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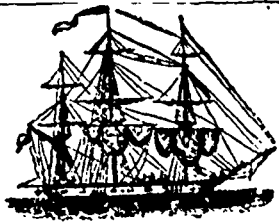
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. 1.]

MONTREAL, SATURDAY, 24TH OCTOBER, 1846.

[No. 26.

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 24TH OCTOBER, 1846.

THE NAVIGATION LAWS.

We renew the consideration of the important effects resulting to Canadian interests, from the operation of the laws in question.

Our last article has, we are glad to see, done good service to our cause by attracting the notice of the press generally to this subject, as well in the Upper as in the Lower part of the Province.

Prominent among those who have criticised our labours, are the *Herald* and the *Gazette*. The former, while avowing himself to be strongly in favour of claiming a modification of the laws in question upon the broad ground that he thinks we are entitled to it, as an act of simple justice, on the principle of Free Trade (which the mother country has adopted for herself), does not give himself any trouble to furnish specific facts and plain reasons to enable the colony to arrive at the same sound conclusion; but, wrapping himself up in the mantle of self-importance, thinks it a sufficient condescension to tell the country that the Navigation Laws, in his opinion, ought to be modified. He is in the right path, however, and therefore we shall avoid, if possible, making any observation that would irritate or wound his excessive self-esteem.

On the other hand, the *Gazette*, the subservient tool of the Government of the day, having at length received permission from its masters to speak, seems determined to redeem the time it lost in waiting for the necessary signal. In its number of the 16th instant, it reopened its battery of abuse by aspersing the character of the Montreal Board of Trade, representing its President—the Hon. Geo. Moffatt, M.P.P. for this city—as a mere puppet managed by wires in the hands of certain members of the Free-Trade Association. We have no hesitation in asserting that a viler calumny was never uttered. The Hon. Geo. Moffatt has, we understand, for upwards of twenty years held offices of the highest public trust, in the Councils—whether Special, Legislative or Executive—of the colony, yet, though known to be a man of great independence and consistency of character, he is now accused of allowing himself to be used as a mere ornamental puppet—accused of putting his name to a grave and deliberate document suggesting organic changes in the commercial policy of this colony without sincerely committing himself to the principles and doctrines thereby propounded. We say, a paper capable of making such an infamous charge as this, should be punished with the scorn of the commercial community.

In his number of the 19th instant, he has the temerity to accuse us of "falsehood" in stating that he had seen fit to abandon the principles he professed when he joined the Free-Trade Association. Our words were, "But, *tempora mutantur*, the Editor of the *Gazette* was then one of us, though he has since, for reasons no doubt satisfactory to himself, seen fit to abandon the principles he then professed." To this he replied, "Our readers know well the falsehood of the accusation." We have but one word to add, and our readers will be able to judge where the charge of "falsehood" should rest. On turning to the books of the Free-Trade Association, we find the Editor of the *Gazette*'s name the ninth on the roll of members, by which he pledges himself to the following resolution:—

"That it is expedient to establish an Association to watch the proceedings of our Colonial Government—that the said Association shall take for its fundamental basis the principle of unrestricted Free Trade,

pledging itself to exert its utmost influence and to use all lawful means to cause every protective or merely regulating duty to be removed: and in the same spirit to oppose the future enactment of any duty which the Legislature may attempt to impose for any purpose but that simply of raising a revenue for the necessities of the Government."

How far the doctrines now advocated by the *Gazette* tally with the above pledge, we leave the public to judge.

We now resume the consideration of the question we set out with.

The objections raised to our previous article (vide No. 24) are—1st. That we were not warranted in attributing to the operation of the British Navigation Laws the whole excess paid by Canadians, to the British shipowner, for transporting their produce to England, via the St. Lawrence, over what it cost the Americans to send the same amount of produce, via New York. 2nd. That the repeal or modification of these laws would not have the effect of reducing the average rate of freight by way of the St. Lawrence; or in the words of the *Gazette* who says, in proceeding to inquire "what their influence really does amount to,"—"We apprehend that it is demonstrable that it is infinitesimally little, and that the whole of the navigation of these Provinces is kept in British hands at the very smallest appreciable cost to the merchant and farmer."

In our former article we showed that the excess paid by the Canadian producer on three articles alone exported from Canada, viz.:—flour, wheat and timber, in the years 1844, 45 and 46, amounted to £924,098 11s. 6d. over what the same articles would have cost if shipped from the Port of New York, and thus we set up as a valid ground upon which to claim relief from the Mother Country from the restrictions of her Navigation Laws.

But, it is urged, that we cannot charge the whole of this excess to the operation of these laws, because the expenses of navigation are not the same in both cases.

We admit the validity of the objection, and also that we should have been more careful in guarding ourselves against its being even temporarily raised. Our readers will bear in mind, however, that our former calculation embraced three articles of export only, and that we relied on these as sufficient to show the enormous sacrifice of wealth which the laws in question entail upon this colony. We will now make our statement more complete, and feel confident it will prove to every impartial inquirer that, after making full allowance for the difference of expense, the amount sacrificed by this Colony to the British shipowner comes within a trifle of our first estimate. We may add, that we say the British shipowner advisedly,—it being notorious that fully four-fifths of the tonnage employed in the Canada trade is owned in England. But even if it were all owned in this Colony, it would not alter the principle we are contending for, viz.,—that we ought to be allowed to employ the cheapest ships we can find, wherever they are owned or built. Why should the owner of a barrel of flour be called upon and compelled by law, to pay an Englishman, or a fellow Colonist, 3s. more for carrying his barrel of flour to England than the American or any other foreigner will do the same work for? It is manifestly unjust and inconsistent with the public weal.

The extra cost of carriage of Exports from Canada, as already shown amounts to.....£924,098 11 6

In addition to which there were Exported in the years in question—

Ashes, barrels.....	96,659
Beef, do.....	9,848
Oatmeal, do.....	9,295
Pork, do.....	19,657

Making together—Barrels..... 135,459a3s.3d. £22,012 1 9

Barley, Bushels.....	121,381
Peas, do.....	651,267
Oats, do.....	128,104

Making together—Bushels..... 900,752 a 7d. £26,261 18 8

Butter, Kegs (not worth notice)..... 35,680

Making a total of.....£972,382 11 11

In the above statement the exports for 1844 and 1845 are actual, and for 1846 are estimated in round figures the same as

1845, which every one will allow to be a fair approximation to the probable export of the year. But we leave out of our calculation, as too insignificant to be noticed. The total extra cost of transportation is thus shown to be £972,382 11s. 11d.; against which we now place the credit side of the question, that is the allowance for the actual difference of cost between navigating from New York and via the St. Lawrence.

The pages of the Economist furnish the necessary figures. In our seventh No. the question at issue is thoroughly examined; and the following conclusion established, viz., that the essential difference of expence between Montreal and New York respectively and Liverpool amounts to 2d. per bushel on Wheat or grain generally, and 6½d. per bbl. on Flour or similar packages. Such was the result arrived at by abstract reasoning; and we are happy to say that its conclusiveness has been established by the opinion of American shipmasters who have been consulted on the point, and who have not hesitated to say that if the St. Lawrence were open to them a difference of 9d. to 1s. per bbl. would at all times (excepting very late in the season) be a sufficient inducement to them to seek freight in the St. Lawrence, in preference to New York or Boston.

To be liberal, therefore, in our calculation, we will allow a difference of 9d. per bbl. on Flour and such like, and 3d. per bushel on Wheat and other grain. The account will then stand thus:—

Excess paid to the British shipowner	£972,382 11 11
Less allowance for extra expence of navigation—	
9d. per barrel on 1,503,819 barrels.....	£56,393 4 3
3d. per bush, on 2,036,126 bushels....	25,451 11 6
	81,844 15 9

Amount sacrificed by the Canadian producer in three years!.....£890,537 16 2

Per Annum.....£296,845 18 8

Thus, it is demonstrated by abstract reasoning as well as the testimony of practical men, that this colony has sacrificed for the last three years the sum of £300,000 a-year to the British shipowner! yet the *Gazette* tells us that we must submit to it patiently, because it is the price the mother country exacts from us for protection against—*nobody!*

We will now devote a few words to show how inconclusive the *Gazette* is in attempting to argue that the repeal of the Navigation Laws would have no "appreciable influence" in the way of lowering the rates of freight,

We have shown, both by abstract reasoning and by testimony, that the actual difference in the cost of navigation from Montreal and from the ports of New York or Boston to Liverpool is 7d. to 1s. per bbl.; indeed, we have the authority of a mercantile friend, a member of an importing house, who recently visited Boston on business, to say that he was offered a beautiful American bark, (capable of carrying 3,500 bbl. flour, and drawing 9 feet of water only when loaded,) at a shilling over the rate then current in Boston, (2s. 6d. per bbl.,) provided he could give her a cargo to Montreal, a transaction which he was prevented from entering into by three absurd restrictions:

1. The Navigation Laws;
2. The impossibility of bringing a foreign vessel further than Quebec, supposing all other obstacles removed; and
- Lastly. The Differential Duties.

