer possessing the privileges of colonies, their ships were debarred from bringing cargoes of their own produce to this country; and the consequence was, that those American ships which traded direct to Great Britain, were obliged to come in ballast, in order to carry a cargo back. After long and repeated attempts, on the part of the United States, to induce the English Government to enter into an arrangement, by which so inconvenient and so wasteful a system might be obviated, and despairing of success, they had recourse to a system of retaliation, and enacted against British ships a law corresponding to our law against their ships. They prohibited the importation of British goods in any but American ships. Thus, the trade of these two large and important countries was reduced to this absurd and anomalous predicament—English ships sailed to America in ballast in order to bring home American produce, and American ships sailed to England in ballast, in order to carry home British manufactures. Just double the quantity of ships necessary to conduct the commerce of the two countries were thus rendered needful; and, as the freights obtained for the voyage one way must have been sufficient to defray the cost of navigating the ships both ways, the transport of the produce of each country must have cost just double that it otherwise would have done. American cotton and tobacco were brought to England at double the cost of freight, which additional cost injured the consumer in England, by adding to the price, and injured the producer in America, by limiting the consumption.—British manufactures were carried to America at double the necessary cost, which injured the consumers there by adding to their price, and also injured the producers here by limiting their consumption. And both countries were deeply injured by a wasteful and useless application of much capital, which otherwise might have been applied to other national and profitable objects—to the construction of canals or roads, the improvement of the soil, or the extension of manufactures: all of which of themselves would have led to an extended demand for shipping in a legitimate and useful way. Absurd and ridiculous as this position may appear for two great countries to be placed in, yet we shall find that the whole tendency and spirit of the Navigation Laws, even as now existing, has a tendency to produce the same anomaly, when they have any effect at all. These laws, in fact, in their practical effect, are precisely the same as if two rival railway companies, traversing the same country, with lines running close to and parallel with each other, had the power, and exercised it, of confining each other to conveying passengers and goods in one direction, the carriages returning empty; as if two railways were established between London and Edinburgh—the one belonging to the former city, and the other to the latter; as if London were to prevent the arrival of passengers and goods in any other but the London carriages, and as if Edinburgh were to prevent the arrival of passengers and goods in any other but the Edinburgh carriages—the London carriages going to Edinburgh empty, in order to bring back goods and passengers, and the Edinburgh carriages going to London empty in order to return full. Two lines of railway would be required in place of one, just double the quantity of carriages would be necessary, and the fares would require to be double, in order to recompense for the traffic one way, under circumstances which involved the necessary cost of carrying it both ways. And, again, double the quantity of capital would be brought into requisition, for a given object, which might otherwise have been profitably engaged in constructing other railways, or for any other purpose. Such, however, is the spirit, and such is the effect—as far as they have effect at all—of our much praised Navigation Laws.

The absurdity and inconvenience which arose under this retaliatory system in the trade between the United States and Great Britain led to the treaty of 1815 between the two countries, by which each conceded to the other, in their direct communication with each other, the privileges enjoyed by their own ships. American produce could thenceforward be imported into Great Britain direct from America, by American ships, on the same terms as in British ships, and British manufactures could be imported into America, direct from Great Britain, in British ships, on the same terms as in American ships. It was thus that circumstances forced the first change in the Navigation Act.

But the same principle which applied to our American trade, in the absolute exclusion of their produce, except in British ships, applied practically to our trade with the Continent. It is true that we did not absolutely prohibit European produce in European ships, but we placed discriminating duties upon the ships themselves, and upon the goods imported in them, which led in a great measure to the same inconvenience. Continental ships found that they were either obliged to come to this country in ballast, or, if not, at a great disadvantage of duties, in order to carry back cargoes from this country. Those countries, seeing the process by which America had compelled Great Britain into the recognition of a just and reciprocal system in 1815, and feeling the growing inconvenience of the existing system began a few years afterwards to adopt a similar retaliatory course, after having made vain attempts to have similar privileges recognised, without doing so. In 1823, Prussia imposed upon

