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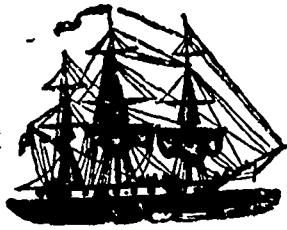
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# CANADIAN ECONOMIST.



## FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 20TH MARCH, 1847.

[No. 47.]

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## THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 20TH MARCH, 1847.

### THE 'MONTREAL GAZETTE' UPON THE DIFFERENTIAL DUTIES.

We have seldom read an article in a newspaper so replete with ignorance, sophistry, and conceit, as one which appeared in the *Montreal Gazette* of Monday last; in the words of our contemporary himself, it is calculated in our estimation "to move nothing but contempt."

Of his ridiculous conceit our readers may judge for themselves by the remarks he has seen fit to apply to the Council of the Montreal Board of Trade; a body composed of gentlemen of character and ability, representing all the leading interests of the commercial body of this city, and including in their number two gentlemen who have grown grey in the Parliamentary service of their country; we allude in particular to the Hon. Geo. Moffatt, M.P.P., and the Hon. Austin Cuvillier, late Speaker of the House of Assembly. Yet of such a body, elected to their influential position by the suffrages of a numerous mercantile constituency, this journalist, who has notoriously been driven into a state of isolation on every question he has lately attempted to discuss—whose shameful tergiversation even the leading Conservative journal, the *Montreal Herald*, his political confrère, could not allow to pass without a contemptuous sneer; whose wanton conduct, in short, in reference to the Navigation Laws and the Free Navigation of the St. Lawrence must be fresh in every reader's memory,—first, having stigmatized our endeavours to procure their modification as being "absurd, preposterous, and idle," and then, the moment the Minister of the day proposed to suspend them, turning round upon himself and advocating their repeal;—of that body, we say, this editorial weathercock has had the audacity to write in the following terms: "That the Montreal Board of Trade (as at present constituted), and its disciples, are blind leaders of the blind, wretchedly ignorant both of the position and true policy of the colony." Such is the language of this stranger, whose residence in the colony is, comparatively speaking, but of yesterday, towards men, most of whom have past the best part, if not the whole, of their lives in it, and whose knowledge "of the position and true policy of the colony" must in a general sense be immeasurably superior to that of the Editor of the *Gazette*.

We are sensible that that Board needs no defence from us, and that we are scarcely called upon to notice the attacks of such a contemptible paper as the *Gazette* has become; but the article adverted to wears somewhat of a demi-official stamp—appears, in fact, to be thrown out by command of the Cabinet of the day, as a feeler to ascertain how far the public are inclined to tolerate a continuance of the noxious differential duties. On no other supposition than that of the application of the task-master's lash to the back of the hireling, can we look for the sudden and unlooked for attack upon a document which was placed before the public some eight or nine months ago. Perhaps the Government have read the Hon. Mr. Moore's letter, and being probably undecided as to the course they should themselves pursue in relation to these duties, have instructed their organ to throw out certain views upon the subject. Indeed there is a striking similarity between the views expressed (?) by the Hon. Legislative-Councillor alluded to and those apparently entertained by the *Montreal Gazette*.

On these grounds, therefore, and particularly from the mysterious connection between the *Gazette* and the local Ministry of the day, we deem it to be our duty to review the article, in order to obviate the effects which its plausible sophistry and false allegations may have produced upon the minds of the unwary.

The Differential Duties are the subject of the article we have reference to, and the Report of the Montreal Board of Trade, published in August last, is the text on which the *Gazette* professes to have founded his strictures.

The doctrines of the Board of Trade, as enunciated in their Report, we hold to be sound, and founded in truth and fact; and as our journal was established to defend and promulgate such doctrines, we deem it to be peculiarly our duty on the present occasion to step forth and, for the purpose of defence, assume the doctrines of the Board of Trade to be those of our own journal, and to hold ourselves accordingly responsible in argument for their support. The Board of Trade cannot of course enter into a controversy with the press, least of all with so unprincipled a journal as the *Montreal Gazette*; but the cause of Free Trade, in whatever manner and by whomsoever it may be attacked, shall never want a champion while our journal has "a local habitation and a name."

To enable our readers to understand the points at issue, we are under the necessity of copying largely from the article in the *Gazette*; but we trust that they will not consider us tedious in doing so, as the points involved in the extract are among the most important that can be examined in relation to the question of Free Trade.

The Board of Trade state their case against the Differential Duties in the following terms:—

Turning their attention then to the laws by which the external commerce of the Colony is regulated, they find a system of differential duties in existence which they conceive to be at variance, under present circumstances, not only with sound commercial principles, but also with justice and abstract right. These differential laws were imposed upon our commerce with the view of giving the manufacturers of the Mother Country and the planters of the West India Islands a monopoly, as far as laws could effect that object, of our markets for the consumption of the articles respectively produced by them—an arrangement which could not reasonably be objected to under the *balanced system* which had heretofore prevailed between the Mother Country and this Colony; the adjustment being such as to be regarded by both parties as a fair equivalent for the benefits conceded.

Your Committee, however, beg to submit that the case is now most materially altered, the slight differential duty to be maintained for the next three years on our produce imported into her markets for consumption, with the exception of Timber and a few other unimportant articles, being no adequate equivalent, they humbly conceive, for the injury done to our commerce and industry by the differential duties on foreign articles imported into this Colony for consumption, the oppressiveness of which may be estimated by the following table, showing at one view the amount of extra duty which they impose upon articles of foreign production imported into Canada:—