These obstacles put together prevented his loading this foreign vessel with an assorted cargo of molasses, raw and bastard sugars, and teas, which he was offered on consignment, and which he assures us would have come to a good market, benefiting the Canadian consumer by cheapening his supplies, and the producer by lowering the rate of sea-going freight. But the *Gazette* says we must forego all such advantages as the price of British protection!

One illustration more and we have done for the present.

On referring to the freight tables furnished by the Report of the Montreal Board of Trade (which the *Gazette* thinks so silly, but which we think so useful,) we find that on the 11th July last, freight for flour was 6s. per barrel at Montreal, and 2s. per barrel at New York; yet, according to the *Gazette*, it would have had no "appreciable influence" on the rate of freight here to have been allowed to charter American vessels where the freight was so low, to bring them here where the rate was so high. Oh no, competition among British and Colonial ships alone is quite sufficient to keep the market at the *minimum*. We could give a thousand such instances to show the utter absurdity of the *Gazette's* reasoning, but we must conclude for the present as our article has already considerably exceeded our limits.

Since the foregoing was written another number of the *Gazette* has appeared, with an article of three or four columns in relation to the question before us. What specific propositions the *Gazette* endeavours to establish we confess we are unable to determine; his article being to us for the most part contradictory and unintelligible. One point, however, is clear: he lays aside the plea he formerly urged that the Navigation Laws should be submitted

to as the price we paid for British protection, and now takes new ground still more untenable, nay preposterous, viz., that they must be looked upon as a fair equivalent for the differential duty maintained by the mother country in favor of Colonial timber! "Oh, what a falling off is there!" In our next we shall lay statistics before our readers to show that the amount sacrificed by this Colony annually to the British shipowner, would go far to pay for the whole quantity of timber annually exported!

THE POST OFFICE DEPARTMENT.

To judge from the very little that is written or said hereabouts on Post Office matters, a stranger might naturally fancy folks to have come to one or other of two very wrong conclusions; and to be of the mind, either that the arrangements for the Post Office accommodation of these Provinces are all they ought to be, or else, that it matters little whether they are or not. One not a stranger to the subject might draw a third and truer inference;—might suspect the real cause to be a general want of acquaintance with the facts and merits of the case, resulting in part from the necessary intricacy of the details of Post Office management, and in part from their having been always kept out of public view by the system adopted of centering all Post Office authority in the Post Master General at home, and making the Imperial character of the establishment a pretext for not letting the Provincial Government or Parliament do, say, or see, aught in the premises.

That all is not as it should be must be tolerably clear, when it is remembered that whilst for the Three Kingdoms there is but one letter rate, of 1d. sterling, and whilst for the whole United States there are but two, of 3d. and 6d. currency, there are for British North America eighteen or more, ranging from 4½d. to about 4s.; that a letter mailed here will pass all the way to the furthest Post-town in Texas, for little more than twice the charge here made on it for carrying it to the line 45°,—for little more than the charge that would be made upon the same letter if sent to Kingston,—for less than the charge upon it to Toronto; that it would cost less to mail a letter from Toronto, first to England and thence to Halifax in Nova Scotia, than to mail such letter direct to Halifax; that a letter weighing less than half an ounce costs more for carriage from this city to Quebec, than a barrel of pork or flour sent down by the same steambot; that a new Post Route cannot be laid down, nor a new Office opened, nor even an old Route or the site of an old Office, or the mode or cost of carrying a mail, altered, unless after special reference to an authority on the other side of the Atlantic, and with its sanction; that, in fact, every rule of the Department, no matter how trifling the detail to which it may have reference, emanates from that authority, and if appealed against must be appealed against to it, and decided on in the last resort by it.

That this state of things is anomalous, and its continuance irreconcilable with the first principles of the system of government established as regards other matters in these Provinces, is too plain to be argued. That it is prejudicial to the country, and that in a high degree, is not less plain. To hold our own with our rivals, as we now must do, we must start fair; must shake off, with the rest of our drag-weights, this heavy drag of our present Post Office system.

To this end, however, public opinion must be brought to bear in the right direction, and with the required degree of energy. The system must be understood, the causes and consequences of its many short-comings appreciated, and a definite view had of the steps to be taken for its reform.

The recent publication of the Report of Lord Sydenham's Commission furnishes an opportunity for attempting our share of this task. We have given some extracts from it; but, whatever it may have been when it was written, it is not now what the public want, to set them right on the subject. It is a long, tough document, almost five years old, describing minutely many things that have since been changed, suggesting many changes in detail, some of them of little general interest, some since effected, some since made impossible or impolitic. A shorter and newer account is needed; a statement in as few words as may be of the leading changes proposed by the Commissioners, of the extent to which their recommendations may have been acted upon or set aside, and of the matters now most urgently calling for further action. We purpose in future numbers to set about this task, and shall only be too happy if the press generally will advance the object we have in view, by joining with us in the discussion of this important topic.

SPIRIT OF THE PRESS.

When we look back over the events of the last seven or eight months, and mark the different spirit which animates the conductors of the public press compared with what was previously the case, we see a great deal to encourage us. Up to that time there was a feeling of apathy and indifference manifested towards every thing connected with the commercial progress of the country. Questions of political economy seldom troubled the Editors of newspapers, and the great changes in progress elsewhere were regarded with a sullenness or indifference that was more ominous than the most active opposition. We know not whether we may be allowed to claim some credit for having exercised this evil influence, and turned the public in the direction of those interests which ran so serious a risk of being shipwrecked. However that may be, the fact that a marked change has taken place cannot be denied, as it cannot that that change dates from the establishment of the Montreal Free-Trade Association, and more particularly of this journal. We now rarely take up a newspaper in which the questions we find propounded in the colony are not taken up and discussed with a zeal which, if not always supported by the discretion of the writers, is at least a proof of the importance attached to the question. In Lower Canada—most deeply interested in the subject—the battle of Free Trade has been fought by the press with more than usual determination and bitterness. Whilst a consistent support has been lent to its doctrines by the *Pilot* and French-Canadian journals, a kind of quasi consent only has been yielded by the *Times* and *Herald*; and the *Gazette*, which commenced as a thorough-going reformer, (and the Editor of which, we have been informed, formerly distinguished himself in another field by his extreme liberality on all subjects,) has thrown off the mask, and come out as the supporter of every kind of commercial restriction. In Quebec also, where a spirit of antiquity clings to the commercial body, the press has manifested open hostility to our doctrines, and the venerable editor of the most venerable paper in the colony has exhibited his dislike to the opinions of the day, at first by sententious bitterness, darkly expressed, and more lately by direct attacks on the *Economist* and its supporters. The *Aurary*—like a well-regulated barometer—has caught the spirit of its chief, and by significant nothingness tries to swamp Free Trade. In the other parts of the Lower Province, the doctrines of Free Trade have received a fair portion of support from the press. At Sherbrooke, the Editor of the *Journal*—from reasons which we think we can understand—objects only to that part of the system which would exclude his agricultural friends. We have endeavoured to answer some of the arguments he has advanced on this head, and shall be happy at all times to hear what he has to say in defence of a list of duties which we hold to be perfectly incompatible with the true interests of the colony.

In Upper Canada, the press has already, as a body, adopted the principles of Free Trade, and we should be ungrateful were we not to acknowledge the flattering testimony that has been lent to our efforts in the cause. If we have some reason to complain of scurvy treatment from our Montreal contemporaries, it is abundantly made up by the courteous conduct of our Upper Canada contemporaries. Some of the ablest articles that have been written on the subject of Free Trade have appeared in the *Toronto Banner* and *Examiner*, and lately in the *Kingston Chronicle*, which, under new management, promises to resume its old station amongst the ablest journals of the province. The *Kingston News* likewise has devoted a considerable portion of its space to the consideration of these questions, and given a wide circulation to our opinions by frequently extracting from our journal. In Hamilton, the press, which there appears to have received new spirit, is generally favourable to our doctrines, and has helped to bring them before the public. In a recent number of the *Commercial Advertiser*, the Editor, whilst denying us "any pretension to any knowledge of the science with which we seek to be identified" (!), confesses that "the *Economist* is a valuable journal,—valuable for the facts it industriously collects and lays before the Canadian public." We will not, of course, question an opinion coming from such a source, as ask our contemporary to explain the value of facts wedded to false principles, but we will except his compliment with the reservation, leaving the public to judge on that particular subject. We are glad, however, to find that our Hamilton friend has entered on the question of domestic manufactures, and that he is preparing to show the fallacy we commit when we point to Lowell as a proof of what ingenuity and enterprise will effect, but totally object to the protective system by which a portion of those manufactures have been forced up and sustained. When he will have shown this fallacy, we may probably think proper to answer him. From the *Peterborough*

Chronicle we last week extracted an able article, and did time afford us we would no difficulty in finding in many other of the numerous journals of the Upper Province proofs of an equal intelligence and liberality.