British ships similar restrictions on our trade with that country that we imposed upon Prussian ships entering our ports. It then became obvious to every reflecting man, that we could no longer maintain the Navigation Act. To have negotiated with Prussia, as we had done with America, would have left us with only the same task to perform towards every other country separately. Mr Huskisson then clearly saw that the case was only to be met safely and wisely by a general law, applicable alike to all countries. The retaliatory acts of Prussia, though based only on the principles which dictated our laws, were the object of much clamour and complaint, on the part of the British shipowners of the day, who thus showed how little they approved of a principle adopted by others towards them, which they considered essential for them to adopt towards others. This state of events led the government, in 1823, to propose the Reciprocity Acts of the 4th and 5th of George IV. which authorised the King in Council to repeal all discriminating duties on the ships of such foreign countries entering our ports, as were willing to place our ships in a similar position as their own, in their ports. It was against these acts, dictated by such an obvious principle of fairness, and by such an absolute necessity of events, that the clamour of the British shipowners of the day was so loudly and so incessantly raised. In pursuance of those acts, treaties have been entered into with—

Prussia, Hanover, Denmark, Oldenburg, Mecklenburg, Greece, Bremen, Hamburg, Lubeck, States of La Plata, Columbia, Holland, France, Sweden and Norway, Mexico, Brazil, Austria, Russia, Portugal.

By these treaties it will be observed, however, that the privileges given to each country extend only to direct importations from each country.—This, however, was the strongest test to which British ships could be exposed, of their power to compete with foreign ships. If American ships could extinguish British ships in any trade, it was in bringing the produce of America to this country—in bringing their own cotton, tobacco, and rice from their own ports. If Prussian ships could successfully compete with British ships in any trade, it was in bringing their own corn and timber from the ports of the Baltic. If the ships of any foreign country had the means to destroy the trade of British ships, it was surely in bringing the produce of their own country from their own ports. Those treaties, therefore, as far as they went, exposed British ships to as much real competition as if the privileges had been extended, without any restriction, to the produce of any country brought from any port. All that was left in the shape of restrictions was no real protection, but acted only as wasteful and inconvenient annoyances, harassing to the merchant, and inconvenient to the true interests of the country.

Such, then, are the changes which have been made in the Navigation Act, as first passed, up to this time. Let us shortly inquire what have been the effects of these changes. The shipowners of the day confidently predicted the rapid decay and ultimate destruction of British shipping. Our navy was to be without men—and our carrying trade was to fall into the hands of strangers. No doubt our shipowners of that day laboured under many disadvantages; the high duties on hemp, subjected them to dear cordage; the high duties upon foreign timber, in protection of the produce of Canada, subjected them to a high price for the chief material which they used; and our corn and provision laws subjected them to an expensive and costly mode of victualling.—These were great disadvantages; but, strange to say, the shipowners, as a body, were always found foremost in the support of these restrictions and abuses; and when Huskisson proposed to relieve them by means of a draw-back upon materials used in building and victualling their ships, they actually refused the boon. So baneful was the system of protections, that every interest that fancied itself benefitted thereby, opposed changes even in its own favour, lest its own fancied privileges should be attacked or weakened in consequence. Such is the vicious circle in which error runs. But let us see how far the doleful prophecies of the shipowners of 1823 have been fulfilled or falsified by events, notwithstanding the admitted disadvantages under which, until quite recently they have been relieved of many of them, in spite of themselves. The gloomy fears of the shipowners of that day anticipated that the privileges granted to foreign ships, would transfer all the trade of this country to those who, it was asserted, could build and sail their ships cheaper than ourselves. The American trade was to be carried on exclusively by American ships. And the continental trade by Prussian, Norwegian, and other foreign ships; and, in fact, our shipping, in future, was to be confined only to our own colonies. What has been the result? For seven years prior to 1823 the shipping trade of this country was nearly stationary. The following is a comparison of the shipping which was entered inwards and outwards in 1815 and in 1823, the last year prior to the passing of the Reciprocity Acts:—

Shipping entered Inwards and Outwards.

	1815.		1823.	
	Inwards.	Outwards.	Inwards.	Outwards.
British..... tons.	1,312,217	1,311,716	1,668,336	1,383,622
Foreign..... " "	673,687	671,333	528,720	515,774
Total..... " "	1,985,904	1,983,051	2,197,056	1,899,396

Taking all our shipping during those seven years the increase was only about five per cent. Let us then see what progress it has made under the freer system since 1823. Lest we should be charged with profiting in this comparison by the extraordinary demand for shipping during the last four years, caused in a great measure by the repeal of that very system of protection which the shipowners themselves strove so much to maintain, we will be content to make the comparison between 1823 and 1842, which was notoriously one of the most depressed for the shipping interest of late years. The comparison will be thus:

Shipping entered Inwards and Outwards.