ARTICLES.	FOREIGN.	BRITISH.	DISCRIMIN.
Beef, Salted or Cured, . . . . .	5s. per cwt. . . . .	2s. per cwt. . . . .	3s. per cwt.
Butter, . . . . .	10s. per cwt. . . . .	2s. per cwt. . . . .	8s. per cwt.
Cheese, . . . . .	5s. per cwt. . . . .	2s. 6d. per cwt. . . . .	2s. 6d. per cwt.
Candles, Sperm, . . . . .	15 per cent. and 2d. per lb. . . . .	2d. per lb. . . . .	15 per cent.
"    Wax, . . . . .	7 per cent. and 1d. per lb. . . . .	1d. per lb. . . . .	7 per cent.
"    other kinds, . . . . .	5s. per cwt. and 1d. per lb. . . . .	1d. per lb. . . . .	5s. per cwt.
Coffee, . . . . .	5s. per cwt. and 2d. per lb. . . . .	2d. per lb. . . . .	5s. per cwt.
"    Roasted, . . . . .	5s. per cwt. and 1 per cent. . . . .	1 per cent. . . . .	5s. per cwt.
Fish, Dried and Salted, . . . . .	1s. per cwt. and 1 per cent. . . . .	1 per cent. . . . .	1s. per cwt.
"    Pickled, . . . . .	1s. per cwt. and 1 per cent. . . . .	1 per cent. . . . .	1s. per cwt.
Glass, Glassware, & Silks, . . . . .	10 per cent. . . . .	5 per cent. . . . .	15 per cent.
Hardware, . . . . .	12 per cent. . . . .	5 per cent. . . . .	7 per cent.
Leather Manufacturers, . . . . .	12 per cent. . . . .	5 per cent. . . . .	7 per cent.
Molasses, . . . . .	1s. per cwt. . . . .	1s. per cwt. . . . .	3s. per cwt.
Manufactures—Cotton			
"    Linen and Woollen, . . . . .	12 per cent. . . . .	5 per cent. . . . .	7 per cent.
"    Oakum, . . . . .	7 per cent. . . . .	Free. . . . .	7 per cent.
"    Oil, Fish, . . . . .	16 per cent. . . . .	1 per cent. . . . .	15 per cent.
"    Pork, Salted or Cured, . . . . .	5s. per cwt. . . . .	2s. per cwt. . . . .	3s. per cwt.
"    Paper Manufacturers, . . . . .	12 per cent. . . . .	5 per cent. . . . .	7 per cent.
"    Spirits, Rum, . . . . .	1s. per gallon. . . . .	6d. per gallon. . . . .	6d. per gal.
"    Brandy & other Spirits, . . . . .	2s. 3d. per gallon. . . . .	1s. 3d. per gallon. . . . .	1s. per gal.
"    Sugar, Refined, . . . . .	20 per cent. and 2d. per lb. . . . .	10 per cent. & 2d. per lb. . . . .	10 per cent.
"    "    Muscov. & Bastard, . . . . .	12s. 6d. per cwt. . . . .	7s. 6d. per cwt. . . . .	5s. per cwt.
"    Sugar Candy, . . . . .	20 per cent. and 2d. per lb. . . . .	2d. per lb. . . . .	20 per cent.
"    Wine, . . . . .	17 per cent. and 8d. per gal. . . . .	10 per cent. & 8d. per gal. . . . .	7 per cent.
"    Wheat Flour, . . . . .	2s. 6d. per 193 lbs. . . . .	6d. per 196 lbs. . . . .	2s. p. 196 lbs.

On most articles of import not included in the above Table, there is a protection in favor of British Goods, varying from 4 per centum upwards.

As a proof that these discriminating duties impose heavy burdens on us in their operation, it may be added that the amount of duty collected under them last year was no less than £104,555, or about one-fourth of the whole net revenue of the Province derived through the Custom-house, a fact from which your Committee draw the conclusion that the articles required for consumption in this Colony are in many instances cheaper in foreign than in British markets; and that, therefore, our interests are seriously compromised by their operation, in preventing our freely resorting to the cheapest markets for the supplying of our wants. But the amount of duty thus levied affords a very inadequate criterion, taken alone, of the extent to which Canadian interests are sacrificed by the laws in question. Your Committee are of opinion that it is reasonable to assume that the amount lost by the Colony by the operation of the differential duties in question, in enhancing the cost price of imported goods, is fully equivalent to the amount of duty levied under them, viz., £104,555,—a sum utterly wasted as far as this Colony is concerned by our being debarred from the right of going to the cheapest market to supply our wants. To mercantile men this deduction will require no explanation; but for the benefit of others who may not have given the subject adequate consideration, we may add that it arises from its being cheaper in many instances to buy goods in England at a considerable increase over the price of similar articles in foreign markets, provided that such increased price fall short in any degree of the amount of discriminating duty levied on such foreign articles.

Our readers will observe from the foregoing extract that a particular fact is stated, and that from it a particular inference is drawn. The fact stated is this, that the amount of revenue collected under the Differential Duties in 1845 was £104,555; and the inference deduced from it is this, "That [in the words of the Report] it is reasonable to assume that the amount lost by this colony by the operation of the Differential Duties in question, in enhancing the cost price of imported goods, is fully equivalent to the amount of duty levied under them,—a sum utterly wasted as far as this colony is concerned, by our being debarred from the right of going to the cheapest market to supply our wants."

The soundness of that inference, the *Gazette* denies in the language which it delights to indulge in. But we shall allow our readers to judge of it for themselves by the following extract:—

The Board of Trade, we shall soon show from them, have fallen into the error, most discreditable to them as practical men, of considering ostensible the same as real differences, and have, on no occasion, discriminated where the protection is apparent, and where real; but have ignorantly or foolishly assumed that the actual difference is the difference on the whole import. The absurdity of this is evident enough, from the simple fact that in the article of Muscovado sugar, the differential duty being 5s. per cwt., it is taken for granted that the price of the whole import is raised by that amount; the facts being, that, from other causes contemporaneously operating, no sugar the produce of British Colonies could possibly be imported, and the whole duty is merely a tax for revenue, and no more a loss to the Colony for external purposes than any other local customs duty raised for our own local use. To put the case specifically. If a man pays by law on Jamaica sugar 7s. 6d. per cwt., and on Cuba sugar 12s. 6d., and from the operation of the British differential duties there is a bonus of 39s. on taking all the sugar of Jamaica to Britain, there is, in actual practice, no Colonial differential duty at all. It is a mere dead letter, and the apparent difference of 5s. is merely the portion of a tax of 12s. 6d. on all sugar imported, and, if all sugar was admitted at 7s. 6d., the deficiency must be raised by some other local tax; or rather, if the money is not taken out of this or some other pocket, by making a Colonial duty of 5s. in addition, the Colonial revenue must lose the difference.