Nor is it so much in the direct support and unreserved sanction lent to our journal and its opinions that we mark the improved spirit of the public press, as in the altered tone of the very few papers that venture to oppose us. Driven from their original position, these papers keep up a struggling fire, meant to be mischievous, in defence of the Navigation Laws or agricultural protection. After what has already taken place, they cannot muster the courage to repeat that Free Trade is actually going to ruin us, but all their arguments are directed to show that the restrictions they support are consistent with our future prosperity, and that without protection in the English market we can afford to pay a higher price for freight and for articles of consumption than are paid by the people of other countries. These are more particularly the arguments of the *Toronto Patriot* and *Cobourg Star*—which are now endeavouring to excite the feelings of the agriculturists by persuading them that they are to be the principal sufferers by the changes proposed. The farmer has, however, already had sufficient proof of the value of the predictions of the protectionists to have taught him how little reliance is to be placed on them; and the state of things at the present moment is not such as to give much force to their reasoning. He knows very well that whatever tends to lessen the expense of the conveyance of what he produces must be for his good, by giving him a better chance of the home market, and removing any difference that may exist in prices between him and his foreign competitors. As to the Agricultural Duties, we know it is a question on which many feel sorely, but we also know that already a great change has taken place in the opinion of the agriculturists themselves, and after what has been done in Great Britain it is scarcely possible to suppose they can be maintained.

But, we repeat, on the great principles which govern commerce in our day, there is very little difference of opinion, and the Press, which at first viewed with indifference or dislike the doctrines proposed, now scarcely venture directly to oppose them. This is at least encouraging, and leads us to hope confidently that ere very long public opinion will be quite as unanimous on the other questions now disputed, as it is on the leading points it formerly refused to listen to.

PROOFS FOR PROTECTIONISTS.

(From the *Toronto Globe*.)

The Canadian protectionists are resolved to die hard. There is a sort of tacit admission that they are entirely run out of arguments, but they can still use the words, *Foreign Trade, British Connection, Ships, Colonies, and Commerce*, without any definite meaning being attached to these phrases. They generally begin their remarks in this way—"I am a Free-Trader as well as you." This is the very language of an apologist for American slavery. He always begins with "I hate slavery as much as you do." But before he has spoken twenty words you find that he cherishes slavery, and cordially dislikes all who oppose it. Commercial slavery is defended on the same ground. We say—Well, we are a Free-Trader—what articles will you allow to be unprotected? Whent—No, that would never do; Timber—never; Ashes—impossible. Would you then allow the shipping trade to be free? "Worse and worse—You would destroy Britain's naval supremacy." Our Tory contemporaries have condescendingly turned out to protect the navy of England. A correspondent of the *Cobourg Star* distinguished himself in this line. A strange discovery these people have made. If they were not well known to be so very very loyal, we would certainly say that they were the very reverse of patriotic.

We had always thought that the naval greatness of the British Islands arose from their extensive sea coasts and numerous colonies, from their inhabitants being long addicted to maritime pursuits, from the freedom of their institutions, and, above all, from the skill and intrepidity and industry of the population. We have thought of the undaunted looks which our gallant tars have directed to "the meteor flag of England" in the hour of danger—on the memorable proofs that they have given that the "flag which has saved a thousand years the battle and the breeze," shall never be tarnished. It is all a mistake. If the navigation laws are relaxed, or in the least abated, away would go our naval supremacy. It is all a mistake about the bravery and enterprise of the Anglo-Saxon and Celtic races. Only let the Yankees and the Norse men of Germany and the Dutch, be on equal terms with us, and "ships, colonies, and commerce" would vanish forthwith. It is rather too bad that these aspersions should be cast on the great arm of our national defence and on British enterprise and industry, by gentlemen of such superabundant loyalty.

The navigation laws of England, which were passed to crush the Dutch trade, were long looked up to as the palladium of the naval power of Britain. Under them foreign ships could only bring goods into England if the whole cargo was the produce of the country to which the vessel belonged. But it is long since many competent judges have called in question the wisdom of these laws. McCulloch says, that there are good grounds for thinking "that the laws have had a precisely opposite effect, and that they increased rather than diminished our navy." Roger Coke, in his "*Treatise on Trade*," published as far back as in 1671, says that this act, "by lessening the resort of strangers to our ports, had a very injurious effect on our commerce," and that within two years after the

passage of the act, 1650, "we had lost the greater part of the Baltic and Greenland trades." Sir Josiah Child, in a treatise published in 1691, corroborated this statement; and Sir Matthew Decker, an extensive and well-informed merchant, in a book published in 1756, says, that the high freight of ships had entailed a heavy burden on the public, and been the main cause of our fishery trade not doing so well as that of the Dutch. Smith, in his "Wealth of Nations," admits that the navigation laws limited the commerce and retarded the opulence of England, but he believes they aided her in her defence against Holland. McCulloch, whose authority is the very highest of modern times, denies this, and says, "Navigation and naval power are the children, not the parents—the effect, not the cause, of commerce."

The first relaxation of the navigation laws was in 1787. The United States passed laws of a similar kind by way of retaliation. Great Britain wisely relaxed hers, and soon after did so to the northern powers of Europe. McCulloch says—

"There cannot be a doubt that had we continued to maintain our illiberal and exclusive system, and refused to set a better example to others, and to teach them the advantage of recurring to sounder principles, we should have run a very great risk of falling a victim to the vindictive spirit which such a short-sighted and selfish policy would have generated."

In 1821 Lord Wallace, and in 1825 Mr. Huskisson, passed their famous bills, which placed all European powers in amity with Great Britain on the same footing as the Americans, allowing them to import freely in their own ships all kinds of European goods; provided the ships belonged to the nation from whose port they were shipped. Regulations of a beneficial kind were also made in regard to allowing British ships in foreign places to assort their cargoes in different ports of Asia, Africa and America.

But it is obvious that, however conclusive the theory of Free-Trade may be, the results of it in practice are of far more importance. Fortunately, we have a quarter of a century's experience to guide us since Lord Wallace's celebrated act was passed, and this is the result —

FOREIGN TRADE.

In 1821, the number of British ships which cleared outwards, for foreign ports, was.....	5,766
In 1839, the number was.....	10,932
In 1845, the number was.....	14,008
In 1821, the number of British vessels entered inwards was.....	6,659
In 1839, it was.....	11,169
In 1845, it rose to.....	13,187

It thus appears that the great era of the relaxation of the navigation laws, in 1821, the increase of British shipping in the foreign trade has been, *outwards*, two hundred and forty-two per cent; and *inwards*, one hundred and ninety-eight;—or an average on the two of two hundred and twenty per cent. These alterations did not affect the colonial trade, which was still confined to British ships, under the restrictions of the old navigation acts.

COLONIAL TRADE.

In 1821, the number of British ships which passed outwards to colonial ports, was.....	2,699
In 1845, the number was.....	5,046
In 1821, the number that passed inwards was.....	2,532
In 1845, the number was.....	5,685

Shewing an increase of one hundred and eighty-seven per cent on the first, and two hundred and twenty-four per cent on the second class, or an average of 205 per cent. It thus appears that under a system of partially Free-Trade, an increase has accrued of 220 per cent, and on a close restricted trade of 205 per cent. But this is not a fair comparison for Free-Trade. The trade of the colonies was, in 1821, and is still, only in its infancy, and in a course of rapid progress. The North American colonies, for instance, have more than doubled their population since that time. The rapid increase of shipping employed in the colonial trade is therefore easily accounted for, while much of the increase in the foreign department must be ascribed to the wise relaxations of 1821 and 1825.

The result is, that under the restrictions of the colonial system an addition has been made in 25 years to the outward-bound ships of 2338 Under the freer foreign system the addition amounts to..... 8224 The addition to the *inward* colonial is..... 3173 And to the *inward* foreign trade..... 6528

We leave these facts to the careful consideration of our protectionist friends. If they are open to conviction, they will at once acknowledge their error, and talk no more about the Navigation Act, and Ships, Colonies, and Commerce.

OPERATION OF THE BANKRUPT LAW OF 1841.

AN ILLUSTRATION OF THE STUPENDOUS.