	1823.		1842.	
	Inwards.	Outwards.	Inwards.	Outwards.
British..... tons.	1,616,336	1,493,592	3,917,725	3,375,970
Foreign..... " "	627,720	515,774	1,203,333	1,253,176
Total..... " "	2,244,056	2,009,366	5,121,058	4,629,146

Thus, during the period when the shipping interest was to suffer such decay, the extent of British shipping has more than doubled, and the shipping of all kinds, which entered inwards and outwards in the trade of the country has increased more than 100 per cent!

But let us examine how far we were indebted to our colonial trade for this increase, and how far to the foreign trade, in open competition with the ships of all the world. For if it could be shown that the chief increase of British shipping had been to our colonies, where we still enjoyed a strict protection, even this increase would not prove the groundlessness of the fears entertained by the shipowners. If, on the other hand, it can be shown, that at least the same proportion of the increase of our shipping was to those foreign countries, where we met foreign ships in open competition, and where we had no exclusive advantages then it will be conclusive evidence, that the apprehensions of the shipowners were groundless, and that competition had worked for them the same advantages that it has done to the silk manufacturers and to the iron masters. We have before us Parliamentary returns, showing the proportion of our shipping engaged in the colonial and foreign trade, in 1820 and 1842, from which we gather the following facts.

In 1820, the 1,549,508 tons of British shipping which left our ports, were thus distributed:—

British Shipping entered Outwards to British Possessions.

	TONS.	MEM.
Gibraltar.....	14,375	620
Malta.....	5,171	300
Ionian Islands.....	7,808	436
Cape of Good Hope and coast of Africa.....	21,529	1,240
St. Helena.....	1,845	94
Mauritius.....	753	44
East Indies.....	51,133	4,073
New South Wales.....	2,823	181
British North America.....	341,620	17,616
British West Indies.....	233,460	12,900
Guernsey and Jersey.....	66,139	5,161
Total to British Possessions.....	746,822	42,820
Total to Foreign Neutral Countries.....	802,686	53,688
Grand total to all places.....	1,549,508	96,508

We thus see, that even in those times men were so little aware of the actual facts connected with our shipping, that, while protection to our colonies was maintained by many, chiefly on the ground that they were the sole dependence of our shipping interest, and the only nursery of our seamen—and while the Navigation Laws were insisted upon, as being essential to the existence of our shipping, nearly fifty-two per cent. of British tonnage, even then, was employed in a foreign trade, where we had no protection, but entered into free competition with the shipping of the whole world. Had such a fact been well known, and duly considered at the time, the apprehensions of our ship-owners, as to the effects of free trade, might have been entirely removed.

Let us now see how the British shipping, amounting to 3,375,970 tons were distributed, which left our ports in 1842,—after nineteen years' experience of the Reciprocity Acts, which were to destroy all, except our colonial trade. The following is the account:—

British Shipping entered Outwards to British Possessions.

	TONS.	MEM.
Gibraltar.....	43,503	3,600
Malta.....	40,141	2,043
Ionian Islands.....	7,058	398
Cape of Good Hope and coast of Africa.....	34,022	1,901
St. Helena.....	3,977	218
Mauritius.....	16,397	868
East Indies.....	262,101	10,076
New South Wales.....	61,234	2,878
British North America.....	495,842	19,420
British West Indies.....	261,314	14,839
Guernsey and Jersey.....	144,366	12,625
Total British Possessions.....	1,250,937	63,843
Total to Foreign Neutral Countries.....	2,124,333	112,007
Grand total to all countries.....	3,375,270	175,850

This account shows that we are dependant, for the employment of our shipping and our sailors, to the extent of sixty-three per cent, upon neutral countries, where we enjoy no protection, but where we meet in open competition the ships of all nations; while our own possessions, in which we still have exclusive privileges, employ only thirty-seven per cent. of our ships and our sailors; which shows even more strongly how little colonial protection can be insisted upon, on the grounds they are the main stay of our great commercial marine—the main source of the supply of sailors to our navy.

Now, let us see how the increase, during this period of British shipping employed to our colonies, compares with that employed in the foreign neutral markets of the world. The comparison will be as follows:—

British Shipping entered Outwards.