We shall proceed to show that by not discriminating between operative and inoperative differential duties, in other words, between the true and the false, between the rational and nonsensical, the burden of these duties is more than trebled.

The following statement of the actual operation of these duties will be at once intelligible to any practical man. We are indebted for it, and, indeed, it has been for some time in our hands, to the Collector of Customs of this port, anxious as he always is to furnish to any party entitled to ask for it, all and every information connected with his department.—

Statement of duties received under the Imperial Act 8 & 9, Vic. chap. 93, on the following articles imported and brought into Canada, in the year 1845:—

PORT OF MONTREAL.	
Brandy, .....	£4276 1 9
Gin, .....	2649 19 6
Wine, .....	1741 15 8
Muscovado Sugar, .....	8508 3 6
Tea, .....	227 5 5
Tobacco, .....	127 7 10
Condals, .....	19 13 6
Molasses, .....	771 8 4
Coffee, .....	23 2 0
Oil and Palm Oil, .....	183 11 11
Spices, .....	166 9 9
Fruit, .....	499 12 3
Flour, .....	2442 2 0
Salted Pork, .....	3310 2 4
Cheese, .....	44 10 10
Burr Stouck, .....	12 4 8
Total, .....	£25,190 10 3

The total amount of duties collected in Montreal under the Act was £28,922 1s. 0d., which, minus the £25,190 10s. 3d. accounted for above, leaves the total protection in the port £3731 9s. 9d.

It must be premised that we have not taken any notice of the duties on Refined Sugars amounting to about £1,708 in this port, and £2,000 in the others. British Sugars Refined, in bond, for export, pay 10 per cent; Foreign, 20 per cent. In point of fact none but the former quality come, and it is probable none else would come even without any differential duty. As there may, however, be some difference of opinion on this point, we leave it open, and those who think the difference between the two duties a protection must add it to the results. But we apprehend it is simply a tax on a British manufacture for a revenue purpose, and some might think it ought to be deducted from the amount of protection.

The data of the Port of Montreal are believed to be accurate, as they are at hand. In the following tables the last item in each is an approximation. That of Quebec is, probably, a little under, and that of Canada West a little over stated, but it is believed that one error will correct the other, so as not materially to alter the result.

PORT OF QUEBEC.	
Brandy and Gin, .....	£2183 3 10
Isaac and Ham, .....	3 3 3
Coffee, .....	31 13 4
Cheese, .....	1 3 3
Flour, .....	1627 12 0
Meat, Salted, .....	999 15 4
Molasses, .....	£1397 11 11
Raw Sugar, .....	2672 11 2
Rum, .....	2-0 13 0
Tea, .....	72 4 4
Goods paying 4 per cent. ..	376 4 1
Total, .....	£9952 0 6

Duty on Wines omitted, as, from the returns, it could not be ascertained, being blended with other 7 per cent. duties,—would probably add £200 to £300 to the am.

PORTS CANADA WEST.	
Bacon and Ham, .....	£14 13 10
Butter, .....	30 17 2
Cheese, .....	527 12 6
Cocoa, .....	7 10
Coffee, .....	1520 1 3
Fruit, .....	107 12 3
Flour, .....	1892 13 0
Meat, Salted, .....	3541 10 8
Molasses, .....	£688 15 3
Rum and Spints, .....	43 0 0
Cordials, .....	31 8 2
Raw Sugar, .....	4874 17 9
Teas, .....	7296 19 4
Goods paying 4 per cent. ..	6139 11 7
Total, .....	£37,800 0 7

Part of Montreal, .....	£25,190 10 3
Part of Quebec, .....	9,952 0 6
Ports Canada West, .....	27,800 0 7

Total, .....

Total amt. of Duties received in Canada under aforesaid Act, in 1845, in Cy. £104,555

INTO MONTREAL.		
	1844.	1845.
British Manufactures from the U. Kingdom, .....	£1,635,111 11 3	£1,815,431 11 11
Other Goods from do, .....	163,115 0 9	146,327 8 7
Goods from other places, .....	231,689 4 9	161,872 19 9
Total, .....	Sterling, £2,034,315 16 0	£2,123,631 18 3

No packages included.

Total amount of Duties levied in 1845, under the Imperial Act 8 & 9  
 Victorie, chap. 93, .....

Total amount levied for the protection of British Manufacturers, ....

Here, therefore, the mighty sacrifice of £104,555 dwindles down under the searching eye of truth and severe fact to £27,975! What can possibly be plainer? The United Kingdom and its dependencies produce neither Brandy, Gin, Tea, Olive and Palm Oil, Fruit nor Burr Stones. They produce for export to this colony neither Wine, Muscovado Sugar, Tobacco, Cordials, Molasses, Coffee, Spices, Flour, Salted Pork or Cheese. On other articles subject to differential duty none has ever been levied. To recur again to Raw Sugar, the greatest item of all. It is notorious that until lately the duty in Britain on Foreign Sugar was 63s, and that on Plantation but 24s, and the price of B. P. Sugar was thus artificially kept up in Britain to a point at which Brazil and Cuba Sugars were occasionally introduced for consumption. Up to the end of the year 1845, not a single ounce of B. P. Sugar could have been, or in point of fact ever was, imported into this Colony. For while there was a bonus of 3 1/2, for carrying the whole produce of the West India colonies to Britain, what availed one of 5s. for bringing in here? It was mere waste paper. The Board of Trade will excuse us saying so, but it can move nothing but contempt to find them basing a grave calculation on such a transparent fallacy which it is impossible that persons engaged in business should not have known to be such. The same remark would apply to several other items.