We have received the official reports of the returns made to the State Department at Washington, of the number of persons who took the benefit of the bankrupt act in 1841.

Nobody will doubt that many an honest man was saved from ruin and starvation by the bankrupt law of 1841. It was an act of mercy to some honest and unfortunate men who had been prostrated in their business concerns by untoward circumstances, and who would never have been able to resume business but for the operation of the law of 1841. Yet the fact that under the operation of that law the enormous sum of four hundred and forty millions, one hundred and thirty four thousand, six hundred and fifteen dollars, have been wiped out, and forever extinguished, and that only in twenty-one out of the twenty-eight states and territories—must prove that the frauds perpetrated under the act were gigantic and extraordinary.

The following tabular statement will speak for itself —

States and Territories.	Applicants for relief.	Debts given in by the applicants.	Property surrendered by the applicants.	Per cent paid on debts, in cents & fractions in the \$
Maine.....	3478	16,39,300 01	5,440,511 90	0.46
N. Hampshire.....	1799	3,752,623 19	1,793,334 42	0.84
Massachusetts.....	3250	7,52,932 81	15,468,346 69	4
Connecticut.....	1537	10 169,275 00	—	0.71
New Jersey.....	810	17 11,300 47	19,186 79	0.97
Pennsylvania.....	1799	31,965,723 68	99,253 20	—
Maryland.....	490	5,745,451 49	1,913,250 69	1
S. Carolina.....	277	5,598,821 00	817,907 00	2.18
Mississippi.....	872	46,156,542 40	6,332,666 61	0.005
Tennessee.....	1323	7,014,840 00	315,678 00	4.5
Kentucky.....	2573	16,241,171 48	5,499,171 75	0.8
Illinois.....	1592	14,498,390 23	3,563,524 89	0.07
Arkansas.....	178	1,891,674 50	188,966 87	0.19
Michigan.....	671	16,731,685 00	159,674 79	0.027
Wisconsin.....	315	2,552,444 00	2,613 65	0.05
Iowa.....	223	811,552 88	159,017 53	0.27
Washington.....	241	1,940,432 81	—	—
Alexandria.....	33	191,161 20	1,356 74	9.07
New York.....	8148	172,136,820 25	1,307,905 76	14.66
Virginia.....	2755	12,760,148 76	44,763 49	6
Alabama.....	1539	31,060,405 64	126,732 09	25
Florida.....	46	438,928 21	267,239 33	8.66
Total.....	33,739	410,931,615 01	43,697,307 13	—

It appears from this table, that, as we have before stated, there are upwards of \$140,000,000 entirely remitted under the operation of the bankrupt law, while the aggregate amount of property surrendered by applicants amounts to a little over \$43,000,000, or ten cents on a dollar on this enormous sum.

The number of those discharged from the payment of their debts under the act is.....	93,291
Number to whom such discharge was refused.....	766
Number of applications still pending.....	4,468
Aggregate number of creditors given in by applicants.....	1,049,003
Aggregate costs of the proceedings had under the law.....	\$602,322,64
In the Southern District of New York, which includes the city, the number of applicants amount to.....	2,550
Of these the number of voluntary petitions are.....	2,446
On the petition of the creditors.....	84

They describe themselves as follows —

Merchants.....	726	Brokers.....	85
Lawyers.....	18	Farmers.....	47
Clerks.....	405	Office-holders.....	15
Mechanics.....	372	Auctioneers.....	12
Agents.....	21	Victuallers.....	11
Labourers.....	11	No occupation.....	161
Physicians.....	26	Miscellaneous.....	500
Gentlemen.....	40		
Total.....			2,550

The above mass of figures speak, trumpet-tongued, the folly and wickedness of the gambling-system of speculation which turned the heads of all classes in 1836 and 1837. Here are the naked results; Four hundred and forty millions of dollars due, and owing, from a certain number of men to a certain number of other men, and the government obliged to step in and cancel those debts by an extraordinary act of the national legislature. But it was not alone those who had been unfortunate in speculation who were benefited by the operation of this law. Men took advantage of it who wished to defraud their creditors, just as some men are at present taking advantage of the passage of the new tariff act, as a pretext for cutting down the wages of those in their employ.

There was something extraordinary in the mania that seized upon the people in 1835 and 1836. The whole Union was turned into a Wall-street. The false gleam of sudden wealth, which drew away men's minds from the quiet, honest, and steady pursuit of wealth, by gradual accumulation, was only equalled in intensity by the gloom that succeeded. Men found their suddenly-acquired wealth transformed, like the fabled gifts of the arch destroyer of mankind, into dross in their parses. A few, it is true, remained wealthy, but thousands were impoverished.

The returns, which we have given above, of the workings of the bankrupt act form a terrific commentary on the recklessness of men when they are seized with the accursed thirst for gold.

INTELLIGENCE,

ENGLISH NEWS.—The arrival of the *Caledonia* steam-ship at Boston, on Tuesday night, has relieved the public mind from the anxiety in which it had been placed by the non-arrival of the *Great Britain*. We now learn that the latter vessel left Liverpool on the morning of the 22nd, taking one hundred and eighty-five passengers, about sixty tons of valuable fine goods, and about the same measurement of passengers' baggage. At about half-past nine o'clock on the same day, she went aground at a place called Rathmullin, in Dundrum Bay. It would appear that the ship had out sailed her Captain's reckoning, and that the light on "St. John's Point" had been mistaken for that of the "Calf of Man." Fortunately at the fall of the tide, the passengers were enabled to disembark, but the

vessel had not been got off when the *Caledonia* left, and, it was feared, never would be.

The news brought by the *Caledonia*, fully confirms the previous reports of the general failure of the harvest throughout Europe, and leads us to fear great distress amongst the labouring population during the approaching winter. Already there have been serious disturbances in Ireland, arising out of this cause, and at Dungarvan an attempt to take forcible possession of some stores had led to a collision between the military and the mob, in which several persons had been wounded. Government, however, is doing its best in that quarter, and the Irish landlords, for once and awhile, seem disposed to lend their assistance. The political news is very unimportant, almost the only item being that the British had made a formal protest to the French Government against the marriage of the Duke of Montpensier with the Infanta of Spain, to which an unsatisfactory reply had been returned. In France, also, where the want of food is more severely felt even than in England, there have been riots on account of the high price of corn.

We give the latest account of the markets below, taken from the *London Economist* of Oct. 3:—

Notwithstanding the uneasy feeling which has existed with respect to our political prospects, and the exceedingly distressing accounts from Ireland, there have been symptoms, during the present month, of a greater activity in actual business than for some time past; and a feeling gains ground, that, notwithstanding the bad prospects in some respects the prices of many leading articles will be higher than they have been: in some a considerable advance has already taken place; and, as a consequence of improving prices, a considerable amount of speculative business has been done. The chief article to which our last observation refers is that of cotton, the advance upon which from the lowest may be stated at least at $\frac{1}{2}$ l. per lb., or about 25 per cent. A large business has been done in tallow and oils. The former has advanced at least 5s. per cwt. from the lowest point, or about 10 per cent. In the corn market a very large advance has also taken place during the last six weeks. Indian corn, which was worth 26s. the quarter at the lowest, is now worth 48s. The remainder of a parcel of American flour, of which, about two months ago, part was sold at 24s. the barrel, was sold on Wednesday at 35s. On Thursday the last part of a cargo of Odessa wheat was sold at 53s. in bond, the first part of which was sold at 37s. The wool sales, which consisted of 27,610 bales in all, and which concluded on Monday, show throughout a considerable improvement upon the rates of the July sales. The important article of indigo also, owing to the short crop in Bengal, has commanded higher prices, although the purchases have been small, as parties wait the public sales, which commence on Tuesday next, and for which an unusual quantity is advertised. So many important leading articles commanding an advance of price, has given a spirit to business, and a freedom to transactions, which have not been observable for some time past. In all these cases, except in that of wool, the advance is based upon well-ascertained short crops abroad, with diminishing stocks at home.

The accounts which we have received this week from the manufacturing districts are singularly conflicting, some representing the demand for the home trade as being unusually great, while others state that it is much below the customary demand of the season. All, however, pretty generally agree that the export trade is extremely dull.