	1820.	1842.	INCREASE.
To British Possessions.....	746,822	1,250,937	67 p. cent.
To Foreign Neutral Countries.....	802,686	2,124,333	164 do.
Total.....	1,549,508	3,375,270	

Thus showing that that trade, which was to be the only future support of our shipping, increased during the period in question sixty-seven per cent, while that which, according to the prophecies of the shipowners in 1823, was to be entirely lost to the country, in consequence of the free trade measures then adopted, increased no less than one hundred and sixty-four per cent!!

TRADE OF THE ST. LAWRENCE.

(From the Quebec Gazette.)

The observations of "Fair play and no favour," in this day's Gazette, are deserving of public attention. The trade of the upper parts of the waters of the St. Lawrence will go to the ocean by the cheapest channel. The competition is with the New York canal, the Hudson, and the port of New York, in the season of navigation, and with the railroads in existence or about to be established from Lakes Michigan and Erie, from different ports on Lake Ontario, from its outlet at Kingston, from the foot of the ship navigation at Ogdensburg, and from Montreal to Boston and Portland. The expenses of its passing by these different routes will decide its course.

The United States have the advantage of the command of greater capital, greater intelligence and enterprise. We have the advantage of a better and more extended inland navigation, and, with proper management, our duties, including public charges, ought to be inconsiderable, compared with theirs. All unnecessary and unproductive expenditures are burthens upon the trade, and diminish our power of competition, in fact tend to destroy the trade and the public revenue.

The contemplated continuation of the costly attempts to improve the navigation of Lake St. Peter, has been viewed very differently as regards its probable effect on the trade of the country. Little local interests, local jealousies, and individual interests, will have some effect on men's opinions. If the result of the contemplated work should be such as to cause a real improvement in the navigation of the Lake, beyond what now exists, for vessels from Upper Canada and from Europe, the burthen on the trade occasioned by this outlay of money, might be compensated. The idea, however, of taking sea-going vessels up to Montreal to load, seems not likely to effect cheapness in the transport of produce and merchandise to the consumers. The expenses of transshipment at Montreal must, at least, be as great as at Quebec, and there must be added the expenses of towage and the loss of time, and wharfage, and perhaps storage, which would hardly be felt by steamboats and propellers resorting to Quebec with cargoes. When the Lachine Canal will be opened, there will be nothing to prevent the large steamboats, &c., which now come to Lachine, from coming down to Quebec and returning, unloading and taking in return cargoes alongside of the sea-going vessels which fill this immense and secure harbour, with the advantages afforded by the tides.

A general effort ought to be made by all the inhabitants on the waters of the St. Lawrence in favour of the security and cheapness of the trade by its waters, and they may be assured that every part of the country will reap a full share of its advantages, giving a new incentive to productive industry, and intelligent activity in trade and business generally.

#### To the Editor of the Quebec Gazette.

SIR,—It would appear from a correspondence between the Montreal Board of Trade and the Board of Public Works, which has been lately published, that the deepening of Lake St. Peter is about being resumed with vigour, "and that every possible exertion will be made to obtain a channel of 150 feet in breadth and 14 feet of water, in as short a time as circumstances will permit." The amount already spent in this attempt exceeds £70,000, and it will, in all probability, require at least as much more to complete the undertaking, or, rather, the experiment; for the opinions of scientific and practical men are much divided as to whether such a channel, when completed, will at all answer the purpose for which it was intended. Indeed, I believe, the great majority of such men who have examined the site of the proposed channel, are decidedly of opinion that it will not. This, however, is not the point to which, through the medium of your journal, I desire to call the attention of the public. I am willing, for the sake of argument, to admit that, after an expenditure of a certain sum—say from £100,000 to £150,000—a channel will be opened which will realise all its projectors ever expected from it, viz.: that vessels, drawing from 13 to 14 feet of water, will be capable of being towed to and from Montreal, at all times during the open navigation. But, what then? Will the Province at large, at the expense of which this object will have been accomplished, be, in the remotest degree, benefited thereby? I think it is as plain as any thing can be, that it will not. There is a greater depth of water in the natural channel of Lake St. Peter, when at the lowest, than in many parts of Lakes St. Louis and St. Francis, or in any of the Canals in Lower or Upper Canada, when at the highest; consequently, any vessel that can possibly reach Montreal from the interior, when all the improvements in progress are completed, can now pass through Lake St. Peter to the Ocean, or tranship her cargo at Quebec into any size of vessel, from the smallest to the largest afloat. The deepening of Lake St. Peter can, therefore, when effected, operate no other change in the trade of the country, than transferring a part of it from Quebec to Montreal; and what interest the Province, generally, have in doing so, or why the public money should be spent for such a purpose, I am entirely at a loss to know. The deepening of the Lake, even to 100 feet, were that possible, would not enable any thing to be done in Montreal, which cannot now be, at least, equally well done in Quebec. It is, in truth, purely a local improvement, just as much so as their splendid wharves are, and if the good people of Montreal desire to have it as such, let them by all means, but let it be at their own expense; and, especially, let them not ask us poor Quebecers to assist in sending business past our own doors, or, as the saying is—"cutting our own throats."