We will admit that the differential duties so far as they are operative are an entire loss to the colony. We admit that in the year 1845 they cost the province out of an import of over two millions, the enormous sum of twenty-eight thousand pounds.

In the foregoing extracts, truth and error are so intimately blended, that it requires great care to separate the one from the other. In the first place, the *Gazette* tries to impress his readers with the belief that the Board of Trade absolutely fixed the amount lost by this colony by the operation of the Differential Duties at the sum of £104,555; while any intelligent reader will perceive that the Board of Trade merely thought it "reasonable to assume" that the amount so levied was a fair index to the amount actually sacrificed by "being debarred from the right of going to the cheapest market." The false impression which we accuse the *Gazette* of thus attempting to raise, is one of those paltry devices which any sophist of the meanest capacity may successfully practice. But an intelligent reader will have no difficulty in this instance in detecting it. He next betrays either an unscrupulous want of candor (to use a mild term), or, for a public journalist, an pardonable amount of ignorance. Speaking of the differential duty on Sugars, he attempts to lead his readers to suppose that none but foreign sugars were imported, and that hence the people of this colony sacrificed nothing by the differential duty of 5s. per cwt. Is it to be supposed that our contemporary was to such a degree ignorant of the subject he was writing upon? or is it rather to be supposed that, with characteristic want of candor, he suppressed an important fact in order to lend the colour of probability to his false reasoning? We fear to pronounce an opinion, lest we should be considered harsh. We leave our readers to judge for themselves. The fact of the case, however, as proved by a commercial circular which we have before us, and which we are assured was compiled from "official sources," is, that the import by sea into Canada in 1845 was as follows: *Bastard Sugars from England* paying a duty of 7s. 6d. per cwt.,

2,172,508 lbs. ! Foreign Sugars, paying a duty of 12s. 6d. per cwt., 2,853,240 lbs. Here is a case not taken into consideration at all by our "sapient" contemporary, in "discriminating where the protection is apparent, and where real"; and, *judging him by his own admissions*, as well as by the doctrines of the Board of Trade, which are those of Free-Traders in general, we are entitled to assume that this 5s. per cwt. is sacrificed on the whole quantity of Bastard Sugar imported viz. upwards of two million pounds! and are therefore entitled to add it to the sum which he has himself established to be lost, "under the searching eye of truth and severe fact," viz. £27,295! Such is a specimen of the manner in which this "sapient" journalist has proceeded to "discriminate between operative and inoperative differential duties; between the true and the false, the rational and the nonsensical"! Verily he must be an unprincipled sophist, or (to use his own language) wretchedly ignorant of the case under review. In reference to Refined Sugar also he has suppressed a fact, inasmuch as it is notorious that at the port of St. Johns alone there was a quantity of upwards of 95,000 pounds of Foreign Refined Sugar actually imported in 1815. And, moreover, it is known to every merchant that previous to 1843 (when the differential duties were in some instances deducted from the provincial), immense quantities of United States Refined Sugar were imported into the province, and British Sugar displaced by it; thereby proving that the present differential duty is an operative duty in favour of the British manufacturer. Nor is this all. He says that up to the end of 1845 not a single ounce of B. P. Sugar could have been, or, *in point of fact, ever was*, imported into this colony. Indeed! Why it is notorious to every one not "wretchedly ignorant" of the history of Canada, that scarcely more than ten years since, the whole importations of Raw Sugar into Canada were imported from the British Possessions! Again, with reference to *Cheese*, he exposes his ignorance, it being notorious that English Cheese has always been an article of importation into this Colony.

Having thus detected and exposed our contemporary's ignorance, or, what is worse, his want of candor in disingenuously suppressing facts which he could scarcely have been ignorant of, we might here safely dismiss him as being unworthy of farther serious notice. But for the sake of elucidating the question, we will pursue it a little farther, even at the risk of becoming tedious.

The most important items of all, respecting which the differential duties are operative,—for instance, foreign manufactures of linen, leather, paper, and cotton, and manufactures of silk and glass, and a variety of other articles, upon which these duties are seven per cent. and fifteen per cent. *ad valorem* respectively,—are not even glanced at by our contemporary. Perhaps, however, in this instance it was really from *sheer ignorance of his subject*, and not from deliberate design.

We are not aware what amount of revenue has been collected under these duties, nor, for the purpose of our argument, is it necessary that we should. But we may remark in passing, that the *Gazette* has fallen into an error in asserting that under these duties "none has been levied"; it being notorious that foreign goods paying the seven and fifteen per cent. differential duties were imported. The sum absolutely lost by this colony by being debarred from going to the cheapest market by these duties it is of course impossible to calculate to a shilling, nor has the Board of Trade, that we can see, attempted to do it, the *Gazette's* disingenuous insinuation to the contrary notwithstanding. But, nevertheless, we venture to assert, that it can be roughly estimated. It is notorious, for instance, that certain kinds of silks, gloves, lace, ribands, and such like, are cheaper in France than in England, as is proved by their competing in the English market against English manufactures in spite of very high duties. It is notorious that certain kinds of grey cottons are cheaper in the States than in England; it is notorious that glass is cheaper in Germany, as well as in the United States, than in England; it is notorious that certain descriptions of hardware are imported from Germany into England, and compete with English hardware even in Sheffield and Birmingham, in spite of high duties; and we might instance paper and various other articles, as being cheaper in foreign than in British markets, but we consider that our case is strong enough without doing so. We need only therefore add an example to show the manner in which these differential duties compromise our interests by debarring us from entering the cheapest markets; and will then leave it to our readers to judge whether the *Gazette* has not proved himself "wretchedly ignorant" of the bearings of these duties, by overlooking some of their most important effects. 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 £1,000.