Our accounts from the continent chiefly dwell upon the continued high price of provisions, which has already produced an injurious effect upon business, and is likely to do so still further. Throughout the North of France, and in Belgium, where business has been so good for the last eighteen months, there are everywhere symptoms of diminished demand. The cotton and flax spinners experience a sensible diminution of demand for their products, and chiefly attribute it to the great absorption of the means of the public by the high price of provisions. From Berlin our accounts received to-day are very unsatisfactory. The money crisis continues, and business of all kinds is dull and unprofitable. The Leipzig fair, in its opening, does not afford hopes of a beneficial or brisk business. In Germany the people are suffering very much from the failure of the rye crop, and the consequent high price of food everywhere. We are glad, however, to observe that the reports of the potato crop are more favourable, and that in many places in the centre of Europe there is a tendency for wheat to recede in price. The last accounts from this market may, however, prevent any further fall. From personal observation, we are glad to be able to say that the potato crops in the North of France, and in Belgium, which at one time were reported to be much injured, have turned out to be not only very fine in quality, but also abundant in quantity. So that we have this example of the disease having almost entirely disappeared this year, where it was most seriously felt last year. The crops of rye are, however, everywhere extremely defective, and in the South of France particularly, the wheat is very deficient in quantity.

PROVINCIAL, LOCAL, AND GENERAL INTELLIGENCE.

The great Agricultural Fair of the Western District was to be held at Toronto, on Wednesday and following days. One of the features are speeches and addresses, which are to be delivered to the assembled multitude at the fair, and afterwards at evenings' entertainments. We presume that the subject matter will be Agriculture and its improvements. The Canada Company has, with its accustomed liberality, subscribed £50 to the funds, £25 of which are to be applied towards the expenses of the Association, and £25 for a purse for the best 25 bushels of fall wheat, the produce of Canada wheat—the sample to be given up to the Association for distribution for seed. This prize is not to be competed for till next season. The *Montreal Gazette* says, "We are sorry to learn that the scheme of the Electric Telegraph, to connect this city with Boston and New York, is in danger of falling through." It seems that although Messrs. Young & Holmes, and Messrs. Holton, Hooker & Co. have each offered to subscribe £250, if four other firms would do the same, the proposition has not been responded to. The total sum required is only about £3,000, and experience in the United States shows that the return is very fair as an investment.—The *Quebec Canadian* states, that Mr. Robinson, of the Board of Works, is inspecting Grosse Isle, and consulting with the Trinity Board on the subject of constructing a harbour at St. Charles. Mr. Casgrain, another of the Commissioners, has explored the coast of Riviere du Loup, with the view of constructing landing-places on the most convenient stations. It is also determined to continue the exploration of that river to the most distant points next summer.—We hear from the Townships, that the potatoes which have been housed in good condition, have been found to have all rotted in the root-houses, and in some districts it is feared that the root will be almost extinct.—Four men, scalded by the bursting of the boiler of the Lord Sydenham steamer, on its way up on the 18th ult., have since died of the injuries then received. Mr. Charles Armstrong, the Captain of the boat, has written a letter to the papers, explanatory of the accident, in which he states that, after a thorough examination of the machinery, Mr. Parkyn, a competent engineer, has pronounced the explosion "to be the result of one of those unaccountable accidents, which are hidden from human foresight, and in guarding against which human precaution is powerless."—The weather for the last week has been very unsettled, and a good deal of rain has fallen. On Thursday evening there was a fall of snow, and a sharp frost coming at the same time, the ground retained its winter garment. At Toronto there was a fall of snow on Friday evening, and the weather was unusually cold for the time of year. These are early indications, and lead many to believe in the approach of an early winter.—In the Court of Quarter Sessions of Montreal, on Thursday, a person named Watson was convicted of a nuisance, in keeping a steam saw engine on some premises near the public highway, in Craig Street. This decision is important, and will, we trust, put a stop to the erection of manufactures injurious to health and comfort in the heart of the city.

The news from the United States since the taking of Monterey is pretty much confined to speculation on the results of that conquest. It would seem that General Taylor's conduct in granting an armistice for eight weeks is not approved by the Government at Washington, and it is said that orders have been given to him to break that armistice and advance. On the other hand, we learn by late advices that the Mexicans are making great efforts. Santa Anna has placed himself at the head of the army, and would proceed immediately to the seat of war. Requisitions for troops had been readily answered, and the war had assumed a national character that forbodes a long and desperate struggle.—Mr. Fox, many years British Minister at Washington, died in that city on Tuesday evening. He was the son of General Henry Edward Fox, fourth son of Henry Fox, the first Lord Holland, and consequently was nephew of the celebrated Charles James Fox, and cousin of the late Lord Holland. In his younger days, Mr. Fox formed one of a coterie of elegant, gay, and witty gentlemen of high birth, among whom were Lord Byron, Lord Kinnaird, and others more or less celebrated, whose doings and sayings are recorded by Moore in his life of Byron. Mr. Fox, who had been for a long time in a weak state of health, was in his 56th year, and was never married.

We have really no wish to continue the controversy with the Editor of the *Montreal Gazette*, nor do we think we could do so with any degree of humanity, or with the least regard for the health and happiness of that unfortunate writer. We have it, as he himself would write, from "the most approved sources"—that is, we are "authorised to say"—that such is his state of excitement that his friends are absolutely alarmed, and dread the worst consequences from our pushing him any further. Nor do we think it necessary to do so. He has virtually given in on every point at issue between us, and what more can we desire? His awful onslaught about the "Dialogue of Two Farmers of the Eastern Townships," he confesses was "all a mistake," arising from his own want of sight or characteristic obliviousness; and the question of the Governor's Despatch is not got out of more creditably. In short, the poor gentleman is regularly "used up,"

and is compelled to hide his defeat by attempting the obscure and personal. Thus he repeats his silly twaddle about the difference of "responsibility" between the writers in the *Economist* and the writers in the *Gazette*, as though the public had anything to do with this "responsibility." He says of the *Economist* writer—"If he had felt any responsibility for his language he would never have used it. *He knows us. We do not know him.*" How vastly mysterious to be sure! How is he so certain that we know him? Is the *us* of the *Gazette* always individualized? How are we to know that it was not writing to order, "by authority?" Or whose fault is it he does not know us? Did he ever try to learn? If he had enquired, he might perhaps have ascertained. There is no great difficulty in getting a responsible editor, and we would have done our best to oblige, although we had imitated the example of the *John Bull*, and hired a second Tom Cribb. Let him not complain, then, of want of responsibility. The responsibility of the Editors of the *Economist* is most assuredly as great as that of the Editor of the *Gazette*, either in his "authorized" or "unauthorized" state.

We must confess, too, that we are sorry to hear such an unclear account of the *Gazette* office. From the Editor's own account it is a regular Noah's ark, and we do not think we can do better than publish his own description of it:—"Gentlemen, the whole tribe of the laridæ are unappropriated, including the boobies, the noddies, and the gulls; and if you want anything in the bird or insect way we flatter ourselves our establishment is one of the most complete in town!" We are surprised that the learned naturalist and economist did not add—"Walk up—walk up!"

At a public dinner given to the Hon. Francis Hincks, at Woodstock on the 13th instant, the following remarks are reported to have been made by the honourable gentleman:—

"It is singular enough that at this crisis the most prominent question before the public is one calculated to unite in its advocacy many who have formerly been opposed, but whose interests with respect to this measure are identically the same—I mean the question of Free-Trade; on this subject there have been the grossest misrepresentations. Attempts have been made to persuade the farmers of the country that their interests are at variance with Free-Trade. So far from this being true, gentlemen, the farmers are more interested than any other class in promoting a Free-Trade policy. The protection which they formerly enjoyed in the English market for their great staple has been abolished, and the question now is, whether the Imperial duties affecting the consumers shall be abolished. On this subject the interests of the people of all parties are the same, and yet when the question was under the consideration of Parliament, the Ministers, backed by their Upper Canadian majority, not satisfied with the protective duties imposed by the Imperial act, actually voted to place higher provincial duties on goods imported by inland carriage than on those brought by the St. Lawrence. The effect of this was to impose a direct tax on the people of Upper Canada, and which was effected by the votes of their own representatives. (Cries of shame, shame.) Connected with this subject was the repeal of the Navigation Laws; our produce has to compete with that of other countries in the English market, and it is essentially necessary that we should be enabled to transport it on the lowest possible terms. (Cheers.)"