The city of Glasgow has spent many hundreds of thousands of pounds in deepening the river Clyde; but, I am not aware that she ever got or asked a penny from the public purse for that purpose. In a document, which emanated from the Montreal Committee of Trade some time last summer—(a petition to the Governor, I think)—the deepening of Lake St. Peter is earnestly urged as a measure of vital importance to the commercial prosperity of the entire Province; but, the *Economist*, the organ of the Free Trade party in Montreal, of whom the majority of the Committee was then composed, has, in its last number, inadvertently let out the real state of the case. It says, "on the success of deepening the channel in Lake St. Peter, and in other places, between this City and Quebec, depends the progress of Montreal. If all restrictions are removed from our commerce with the west, the trade which will flow through the St. Lawrence will exceed the expectations of the most sanguine. We, however, have no hesitation in stating our belief, that the bulk of trade will inevitably pass Montreal and centre in Quebec, unless a channel can be made from the latter City, by which vessels of a large burden can come

up to this City without lighterage, to meet the vessels which after the completion of our Canals, will come from the west. Without a proper channel, such vessels will proceed at once to Quebec, for the reason that it will be more profitable to do so than to have any transshipment between Montreal and Quebec."

It would thus appear, according to the doctrine of the Montreal Committee of Trade, and its mouth-piece the *Economist*, that the trade of the country will be ruined, and its rising prosperity crushed in the bud, unless it spends some £150,000 in enabling Montreal to do for it what Quebec can already do much better.

How the *Economist* can reconcile such a doctrine, with her favourite maxim, that "it is unjust to burden the many for the benefit of the few," I should like to know. I am afraid that Free Traders are, after all, like other erring mortals, apt to lose sight of principle when Interest comes in the way.

I have heard that this subject is now engaging the attention of our Board of Trade; but, as that respected body gets the character of being somewhat slow in its motions, I would recommend the citizens to take the matter into their own hands, and immediately to petition His Excellency the Governor General to defer the resumption of operations on Lake St. Peter till after the meeting of the Legislature on the 2nd June next. Such a petition will appear the more reasonable, when it is recollected that towards the close of last Session, a Committee composed of Members of the House of Assembly, assisted by several merchants and other practical men, reported unfavourably on the plan adopted and intended to be persisted in for deepening the Lake.

In conclusion, I have only further to say, that should the citizens of Montreal consider that the deepening of Lake St. Peter would be beneficial to their city, every facility should be afforded them for effecting it,—at their own expense, however; and I can see no objection to allowing them to indemnify themselves by exacting adequate tonnage dues on vessels using the improved navigation.

I am, Sir, your obedient servant,  
Quebec, 27th April, 1847. FAIR PLAY AND NO FAVOUR.

#### GENERAL AND LOCAL NEWS.

The navigation of the St. Lawrence may now be considered fairly open. The first boats left Montreal for Quebec on Thursday night, and in the course of a day or two will resume their usual summer trips.—At Quebec on Monday last new ice was formed of nearly half an inch in thickness, and the snow in the country was nearly three feet in depth.—There is a great scarcity of hay in many of the country parts, in consequence of the lateness of the Spring.—A poor Canadian huckster has been fined £5 and costs before the Mayor's Court for the city of Montreal for the crime of "forestalling." The conviction took place under an old Ordinance of 17 Geo. III. Cap. 4, which provides, amongst other absurdities, that "no butcher, huckster, or other person buying to sell again shall, on any pretence, purchase or contract for any kind of provision or provender bought to market before the hour of ten in the forenoon from the 1st of May to the 30th of September, nor before the hour twelve at noon from the first day of October to the 30th of April, under a penalty of £5 for every such offence." The conviction has been strongly censured by the local press, and a repeal of the law demanded.—It is announced that Mr. Tachereau has resigned his office as Solicitor General, and accepted a Circuit Judgeship.—It is also stated that Mr. Hon. Mr. DeBlaquere is to be Speaker of the Legislative Council, and President of the Executive Council.—Mr. A. J. Ferguson has addressed the electors of Waterloo as a Free-Trader.—Since our last, two days later news has been received by the *Sarah Sands*, which left Liverpool on the 6th ult. Nothing of much importance had transpired since the departure of the regular mail, and prices of produce remained undisturbed. The regular mail of the 19th ult. is now due and hourly looked for.