Under a system of Free Trade, in other words, were there no differential duties, the Canadian 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.....	£1,000
Duty, 5 per cent.....	60
	£1,060

Foreign Goods of the same quality, quantity and description, worth.....	£905
Duty on £450 worth, being about half the quantity, at 13 p.c.....	51
Duty on the remainder, £455 worth, at 20 p. c.....	91
	£1,050

From this example, which is but a fair statement of the case, it is evident that to the Canadian purchaser, trammelled and oppressed as he is by these noxious regulations which debar him from going to the cheapest market, it is precisely the same whether he pay the English manufacturer £1,000 for a certain quantity of goods, or whether he pay the foreign manufacturer £905 for precisely the same quantity, showing that, in this instance, Canadian interests are compromised to the extent in round numbers of nearly ten per cent., or a hundred pounds in every thousand, for the benefit of the British manufacturer. It is not for us to say to what extent this principle operates upon Canadian purchases: it is sufficient for our purpose to show that it does operate in practice, and we will leave it to the consumers throughout the length and breadth of the land to determine the extent to which their interests are thereby compromised.

We may remark, however, by way of assisting their judgment, that the value of the goods imported annually paying *ad valorem* duties reaches about £3,000,000 currency, upon which, or any portion thereof, a sacrifice of ten per cent. for the benefit of the English manufacturer is easily calculated, and we accordingly leave our readers to determine it.

To recapitulate, then, with the view of bringing the "wretched ignorance" of the *Montreal Gazette* into a narrow focus, we have shown that, in addition to the enormous sacrifice clearly entailed upon the province upon a large portion of £3,000,000 worth of imported goods—and which our readers will be able to estimate by the example already given—we are entitled to claim a sacrifice of 5s. 8g. per cwt. upon 2,172,503 lbs. of Bastard Sugar, and to add thereto a loss, which the *Gazette* himself allows to be so plain that "nothing can be plainer," of £27,975 13s. 7d.; all of which added together will, it must be admitted, vastly exceed the amount "reasonably assumed" by the Council of the Montreal Board of Trade.

In our next, we shall probably advert to the question of the equivalents which England gives us for such an enormous sacrifice. In the meantime, we may remark that the *Gazette* reduces them to three articles of export, one of which is *cheese*, of which we believe this colony has never exported a ton in the course of its existence!

From thus our readers will be able to judge of the pretensions of the journalist who has wantonly presumed to stigmatise the members of the Council of the Montreal Board of Trade as "wretchedly ignorant of the true position of the colony"!

### "THE GAZETTE" AGAIN.

Since our chief article on the differential duties was written, another *Gazette* has appeared, in which the "wretched ignorance" of the "organ" is made still more apparent. In reply to a few remarks which appeared in the last number of the *Pilot*, our "sapient" contemporary acknowledges having committed "one or two errors" relative to the operation of the differential duties.

But hear him upon the article of Bastard Sugar:—

"We cannot imagine what the article of Bastard Sugars has to do with the question. This is a provincial not an imperial duty, and there is nothing whatever to prevent the Legislature rating these sugars as refined if it likes. \* \* \* We merely say, it is no part of the duties of which the Board of Trade complained."

Here is ignorance confirmed. The article of bastard sugars has nothing to do with the question! What is this but charlatanism? If our contemporary knew what he was writing about, he would be aware that nothing but the differential duty of 5s. a cwt. enables such sugars to compete with foreign muscovadoes in this province; and that if this were removed, bastard sugars (excepting perhaps the very finest qualities) would have to fall 5s. per cwt. in the English market, or be totally excluded from ours! Hence the duty in question is precisely one of those of which "the Board of Trade complained."

We shall point out one false statement more, and leave our contemporary to his own reflections. Speaking of the duties on glass and paper, he says, "those are included in the sum of £27,925 which is admitted to be protective." This our readers will at once detect to be false, for in making up that sum, he included, by his own statement, none but the 4 per cent differential duties, while the differential duties on glass and paper are 15 and 7 per cent respectively.

Verily, our contemporary is just the man "to prove that the differential duties are no burthen whatever to the country"!

## QUEBEC AND HALIFAX RAIL-ROAD.

In our last number we inserted the Appendix to a Pamphlet just published by G. R. Young, Esq., of Halifax, and addressed to our Governor General, on the subject of the proposed Rail-Road from Halifax to Quebec. The estimate therein given of the capital required for this stupendous undertaking, and of the returns which on its completion may reasonably be calculated to repay the investment, certainly do not place this Rail-Road in so favorable a position as to bring it amongst the category of undertakings promising immediate pecuniary profit; nor is it indeed brought before the public as a work to be undertaken by individuals unassisted by Government. Its claims to support are of a totally different character: they are mainly grounded on the national advantages, both to the parent state and to the colonies, which would flow from it, and which are depicted in the most glowing terms in the very able and interesting pamphlet above alluded to; and which we recommend to the attentive perusal of our readers, hoping that it may obtain a wide and general circulation through these provinces.

It has been objected that the author—like most persons whose desires are strongly set upon the attainment of some particular and darling object—views it in too favorable a light, paints it *en couleur de rose*, and treats too lightly the difficulties and obstacles in the way of its accomplishment. Perhaps this may be the case; but when we consider the estimation in which various discoveries and inventions, even in our own days, have been held in their first enunciation,—how they were ridiculed as visionary and chimerical,—we must hesitate before we dismiss as impracticable a scheme such as the present; which if accomplished—whilst it will redound to the honor of those who have originated it, or who have been instrumental in perfecting it,—will elevate these colonies to so proud a position, both commercially and politically. If the British Government will perform their part of the great work assigned to them, we hold it would be suicidal policy on the part of our Legislature, or those of the other Provinces to hesitate in doing theirs. What is asked, for instance, from the Legislature of Canada? Simply, first, a free grant of 1,000,000 acres of land,—land which but for the Rail-Road, or some such undertaking, will be of no value for many years to come;—second, the cession to the company of a right to enter on the public lands to take wood and materials for the construction of the Rail-Road; and third, a guarantee of 2½ per cent. interest on £775,000, say £25,250 per annum, for ten years, should the Rail-Road not prove sufficiently profitable to pay the interest within that time. These grants to be contingent on the British Government defraying one-half the entire cost, on the remainder of the capital required being actually subscribed, and on the work itself being guaranteed to be completed within five years of the time of its commencement. With these points amply secured there ought to be no difficulty with our government, and public opinion we are convinced will bear them out in furnishing assistance to the extent required.