SALE OF CROWN LANDS—The *Gazette des Trois-Rivières* draws attention to the sale of the Fiefs of St. Stephen and St. Maurice, by the Government, under a new system that is, in place of selling them in detail, as is practised in the Townships, they are to be sold in a single lot, and on favorable conditions to cultivators, so as to facilitate their settlement. The difference between the two systems is thus explained:—"In the sale by detail, there would be 3 or 4 patents, which, at 32s. 6d. each, makes the sum of £571 of outlay to the Land Office, while the cost of one patent for the whole does not exceed £6 5s.; and the outlay for agency and correspondence is also much less. So much for the advantage to Government.—The sale will be likewise more profitable than in detail, as the bad and good land will alike be disposed of, and more than 200 lots or 20,000 acres sold, instead of remaining on the hands of Government. The price of the land is only 6s. currency per acre. The purchaser who pays, receives a discount of 20 per cent.; but he may, if he wishes, keep the purchase money in his hands, and pay the interest.—Thus we see the Commissioner of Crown Lands has not forgotten the cultivator.—All persons will have a right to purchase of the proprietor of the Forges, provided they are twenty-one years of age, without any other qualification; and if a married man is poor, and has children, he and his children will have the right to purchase, provided that each child has but one lot, and that the youngest is at least seventeen years of age. Singular condition for the interest of the speculator. However, we are pleased to find in this new system of Mr. Papineau evidences of wisdom and able administration. A man without capital, but honest and industrious, is enabled to possess land, by paying 32s. 6d. per annum, while in the Townships he would require £60 capital to purchase it, the Government selling but for ready money. This is better than the seigniorial system, which requires a rent of nearly 30s. for the land, without counting the various manorial rights of lods et ventes, banalité, droits de corvées, &c. In fine, we are of opinion that Mr. Papineau has, in this matter, acted wisely and for the public interest; and, moreover, in our eyes, he would be one of the best of Canadian ministers if he could spread the system of holding lands in free and common socage."

THE MARKETS.

ENGLISH.

The certainty of the failure of the Potato crop in Great Britain, and the knowledge that there is a large deficit of Corn in France and Belgium, have produced a continued firmness in the Corn markets, and prices of all kinds of food have further advanced, without any apparent reason to believe that there will be any reduction for some time to come. The following are the quotations in Liverpool:—

Canada White Wheat, 8s. 9d. to 9s. 6d.; Mixed, 7s 9d. to 8s. 6d. Flour, Fine, 34s. to 35s.; Extra, 35s. to 35s. 6d.; Superfine, 36s. to 36s. 6d. Pease, per qr. 45s. to 48s. Oatmeal, per brl. 38s. to 39s. Indian Corn, 45s. to 50s. U. S. Western Flour, 35s. to 35s. 6d.; Sear Flour, 28s. 6d. to 29s. 6d. Pot and Pearl Ashes, 21s. 6d. to 25s. Pine, Yellow, 17d. to 17½d.; Red, 22d. to 23d. Oak, 2s. 4d. to 2s. 6d. Elm, 22d. Deals, £10 to £11. Staves, £10 to £15.

(Written for the Economist.)

NEW YORK.

20th Oct. 1846.

ASHES.—In good demand at \$1 06½c. for Pots, and \$1 50c. for Pearls, both qualities firm.

FLOUR.—In the absence and daily expectation of advices from England, the market has been unsettled and dull with a tendency to decline. We quote several large sales of Genesee at \$5 37½c. to \$5 50c.

GRAIN.—We quote Corn, at 70c. Rye, 80c. Wheat, at 94c. to \$1 22c.

PROVISIONS.—The market for all kinds is dull. 1000 barrels of Mess Pork have been taken for the Canada market, at a rate we did not learn. We quote Mess at \$10 25c., and Prime, \$9 25c. Mess Beef \$8, and Prime \$6.

TALLOW.—Continues scarce. Best city rendered is held at 8c. Receipts very light.

FREIGHTS.—To London, 3s. 3d. per barrel of Flour, and 10½d. to 11d for Wheat.

(Reported for the Economist.)

CLEVELAND.

17th Oct. 1846.

WHEAT.—The market opened on Monday at 73c. to 74c. for best samples, and thereafter advanced to 75c. to 76c., at which prices remained steady during the week, until to-day (Saturday,) when want of vessels, storage, and currency, forced the prices down to 70c. to 71c., at which several boat loads were disposed of.—Receipts, 169,859 bushels.

FLOUR.—Several sales have been made during the week, at from \$4 25c. to \$4 45c. per brl. for such brands as "Steeze," "Doddridge," and "I. Chapman."—Receipts, 15,778 barrels.

CORN.—Has sustained a further decline. Sales of the week are from 43c. to 45c., and at the close the article is dull at 40c. per bush.—Receipts, 20,032 bushels.

PORK.—A sale of 350 brls. Mess at \$9 50c., and 100 brls. at \$10. The market is now clear of stock.

EXCHANGE.—Sight Drafts on New York are taken by the Bank at par.

FREIGHTS.—To Buffalo, Wheat 10c., Flour 33c.; to Oswego, Wheat 17c., Flour, 50; to New York, Wheat 35c., Flour \$1 12½c. to Kingston, Wheat 10c., Flour 40c.; to St. Catharines, Wheat 7c.

C. M'DONALD & Co.

MONTREAL. Friday Evening, 23rd Oct.

The news by the *Caledonia* arrived to-day, bringing the gratifying intelligence that Flour, as well as most other articles of Canadian production, have advanced in the English markets; our market is therefore quite unsettled.

ASHES.—In demand at 24s. for Pots and Pearls.

FLOUR.—During the week, lots were sold on arrival at 31s. 6d. for Fine, 32s. for Extra, and 32s. 6d. for Superfine. Since the mail has been received, several transactions have taken place at 33d. 6d. for Fine, 33s. 9d. for Extra, and 35s. for Superfine. The stock is not heavy, and the demand for Quebec and the Lower Ports is active. Holders are firm, and expect higher prices.

GRAIN.—Nothing doing in Wheat. Several parcels on hand, and in port. Holders ask 7s. for best samples, and 6s. 6d. for Middling. Pease 5s. Barley 3s.

PROVISIONS.—We have to quote a sale of 500 barrels Montreal inspected Mess at \$14½, and 100 Prime Mess at \$11. We quote Prime at \$10,—no sales. Very little Beef in market,—no Mess.—Prime Mess in brand is held at \$8½, and Prime at \$6½. Butter 7½d.—not much arriving.

GROCERIES.—From most of the Upper Canada buyers taking their supplies in New York, our import this fall, although light, is found to be fully equal to the demand. A lot of Sugars of good middling quality were withdrawn from public sale, yesterday, at 49s. 9d. Loaf Sugar sells freely, at 8½d. Best Brandy and Gin are in good demand at our quotations.

FLAXSEED.—Considerable quantities are arriving. The quality is better than usual, and 4s. 6d. to 4s. 9d. per minot, is freely paid.

PRICES CURRENT.

Montreal, Oct. 24th, 1846.