#### THE MARKETS.

##### NEW YORK.

May 3rd, 1847.

ASHES.—Market very quiet. Pots \$5 50, Pearls \$6.  
FLOUR.—Western Canal \$7 75 to \$7 87½. Some contracts have been made for May and June delivery at improved rates,—6 50 to \$5 75 for May, and \$5 25 for June.  
GRAIN.—Nothing doing, and very little in market. We have to notice a sale of 12,000 bushels Genesee, to arrive in May, at \$1 60 to \$1 35. Northern Rye 92 to 95c. Corn varies from 95 to 98c, according to quality. 200 bags black eyed Peas at \$2 37½ per bag of 2 bushels. Exports from 1st to 27th April: Corn 1,452,042 bushels; Wheat 53,400 do.; Rye, 44,524 do.; Oats, 69,182.  
PROVISIONS are quiet, and no sales worthy of report. Old Mess and Primo, \$14 87½ and \$13; New Mess, \$16 20. Beef is inactive: Prime, \$9 25; Mess, \$12. Lard, 10 to 10½c. in bra, and kegs.  
TALLOW is scarce, and in demand at 9 cents, cash.  
FREIGHTS are unsettled. Some eight or ten vessels are about to leave for Quebec to load with lumber. Flour to Liverpool at 3s. to 3s. 3d., and Grain 10d. per bushel.  
EXCHANGE on London, 6 to 6½ per cent premium.

##### MONTREAL.

Friday Ev'g, May 7.

ASHES.—Not much demand. Some sales of Pots at 27s. 3d., and Pearls at 27s. to 27s. 3d.  
FLOUR is quite inactive. Holders are not willing to sell, and prefer waiting the arrival of next news. Several transactions, however, have been made during the week at 32s. to 32s. 6d., for delivery now and in all the month, and 31s. 6d. for June delivery. A sale of 350 bbls., made from Black Sea Wheat, was made to-day at 31s., present delivery, quality too dark for inspection.  
GRAIN.—No transactions in any quality to notice.  
PROVISIONS.—Stock quite light. Best sells for \$18 75 to \$19. Montreal inspection: New York \$18 50. Prime and Primo Mess held \$13 to \$15 50. Nothing doing in Beef: Primo and Primo Mess \$10 to \$12.  
EXCHANGE.—Private Bills, 6½ to 7, and Bank, 8½ per cent premium on London.

This being the last number that will be published of the "ECONOMIST," we would request those parties who have not yet paid their subscriptions, to do so forthwith, to the nearest Agent, or in town, at the Office of the Free-Trade Association, No. 8, Little St. James Street.

The Office of the Free-Trade Association is removed from 3, St. Sacramento Street, to No. 8, Little St. James Street.

Parties wishing to complete their files of the "ECONOMIST" newspaper, can obtain most of the back numbers, by making early application at the Office of the Free Trade Association. Copies of the Index to the first volume can also be obtained.



NOTICE.

IN consequence of the Council of the Board of Trade having, for the present, secured a place for MEETINGS ON 'CHANGE in the Custom House, the Committee of Management of the MERCHANTS' EXCHANGE AND READING-ROOM have resolved, that no Charge will be held in their Rooms as advertised to commence on the 1st May.

Montreal, 30th April, 1847.

MEETINGS ON 'CHANGE.

THE Council of the Board of Trade GIVE NOTICE, that, by the kind permission of the Collector of Her Majesty's Customs, the Mercantile Community will be allowed the use, for a limited period, of the LARGE HALL, of the CUSTOM HOUSE, for the purposes of an EXCHANGE.

The FIRST MEETING will be on MONDAY next, the THIRD of MAY, and the time of meeting will be from HALF PAST TWELVE, Noon, to ONE, P.M., each day until further notice.

By order,

FREDERICK A. WILLSON, Secretary.

Office of the Board of Trade, Montreal, 23rd April, 1847.