We have already observed, that as a mercantile speculation the prospects are not peculiarly tempting, and a Rail-Road running over so vast an extent of territory cannot be constructed without encountering the most formidable obstacles. But energy and perseverance are generally triumphant, and it is the part of genius to overcome difficulties. When the Duke of Bridgewater, with his able engineer James Brindley, first planned that immense and costly work the Bridgewater Canal,—which has given such celebrity to their names—the obstacles were generally considered insuperable, and the projectors as madmen. In one part of the route where it became necessary to carry the Canal over the River Irwell by an aqueduct, the Duke asked the advice of another engineer who ridiculed the design as impracticable, remarking, "I have often heard of castles in the air, but never was shewn before where any of them was to be erected." Brindley was of a different opinion, and by his advice the attempt was made, succeeded, and the aqueduct stands a trophy to succeeding ages of the victory of science over the obstacles of nature.

Again, when the Liverpool and Manchester Rail-Road was in progress of construction, Mr. Stephenson, the engineer, suggested that locomotive engines might be so constructed as to draw the waggons at the rate of twelve miles an hour, and that it was even a matter worthy of consideration whether passengers as well as merchandize—the conveyance of the latter having been originally the sole object of the projectors,—might not be attracted to the Railway. The idea of locomotives of such speed was ridiculed by the other engineers, and one of them published an indignant disclaimer of participation in any such visionary schemes. As a proof of the folly of thus fixing the bounds of human ingenuity and skill we may mention, that the ordinary speed by which travellers are now conveyed in Britain, by Rail-Road, is 25 miles per hour, that on several routes the rate is 50 miles per hour, and that in a trial trip Mr. Brunel is said recently to have actually travelled, for a short time, at the rate of 110 miles an hour. The returns of this very Rail-Road—by which it was deemed chimerical to attempt to transport passengers,—shew that fully two-thirds of the annual pro-

fits of the line are derived from passengers, and only one-third from the conveyance of merchandize.

Still more recently, when the idea of sea-going steam vessels had attracted a share of the public attention, Dr. Lardner very learnedly and irrefragably demonstrated to the satisfaction both of himself and his hearers, that the quantity of fuel which a vessel crossing the Atlantic would consume would be greater than she could carry; and therefore every such attempt must prove abortive. Within a few months, a steamship, in defiance of the predictions of the Doctor, actually crossed the Atlantic, and falsified all his learned predictions.

These instances, with numerous others which might be cited from the records of modern inventions and enterprises, afford sufficient grounds for the careful examination at least of such projects as afford a prospect of important benefit to the community. That under this head must be classed the Rail-road in question, can scarcely be doubted. The employment which its construction would afford to the labouring population—and this at, comparatively speaking, so trifling a cost to this province;—the opening out of a country which at present seems likely to continue for an indefinite period a wilderness;—the vast extension of commercial and social intercourse between the British North American Provinces which it must produce, and which must tend so largely to elevate their political condition:—these are advantages so apparent as to strike the most careless observer. To these must be added the increased feelings of attachment between the colonies and the parent state, growing out of their entire community of interests and their increased mutual dependence.

We do not profess to belong to that school of statesmen or economists who elevate domestic or colonial over foreign commerce. On the contrary, we esteem the one equally advantageous to a nation with the other, so long as unrestricted and unfettered intercourse is allowed by the respective governments. But whilst it behoves the Legislature to encourage freedom of commerce with foreign nations, it is clearly their duty to foster in every legitimate manner domestic commerce and the intercourse between the parent state and her colonies; since the history of the world abundantly proves that no permanent reliance can be placed on the continuance of cordial and friendly relations with foreign nations. Although the spirit of the age is opposed to war, and the ties of mutual interest cemented by commerce may not be easily severed, yet it must never be forgotten that this peaceful spirit is but of recent origin, and that it may be evanescent. Indeed, so much does man appear addicted to warlike pursuits, that philosophers have asserted war as the natural state of man. It is not so much, however, hostilities between nations which is to be apprehended, as it is the war of tariffs and the restrictions imposed under various pretexts of protection to class interests:—these are the obstacles to confidence in foreign commerce; and these are impediments which may arise at any moment, and which no prudence can guard against. To the colonial trade there can be no such danger, and it is on this account that Britain should furnish every legitimate encouragement to that trade by placing us in every respect on as favourable a footing as the inhabitants of the British isles, and treating us as integral parts of the British empire.

Now, we all aware of the vast impetus which the railroads of Britain have given to her commerce. The actual saving in the cost of travelling alone is estimated at seven millions sterling per annum: which is so much added to the productive capital of the nation. The opinion is generally spreading that it would have been a wise policy had the British Government originally taken these railroads into their own hands: and there is little doubt that in all future legislation the object will be to extend at least the control of the State over these undertakings. The effects of all the railroads which have been constructed, have been to extend the traffic between the extremities and the various parts of the times far beyond the most sanguine expectations of their projectors. These results of British railroads, together with the important commercial and political advantages which she would derive from our colonial railroad ought to influence the British Government to give ample encouragement and large assistance to that great public work. We do not think the proportion of half the cost of undertaking—as proposed by Mr. Young—larger than she ought to bear.

Having thus stated our general coincidence in opinion with Mr. Young, and our hearty aspirations for success to his patriotic exertions, we trust he will not deem that we are lukewarm in the cause, if we point out some parts of his estimate which appear to us to be scarcely founded on correct data. Our information may be defective, but we are led to believe that he is in error in the following particulars:—

1st. He puts down the distance from Halifax to Quebec at 550 miles; in a straight line it may be so, but a railroad must avoid all mountains, swamps, &c., and when the true line is marked out he will probably find it 650 miles.