ARTICLES.	PRICES.	Duties on Imports		ARTICLES.	PRICES.	Duties		ARTICLES.	PRICES.	Duties on Imports.	
		Imperial in Sterlg.	Prov'l in Sterlg.			Imperial in Sterlg.	Prov'l in Sterlg.			Imperial in Sterlg.	Prov'l in Sterlg.
ASHES.....per cwt.	24 0 a 00 0	Free.	1 p. ct.	Sheet.....	2 17 10 a 218 0	7 p. cent.	5 p. cent.	SOAP.....per lb.	0 2 a 0 2 1/2	7 p. cent.	5 p. cent.
Pots.....	24 0 a 00 0			Nails, Cut.....	39 0 a 21 3			English.....	0 2 a 0 2 1/2		
Pearls.....	24 0 a 00 0			TIN.....	57 6 a 49 0			Canada.....	0 1 1/2 a 0 2		
ALUM.....	10 0 a 17 6	4 p. cent.	5 p. cent.	I C.....	45 0 a 0 0			SUGAR.....per cwt.	50 0 a 51 0	5 p. cent.	7 1/2 cent.
COFFEE.....per lb.	a 1	5 p. cent.	1 d. p. lb.	I X.....	55 0 a 0 0			Mus. fair to bright.....	47 6 a 49 0	do.	do.
Laguayra, good.....	none			D. C.....	42 6 a 0 0			Dark to fair.....	47 0 a 50 0	do.	do.
Java.....	none			D. X.....	50 0 a 0 0			Bastards, White.....	47 0 a 50 0	do.	do.
COALS.....per chaldron.		4 p. cent.	1 p. cent.	INDIGO.....		4 p. cent.	1 p. cent.	Yellow.....	43 9 a 45 6	do.	do.
Scotch.....				Ordinary Madras.....	3 6 a 4 0			Dark.....	43 9 a 45 6	do.	do.
Liverpool.....	30 0 a 35 0			Fine do.....	4 4 a 4 9			Refined.....per lb.	0 8 1/2 a 0 9	20 p. cent.	2 d. p. lb.
Newcastle.....	37 6 a 40 0			LINSEED CAKE.....	1 20 0 a 130 0			SPICES.....			
COPPERAS.....	0 0 a 7 6	4 p. cent.	5 p. cent.	LEATHER.....		4 p. cent.	6 p. cent.	Cassia.....	0 10 1/2 a 1 0	4 p. cent.	3 d. p.
EPSOM SALTS.....	10 0 a 12 0	4 p. cent.	5 p. cent.	Calf Skins, per lb.....	3 3 a 4 0	do.	2 do.	Nutmegs.....	4 6 a 5 0	do.	4 d. p. lb.
FISH.....	nominal.	2 1/2 p. cwt.	1 p. cent.	Harness, per lb.....	0 0 a 1 1 1/2	do.	1 1/2 do.	Pepper.....	0 5 a 0 6 1/2	do.	5 p. lb.
Dry Cod.....per cwt.	12 0 a 17 0			Upper, per side.....	8 6 a 11 3	do.	do.	Pineapples.....	0 6 a 0 0	do.	do.
Pickled do.....per bil.	12 6 a 10 0			Sole, Light, per lb.....	0 0 a 0 11 1/2	do.	do.	Ginger, Barbadoes.....	do.	do.	5 p. cent.
Salmon.....	10			Middlings.....	0 0 a 0 10	do.	do.	Jamaica.....	do.	do.	10 p. cent.
Mackerel.....No. 1.				Heavy.....	0 0 a 0 10			SEEDS.....			
Do.....No. 2.				Kips, per doz.....	40 0 a 60 0	3 1/2 p. cwt.	1 p. cwt.	Cover, per lb.....	0 7 a 0 10		
Do.....No. 3.	23 9 a 0 0			MOLASSES.....per gall.	1 7 a 1 8	4 p. cent.	2 d. p. gal.	Linseed, per minut.....	4 0 a 4 6		
Herrings.....No. 1.	0 a 0 0			Linseed, Boiled, per gal.	3 2 a 0 0	do.	do.	Timothy, do.....	7 6 a 10 0		
Do.....No. 2.	17 6 a 0 0			Raw.....	2 10 a 3 0	do.	do.	TEAS.....per lb.		1 d. p. l.	1 d. p. lb.
FRUIT.....per box.		4 p. cent.	1 d. p. lb.	Olive.....	4 0 a 4 3	do.	4 d. do.	Gunpowder.....	2 9 a 3 9	do.	do.
Banana, Musc. Bunch.....	10 0 a 11 0	do.	do.	Lard.....	3 6 a 3 10	do.	do.	Imperial.....	2 9 a 3 6	do.	do.
Bloom.....	9 0 a 10 0	do.	do.	Sperm.....	6 0 a 0 0	15 p. cent.	1 p. cent.	Hyson.....	2 9 a 3 9	do.	do.
Valencia, per lb.....	0 3 a 0 4	do.	1 d. p. lb.	Cod.....	1 10 a 2 0	do.	do.	Young Hyson.....	1 9 a 3 0	do.	do.
Tark.....	0 0 a 0 3	do.	do.	Scal, Pale.....	2 9 a 2 11	do.	do.	Hyson Skin.....	1 6 a 1 9	do.	do.
Almonds, Soft Shell.....	0 7 1/2 a 0 8 1/2	do.	1 d. p. lb.	Straw.....	2 6 a 2 8	do.	do.	Swansky.....	1 3 a 2 0	do.	do.
Jordan.....	0 8 a 1 0	do.	do.	Palm.....per lb.	0 0 a 0 5	4 do.	10 p. cent.	Congou.....	1 0 a 2 0	do.	do.
Currents, Zaute.....	0 6 1/2 a 0 6	4 p. cent.	5 p. cwt.	Castor.....	0 5 a 0 9	3 1/2 p. cwt.	2 1/2 p. cwt.	Souchong.....	1 9 a 2 9	do.	do.
Barcelona Nuts.....	0 0 a 0 6	4 p. cent.	1 d. p. lb.	PROVISIONS.....				Bolus.....	none.		
FLOUR, per bil. 19 1/2 lb.		2 1/2	0 d.	Beef, Mess.....				TALLOW.....per lb.			1 p. cent.
Canada, fine.....	33 0 a 00 0			Prime Mess.....	47 6 a 00 0			S. American.....			
Superfine.....	35 0 a 00 0			Prime.....	42 6 a 00 0			Russian, Y. C.....	0 4 1/2 a 0 5		
Fine Sour.....	37 6 a 00 0			Cargo.....	none.			Canada.....	0 3 1/2 a 0 5		
American Superfine.....	40 0 a 00 0			Pork, Mess.....	75 a 0 0			United States.....	0 3 1/2 a 0 5		
Indian Meal, 12 1/2 lbs.	none.			Prime Mess.....	60 0 a 00 0			TGBACCO.....per lb.			
Oatmeal, per 2 1/2 lbs.	30 0 a 0 0	2 1/2	19 1/2 lb.	Cargo.....	60 0 a 00 0			U. C. Canada Leaf.....	none.		
GRAIN.....				Lard.....per lb.	0 0 a 0 5	4 p. cent.	1 p. cent.	Plug.....	none.		
Wheat, U. C. best 60 lb.	7 0 a 0 0	3 1/2 p. qt.		Butter.....	0 7 a 0 8			United States Leaf.....	0 4 a 0 4 1/2	4 p. cent.	1 d. p. lb.
Middling.....	6 6 a 0 0	do.	do.	Cheese, Canada.....				Plug.....	0 5 a 0 6	7 do.	do.
L. C. Red, per minut.....	6 3 a 0 0	do.	do.	U. S.....				TAR.....		4 p. cent.	5 p. cent.
Bestley.....per minut.	2 10 a 3 0	do.	do.	PORTER.....per doz.		4 p. cent.	5 p. cent.	Coal, per barrel.....	0 0 a 7 6	4 p. cent.	5 p. cent.
Oats.....	0 0 a 1 9	do.	do.	London.....	7 6 a 8 6			TURPENTINE.....per gal.	3 9 a 4 0	4 p. cent.	5 p. cent.
Peas, boiling.....	4 10 a 5 0	do.	do.	Leith Ale.....	none.			Bordeaux, dble. clar.....	0 0 a 1 9	4 p. cent.	5 p. cent.
India Corn.....58 lb.	none	3 1/2	480 lb.	RICE.....				WAX.....		4 p. cent.	5 p. cent.
GLA S.....per 100 feet.		15 p. ct.	5 p. cent.	Carolina, per 100 lbs.....	24 0 a 25 0	6 p. cent.		Bees, Canadian.....			
Window.....7 1/2 x 6 1/2	20 0 a 25 0			East India, per 112 lbs.....	25 0 a 27 7			MADEIRA.....per gal.	6 0 a 15 0	7 p. cent.	10 p. cent.
Do.....8 1/2 x 7 1/2	"			United States.....	6 6 a 7 0			Spanish.....per gal.		do.	and 8 d. per gall.
Do.....9 x 7	"			Liverpool, per minut.....	0 11 a 1 0			Best.....	2 3 a 2 4		
Do.....10 x 8	"			Cadiz and Lisbon.....	1 0 a 1 3	1 1/2 p. ton		Common.....	2 0 a 0 0		
Do.....12 x 10	6 a 27 6			Saltpetre, refined.....	47 6 a 0 0			Sherry.....per gal.	3 0 a 14 0		
Do.....14 x 10	"			SPIRITS.....				Port.....	4 0 a 9 0		
Crown, in crates.....	45 0 a 50 0			Cognac, inferior.....	5 6 a 6 0	1 1/2 p. gal.	1 1/2 gal.	Beneccario.....	none.		
Bottles.....per gross.	30 0 a 0 0			Ottard and Martel's.....	7 6 a 8 0						
IRON.....per ton.		7 p. cent.	5 p. cent.	Hennessy's.....	7 6 a 8 0						
English Bar.....	£0 a £14			Gen. Hollands.....	6 6 a 6 0						
" Hoop.....	£17 10 a £18			Schiedam.....per doz.	15 0 a 16 0						
Sentch Pig.....No. 1.	£65 0 a £67 6	4 p. cent.	1 p. cent.	Rum, Jamaica, 1 a 2 1/2	3 9 a 4 0	6 d. do.	6 d. do.				
Swedish Bar.....	0 0 a 20 0	7 p. cent.	5 p. cent.	Demerara.....1 a 4							
Steel, Eng. bist per lb.....	0 3 1/2 a 0 9	7 do.	5 do.	Looward.....1 a 4							
Cast.....	0 7 a 0 11			East India.....1 a 2							
Crowley.....	0 7 a 0 11			N. York.....1 a 2 1/2							
Canada Plates, per box.....	21 0 a 22 0										

FREIGHTS.

To London, Flour, 5s. 6d. a Os. 0d.; Ashes, 35s. 0d. a Os. 0d.; Wheat, 12s. 0d. a Os. 0d.; Liverpool, do 5s. 6d. a Os. 0d.; do. 35s. 0d. a Os. 0d.; do. 12s. 0d. a Os. 0d. Clyde, do. 5s. 6d. a Os. 0d.; do. 35s. 0d. a Os. 0d.; do. 12s. 0d. a Os. 0d.