NOTICE.

Supervisor of Callers' Office, QUEBEC, APRIL 14, 1847.

PERSONS desirous of obtaining a CERTIFICATE of QUALIFICATION and FITNESS, from the Board of Examiners, whereby to enable them to apply for Licenses as Callers, under Act 8 Vic. Cap. 49, are hereby notified that, agreeably to Provisions of said Act, the Board of Examiners will meet the FIRST MONDAY of MAY next (the 3rd); and all applicants are requested to FILE, at this Office, prior to that date, their several Applications.

(Signed) JOHN SHARPLES, Supervisor.

Deputy Supervisor of Callers' Office, 61, Commissioners Street, MONTREAL, APRIL 22, 1847.

PERSONS resident in this District, desirous of appearing before the BOARD OF EXAMINERS, for the purpose stated in the above Notice, are hereby requested to lodge at this Office (in writing), their respective Applications as early as possible.

WM. BRISTOW, Deputy Supervisor.

REMOVAL.

MESSRS. WM. LYMAN & CO. have REMOVED their place of Business to the corner of the adjoining building, Nos 194 and 196, St Paul Street, where they are prepared to offer their usual supply of GENUINE DRUGS, PATENT MEDICINES, PERFUMERY, &c. &c.

Prescriptions accurately dispensed.

Drug Warehouse, April 23rd, 1847.

MERCHANTS' EXCHANGE;

And Reading Room.

ODD FELLOWS' HALL, GREAT ST. JAMES ST

THE MERCHANTS' EXCHANGE and READING ROOM will be OPEN to Subscribers on the 1st MAY next. Meetings on 'Change to begin on that day. Hour, from half-past TWELVE to ONE o'clock.

A Temporary Room, adjoining the Reading Room, is now prepared, where a book is opened for Subscribers. Montreal, April 22, 1847.

NOTICE.

THE Co-Partnership of the undersigned heretofore existing under the Firm of JOHN TORRANCE & Co., ceases this day, by its own limitation.

JOHN TORRANCE. DAVID TORRANCE. DANIEL TORRANCE. JAMES TORRANCE.

Montreal, April 16, 1847.

THE Business will be CONTINUED under the same Firm, by the Subscribers.

JOHN TORRANCE. DAVID TORRANCE. JAMES TORRANCE. JOHN A. TORRANCE.

By his Attorney, DANIEL TORRANCE.

Montreal, April 15, 1847.

THE Subscribers have, this day, admitted Mr. Wm. J. McDONELL, of Kingston, and Mr. JOHN FARROW, of Montreal, as PARTNERS in their Forwarding and Commission Business.

H. & S. JONES & CO. BROCKVILLE. H. JONES & CO. MONTREAL. H. & S. JONES, KINGSTON.

Canal Wharf, Montreal, March 23, 1847.

GUANO.

TWENTY BARRELS for Sale, by JAMES R. ORR.

10th April, 1847.

NOTICE.

R. P. ISAACSON,

IN returning thanks to his numerous Friends and the Public generally, for the liberal support he has experienced from them during a period of 10 years, at his Old Stand (No. 9, GREAT ST. JAMES ST., (Three Doors East of the Post Office,))

At the ensuing May, at which place, from having greater and better accommodation, he trusts to receive the continuance of their support. His LARDER, as usual, will comprise the best JOINTS, STEAKS, and CHOPS the Market will afford, with every delicacy that can be procured in season. His WINES and LIQUORS, he flatters himself, from the long experience the public have had of his determination of keeping only the very best, it would be useless for him to remark upon.

In conclusion, he assures the public, that the same desire to merit their support which he has hitherto shown, will be continued. Dolly's Chop House. Montreal, April 20, 1847.

FORWARDING.—1847.

THE UNDERSIGNED hereby give Notice, that on the Opening of the Navigation, they will FORWARD THE PRODUCE NOW IN THEIR SHEDS AT KINGSTON, subject to Freight at ONE SHILLING AND SIXPENCE PER BARREL FLOUR, and other Property in proportion, together with the usual charges for Winter Storage and Marine Insurance, and that all other Property Forwarded downwards by them will be subject to such Rates of Freight as may be specially agreed upon, or as may be hereafter advertised.

MACPIERSON, CRANE & Co. HOOKER, HOLTON & Co. H. JONES & Co.

Montreal, March 23, 1847.

NOTICE.