2nd. He estimates the cost at £5000 per mile: much lower than any railroad of a considerable length has ever been constructed; except one in Holland, where, from the easy nature of the ground, no engineering works of moment were required; and which therefore only cost for the road, exclusive of the stock, £5000 sterling per mile. In the United States no railroad over 100 miles long was ever made for an average of £10,000 per mile. Short distances of 10 or 15 miles have been made for £5000 per mile, but this is exclusive of the cost of bridges. The

average cost per mile of the railroad from Boston to Concord is about £12,500 cy.

3rd. Mr. Young does not appear to have taken into account the cost of stone bridges which in the United States are generally estimated in a long line as £50,000 per 100 miles.

4th. We should not be inclined to estimate very highly the importance of a railroad in case of war with our neighbours. It is obvious that it would be next to impossible to guard the whole line from the attacks of invading parties, who might easily render it useless for the conveyance of troops or munitions of war.

We trust, if we have not treated the subject in quite so sanguine a spirit as some of the supporters of the Rail-Road desire, that they will not consider us hostile to the undertaking. We have doubts—which may very possibly be removed—as to the details; but of the beneficial result, if the Imperial and Provincial Governments will cooperate in the work, we entertain the fullest conviction.

### STORAGE OF FLOUR.

A correspondent of the *Cobourg Star*, a short time since, complained of the great injury to Flour in Kingston and Montreal, from the want of a sufficiency of storage. On this the *Kingston News* observes:—

STORAGE.—We observe that some of our Western contemporaries complain that an undue exposure of flour takes place upon its transhipment here, from an alleged want of adequate storage, and that the consequence is a deterioration in the quality of the article. This complaint is almost wholly unfounded. Very little, if any flour is thus exposed here. The injury complained of, where it is produced, is caused by the mode of transport. The schooners on the lake carry a deck load of two or three tiers, and the barges for descending the rapids are loaded in like manner. If there is a prevalence of wet or stormy weather, more or less damage to flour thus exposed is unavoidable.

That the storage in Kingston is ample, is proved by the fact that notwithstanding the large quantity of produce transported last season, our stores were not occupied to the extent of their capacity. We do not know how the case stands in Montreal. The storage there may also be ample, but it appears to us to be ill adapted to that quick handling and disposition of produce which is desirable.

As regards this city we would add, that any injury subsequent to landing is entirely to be attributed to the consignees of the property, who, being regularly notified of its arrival, ought immediately to receive and place it in suitable warehouses or stores; of which there is never we believe any scarcity in Montreal. It is, however, too much the practice, in order to save cartage and storage, to leave produce on the wharves for days and even weeks, exposed to all the vicissitudes of the weather, whereby irreparable injury is frequently done. Flour which has been so exposed of course frequently turns sour; and thus not only is considerable loss sustained by the owner, but the character of the brand—and of Canadian Flour generally—is lowered in public estimation. The sheds on the bank of the dock, constructed last year, mitigated the evil to a certain extent; but they are by no means sufficiently capacious for the extent of the trade, and we hope additional sheds will be erected. They would prove a source of revenue to the Province.

Whilst on the subject of Flour, we would mention that we are informed that a large proportion of the barrels this year will be found to have been manufactured from wood which has not been sufficiently seasoned. The inspector of Flour we trust will attend to this, and perform his duty by refusing to brand as merchantable any Flour which may be submitted to him in packages of this description. It is all-important now that our Flour should be esteemed equally highly with that of the United States.

### SIGNS OF THE TIMES.

The following is an extract from the *Hamilton Spectator* of the 10th instant, and shews pretty plainly the progress that is being made in the right quarter:—

#### “CONSERVATIVE MEETING AT BRANTFORD.

“On Saturday last a meeting of the Constitutional Society of the Town and Township of Brantford, took place at Yardington’s Hotel, for the purpose of taking into consideration the proper steps to be pursued in order to secure the nomination of a single Conservative at the next election, and his triumphant return. Notwithstanding that the day was most delightful, and the roads tolerably good, the turn out was rather small. The reason for the paucity of attendance was doubtless the uncertainty of a dissolution, and an unwillingness to create a premature excitement. However, the gentlemen entered into the business with much energy.

“Colonel Burrows, the President of the Association, took the Chair, and John R. McDonald, Esq., acted as Secretary.

“Allan Good, Esq., moved the first resolution, ‘That delegates be appointed by the different Townships, to establish local associations, and to unite together for general objects.’ The mover

made some very shrewd introductory remarks, expressing his ideas in a plain and forcible manner. We are sorry to perceive, however, that he, a leading agriculturist, should come out so strongly in favour of a Repeal of the Navigation Laws, adopting the arguments used by the Free-Traders of Montreal, and appearing to fancy that the farmers must benefit by allowing foreign vessels to enter our ports, and assist in the colonial carrying trade. We have no intention to enter into a discussion on this question at the present moment, but at the same time we cannot avoid expressing our regret and deep surprise that Mr. Good should take a view of the question which is opposed by both the Conservative party and the agricultural interest generally.”

Notwithstanding the remark of the Hamilton editor—who, we dare say, is about as wise on this subject as some of his Montreal brethren—we feel pretty satisfied that the time is close at hand when not only Mr. Good, but all his agricultural brethren, will take the same view of their interests, and require, moreover, that those who represent them in Parliament shall do the same. There is no error which is losing ground faster than the idea that Free Trade is not a farmer’s question. If it could be shown that Navigation Laws and differential duties do not decrease the selling price of what the agriculturist raises, and increase the price of what he consumes, there might be some pretext for claiming that those laws should be left as they are; but as no one pretends that such is the case, why is the farmer alone to stand quietly by and bear the burthen after the protection which was given as an equivalent has been swept away? We are very glad to find that such sentiments were expressed by a leading agriculturist at a political meeting, since it will serve as an intimation to the public men of the day that they must no longer dally with these great questions, but that if they would maintain their position, they must go with the spirit of the age. We wish, indeed, that more of these public meetings could be held, and that the topics of Free Trade and Commerce were more frequently discussed at them. Although a few editors might be shocked, the community would be benefitted by the information which could be imparted by practical men like Mr. Good, whose good sense and experience teach them the injurious effects of restrictive laws.