EXCHANGE.

Bank.....60 days on London.....10 a 0 per cent. premium.
Private.....90 days on do.....8 1/2 a 9 do. do.
Bank.....3 days on New York.....1 a 0 do. do.
Private.....do. do.....1 1/2 a 0 do. do.

DUTIES.

On Imports, the produce or manufacture of the United Kingdom or British Possessions, the duties stated under the head "Provincial," are levied. On Foreign Goods both "Imperial" and "Provincial" are payable.
A part of the *ad valorem* duty is levied under the Imperial Act 4th and 5th Victoria, cap. 49, upon the value at port of entry, which is ascertained by adding 10 per cent. to the invoice value, and the remainder of the duty, which is provincial, is levied simply on the invoice price.
Foreign articles, excepting sugar and teas, shipped from United Kingdom, having been warehoused there, or on which any draw-back has been received, pay only three fourths of each part of said duty as is levied under the Imperial Act.

RECEIPTS OF PRODUCE UP TO 21TH OCTOBER.

	ASHES.	FLOUR.	WHEAT.	PORK.	BEEF.	BUTTER.	LARD.	BARLEY.	PEAS.	OATS.
	Barrels.	Barrels.	Bushels.	Barrels.	Barrels.	Kgs.	Kgs.	Barrels.	Bushels.	Bushels.
Canada Produce.....	2322	54980	486728	9177	391	4799	1210	489	3279	600
United States Produce.....	389	32313		8314	1	18	1461			
Total.....	23911	675193	466728	17491	395	4803	2674	489	3279	600
Same time 1845,—Canada Produce.....	26306	423994	185332	2770	423	4467	694	1110	2827	7453
United States Produce.....	626	40211	12394	1471	102	43	80			
Total.....	26932	464205	197726	4241	525	4510	774	1110	2827	7453

EXPORTS OF PRODUCE UP TO 21TH OCTOBER.

	ASHES.	FLOUR.	WHEAT.	PORK.	BEEF.	LARD.	BUTTER.	OATMEAL.	PEAS.	BARLEY.	OATS.
	Barrels.	Barrels.	Bushels.	Barrels.	Barrels.	Kgs.	Kgs.	Barrels.	Bushels.	Bushels.	Bushels.
From Montreal.....	2220	19796	347893	2429	820	29	3147	206	78644	6	3992
Quebec.....											
Total.....	2220	19796	347893	2429	820	29	3147	206	78644	6	3992
Same time 1845, from Montreal.....	20365	187893	156695	912	913	29	4458	162	113630		27563



NOTICE.

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

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

THE RECEIVER GENERAL is authorized to issue DEBENTURES; redeemable in Twenty Years, for the liquidation of these Losses, in sums not less than Twenty five Pounds...

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

NOTICE.

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

Flour, 2 0 per barrel; Ashes, 5 0 per barrel; Pork and Beef, 3 0 per barrel; Lard and Butter, 1 0 per keg; Wheat of other Grain, 0 7 1/2 per 60 lbs; Bran, 12 0 per ton; Tobacco, 10 0 per hhd.

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

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

October 15, 1846.

NOTICE.

WE the Undersigned hereby give notice, that application will be made by us at the next meeting of the Legislature to obtain a CHARTER for the purpose of CUTTING A BRIDGE ACROSS THE ST. LAWRENCE RIVER, 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, HUGH ALLAN, JAMES C. PIERCE, D. DAVIDSON, WILLIAM DOW, JOHN LEANING, W. J. LENS, J. B. SMITH, J. BROTHINGHAM, JAS. YOUNG, JOHN E. MILLS, L. H. HOLTON, D. L. MACDOUGALL, BENJ. LYMAN, R. CORSE, DAVID TORRANCE, ANDREW SHAW, JAMES GLENROT, WM. EDMONSTONE, MORIS HAYS, JOSEPH MANSON, ROBERT MACKAY, O. BERTHELET, H. JUBAH, A. LA ROCQUE, B. HART, JOSEPH BOURREY, A. M. DELISLE, W. URMATINGER, W. C. MERRIDITH, JOHN J. DAY, GEO. ELDER, JUNR.

Montreal, September 14, 1846.

ST. LAWRENCE AND ATLANTIC RAILROAD.

NOTICE.

THE STOCKHOLDERS of the St. Lawrence and Atlantic Rail-Road Company, having, at their Special General Meeting, held on the 2nd inst., unanimously resolved upon the immediate commencement of the Rail-Road, whereby the Subscribers for Shares of Stock conditional upon that result, received subsequent to the 30th ultimo, have become absolute, the New Stock-holders are requested to PAY the FIRST INSTALLMENT of £1 16s. Currency per Share, to the Treasurer, at the Company's Office, 18, Little St. James Street.

By order of the Board,

THOMAS STEERS, Secretary.

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

FOR SALE.

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

Patent Sperm Candles, from the Manufacturer

STEPHENS, YOUNG & CO.

20th August, 1846.

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

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

BUDDEN & VENNOR.

ENGLISH CROWN AND SHEET WINDOW GLASS.

NOW IN STORE and Daily Expected TO ARRIVE-- 3000 BOXES WINDOW GLASS, Extra Thick--all sizes, 60 CRATES DO. 16 to 21 oz. per foot.

BUDDEN & VENNOR.

Montreal, 25th September, 1846.

NOW OPENING, AND FOR SALE

By the Subscribers:

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

August 23.

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.

ALFORT & GLASS.

Quebec, 3rd Sept. 1846.

NOTICE.

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

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

HARRISON STEPHENS, JOHN YOUNG, ROMEO H. STEPHENS.

Montreal, 31st August, 1846.

NOTICE.

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

JOHN YOUNG, BENJAMIN HOLMES.

Montreal, 31st August, 1846.

BIRMINGHAM AGENCY.

THE SUBSCRIBER.

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

WILLIAM HEDGE.

Montreal, 30th May, 1846.

OFFICES AND STORES TO LET.

Apply to MACDOUGALL & GLASS, BROKERS, St. Francois Xavier Street.

9th May, 1846.

"CANADA" WINDOW GLASS.

THE Subscriber is now prepared to supply Orders for all sizes and quantities of WINDOW GLASS, manufactured at the "Canada Glass Works," St. Johns, C. E., to the extent of 10,000 BOXES.

EDWIN ATWATER, 193, St. PAUL STREET

2nd May, 1846.

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

D. P. JANES, W. W. JANES.

Montreal, 9th April, 1846.

THE Subscribers have constantly on hand --

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

A few Boxes Patent Hired HONEY, and a Choice Assortment of DRY GROCERIES, for the supply of Families-- D. P. JANES & CO.

Corner of St. Paul & McGill Streets.

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

9th Aug, 1846.

ALISON & CO.

1846.

NORTHERN TRANSPORTATION LINE-- INSURED. ED

JAMES H. HOOKER AND OTHERS, Proprietors.

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

For Freight, apply to--Charles B. Jones and Pope Catlin, No. 33, Coenties Slip, New York; J. H. Hooker and L. A. Carleton, 155, River Street, Troy; H. A. Holcomb, 101, Pier, Albany; J. C. Pierce & Son and William Coote, St. Johns, C. E.; Oliver Inscumb and W. S. Eddy, Whitehall; J. H. Hooker, 15, Long Wharf, Boston.

GEORGE BENT, MONTREAL.

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

1846. Northern Line, 1846.

TRAVIS & CO. PROPRIETORS.

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

For Freight, apply to L. J. N. Stark, 33, Coenties Slip, New York; O. F. Mount, 193, River Street, Troy; W. A. Travis, Whitehall; William Coote, St. Johns, C. E.; J. C. Pierce & Son, St. Johns, C. E.; Matthewson & Sinclair, 160, St. Paul Street, Montreal, C. E.

Mark Goods--Care of Travis & Co.

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

PEOPLE'S LINE OF STEAM BOATS.

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

Quebec, 6th May, 1846.

JOHN WILSON.

GLOBE INSURANCE CO. OF LONDON.

LIFE, FIRE, AND ANNUITIES.

CAPITAL, ONE MILLION STERLING, the whole paid up and invested, thereby affording to the Proprietors security against further calls, and to the Assured an immediate available fund for the payment of the most extensive losses...

Officers on 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 to with the parties interested, should they be desirous of surrendering them to the Company.

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

Consulting Physician--DR. CRAWFORD, Montreal.

RYAN, CHAPMAN & CO.

Agents for Canada, MONTREAL.

1st May, 1846.

REMOVAL.

DONOGHUE & MANTZ have REMOVED their Printing Establishment from Great St. James Street, to 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 7d. 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.