THE UNDERSIGNED hereby give Notice, that all Property consigned to them at Kingston, for forwarding to Montreal, will be received by them in their capacity of WAREHOUSEMEN, subject, when stored, to the following Rates of Storage, viz.—

- Flour, per Barrel, ..... 1d. Beef and Pork, ..... 1 1/2d. Ashes, ..... 1d. Grains, per Bushel, ..... 1/2d. And other articles in proportion.

They further give Notice, that all Property Stored by them will be at the risk of the owners in respect of Fire, and other accidents beyond their control.

MACPIERSON, CRANE & Co. HOOKER, HOLTON & Co. H. JONES & Co.

10th April, 1847.

HUNT'S

MERCHANTS' MAGAZINE, And Commercial Review.

BY FREEMAN HUNT, EDITOR & PROPRIETOR.

PUBLISHED MONTHLY.

AT 142 FULTON-STREET, NEW-YORK At Five Dollars per annum, in Advance.

THE "MERCHANTS' MAGAZINE AND COMMERCIAL REVIEW" will continue to include in its design every subject connected with Commerce, Manufactures, and Political Economy, as—Commercial Legislation, Commercial History and Geography; Mercantile Biography; Essays from the ablest pens on the leading topics of the day, relating to Commercial Affairs; Descriptive, Statistical, and Historical Accounts of the various commodities which form the subject of Mercantile Transactions; Port Charges; Tariffs; Customs and Commercial Regulations; Treaties; Customs and Commercial Regulations; Treaties; Commercial Statistics of the United States and the different countries of the world with which we have intercourse, including their Physical Character, Population, Products, Exports, Imports, Seaports, Moneys, Weights, Measures, Finance and Banking Associations.—Enterprises connected with Commerce, embracing Fisheries, Incorporated Companies, Railroads, Canals, Steamboats, Docks, Post Offices, &c.; Principles of Commerce, Finance and Banking, with Practical and Historical Details and Illustrations; Commercial Law and Mercantile Law Reports, and Decisions of Courts in the United States and Europe, including Insurance, Partnership, Principal and Agent, Bills of Exchange, &c. and whatever else shall tend to develop the resources of the country and the world, and illustrate the various topics bearing upon commerce and Commercial Literature, and we may venture to say that no work heretofore published, embraces in its pages so large an amount of information on all these subjects, as the fourteen volumes now completed.

Our means of enhancing the value of "The Merchants' Magazine and Commercial Review" are constantly increasing; and, with new sources of information, an extending correspondence abroad, and other facilities which seven years' devotion to a single object have enabled us to make available, we shall be able to render the work a perfect guide manual for the Merchant and Manufacturer, as well as to the Statesman and Political Economist, and indeed, all who desire information on the multifarious operations of business life.

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THE Assignees of SCOTT, SHAW & CO. OFFER FOR SALE, the undermentioned GOODS, at the usual Credit, and at REDUCED PRICES.

- English and Scotch Bar Iron, Banks' Best Refined do, Hoop and Sheet Iron, Charcoal do. do. Best Boiler Heads, Oval and Convex Iron, Cast, Shear, and German Steel, Spring and Blister Steel, Cast and Wrought Nails, Anvils, Vices, Bellows, and Smiths' Tools, Chains and Anchors, Iron Ploughs and Plough Mounting, Potash Kettles and Cookers, Bake Pans and Baked Pots, Shovels, Spades, and Manure Forks, Pick Axes and Miners' Tools, Trace, Halter, and other Collage, Blasting, F, PF, FFF, and Canister Gunpowder, Grindstones, Scythes, Sickles, and Scythe Smiths, English Rosin, Whiting, Fresh Putty,

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WM. LYMAN, E. T. RENAUD, P. HOLLAND, Assignees of SCOTT, SHAW & Co. 199, St. Paul Street.

9th April 1847.

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A DIVIDEND OF ONE SHILLING and EIGHT PENCE per pound will be paid on or after THURSDAY, the 8th instant, to CREDITORS who have proved their claims against the above Estate.

WILLIAM LYMAN, EDWARD T. RENAUD, PP LIP HOLLAND, Assignees. 199, St. Paul Street.

7th April, 1847.

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THE Barque "EUROPEAN," 525 Tons burden, (new measurement,) coppered and copper fastened, will be ready to take in Cargo at Quebec, at the opening of the Navigation, and is an eligible conveyance for Measurement Goods.

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

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