### LECTURE ON FREE TRADE.

In the *Hamilton Gazette* of the 16th inst. we find the report of a Lecture delivered before the Mercantile Library Association of that city, on the 24th February last, by J. T. BRONDGEEST, Esq., on the Principles of Free Trade. We feel that our thanks are due to Mr. Brondgeest,—who was an early member of our Association,—for his attempt to diffuse correct views on commercial subjects amongst the young men of the West, and trust that his efforts will be successful. There is certainly no subject which requires to be more agitated, nor do we know any one more competent to undertake the task than Mr. Brondgeest. In the present lecture, he has treated it in a clear and popular manner, showing the mutual dependence of agriculture, manufactures, and commerce on each other, and the fallacy of supposing that a country can grow any richer or derive any advantage by protecting one or the other. He has also referred to those subjects in connection with Free Trade which more immediately affect ourselves, and towards which we have been endeavouring to draw public attention. On each and all of these matters, Mr. Brondgeest spoke with the confidence of a practical merchant and good political economist.

The following extracts from the Lecture may be read with advantage by those who still cling to the ideas of the old school, and really believe that it is to the interest of a country to pay a high price in particular markets for what is to be obtained infinitely cheaper elsewhere:—

#### THE BEST KIND OF PROTECTION.

The best and most efficient protection any profession can conceive, consists in the intelligence and industry of those that follow it. If they are active and skillful, there is no fear of success; if not, is it fair and just that those that are so, should pay them for their deficiency? All that any branch or trade can possibly ask for, is to be allowed to make the most of their commodities, whether produce, imports, or labour, in an open market, and not like the dealer in money, be compelled to take a fixed price, whatever may be the demand or supply.

It is true, taxes must be levied in some shape or other. We must have a government, we must have our laws administered, we require public improvements: these must all be paid for. Direct taxes in a new country, where the inhabitants are widely scattered, are difficult of collection, and taxes upon imports are the easiest to levy, where the amount required, is not so large as to lead to smuggling. In raising taxes by means of duties on imports, some articles on which the duty is raised must be the same, or nearly so, as similar articles produced in the country levying the duty, such articles must consequently be incidentally prohibited; but if the duty is but moderate, it must be subvented to;—it is not the accidental protection that I find fault with, it is a determined system of upholding

one interest (so called) at a serious sacrifice of the interest of the rest. We have an example in the adjacent States. There the manufacturing interest is protected to a great extent, at the cost of the farmer, who has to pay a heavy per centage on every article of manufactured goods he uses; being at the same time amused, and made to think he receives protection, from heavy duties being placed upon foreign articles of agricultural produce, none of which would ever be imported even if duty free; an absurdity only equalled by our own farmers, wishing for protective duties to be levied on American produce, whereas we produce more than we consume, and are exporters ourselves, and consequently such duty, like the effect of the usury laws, by cramping their best friends, ultimately cramps themselves.

But it will be asked, are there no circumstances, as in an old country where the population is dense, or a new one where the arts are only commencing; or in one overburdened with taxes; or any condition, in which some leaning might be shewn, by placing heavier duties on one article than another? I answer none! In an old settled, densely populated country, agriculture needs no protection, because if densely populated, there will be the more consumers of produce.—Manufactures require none, because if densely populated, labor will be cheap. Ship-building and ship-owning are in the same position. As to commerce, it never asked for any, and so far from getting any, has always been rather restrained and taxed for the benefit of the rest; and as to Capital, every thing has been done to keep it under, even laws made to restrict its use.

In a new country land is so plentiful and at so low a cost, that no one can ask protection on agriculture,—besides when almost all are agriculturists, from whence can their protection come? Manufactures ought to have none, for the best industry of all new countries is the cultivation of the soil, for which they have advantages which a denser populated country does not possess.

But the fact is, there is for every product, whether of agriculture or manufactures, a natural protection, owing to position; the farmer a mile from me, gets from me for his wheat, more than one residing ten miles off; by whatever it may cost for nine miles transport, the manufacturer who owns a Cotton Factory in Canada, gets not only whatever the Cotton would have cost me in Britain, but also all the charges of freights, commissions, packages, wharfages, and also in many instances, the whole cost and charges on whatever the article may be, that is sent to in payment, whether to the country where the merchandize was imported, or to some other, and then transferred by Bills of Exchange; so that if we include the incidental protection from the duty raised in Canada, the manufacture of Cotton in Hamilton, has an advantage over imported goods of about 35 per cent., that is supposing labour to decline in the same ratio as food; if it does not, it merely shows that our time for manufacturing Cotton has not arrived. With some other articles, as Earthenware, and Glass, the freight is so heavy, that the natural protection, is double or treble the cost of the article in Britain; and manufacturers of such articles, provided the necessary materials could be found on the spot, would be productive, and should be the first attempted.

### THE LUMBER TRADE.

There is no branch of our colonial trade which we consider so much taxed as the lumber trade; and there is none where energy, industry, and patient toil are more conspicuous. Passing the winter in the woods,—constantly in the water making up rafts in the spring,—exposed to the dangers of the navigation to Quebec,—the life of the lumberer is one of hardship, and ought to secure for him some permanent reward. Yet of all this class, how few become wealthy! The Government, which ought to encourage, seems to have done every thing it could to depress it, whilst the difficulty of getting their timber to market stands (as it always has done) a terrible obstacle in the way of those engaged in this most important branch of our trade. Although about £39,000 is derived from licenses to cut timber, and although all protection, or nearly all has been withdrawn in England, and we are made to compete with the world, there is scarcely one article which enters into the cost of its production which is not heavily taxed.

Take first the article of Mess Pork. The import of this article, on the average of the last three years, has been about 20,000 bbls., nearly the whole of which is consumed by the lumberman. The duty on this article amounts to 11s. per bbl. (say 3s. sterling per cwt. imperial, and 2s. sterling per 100 lbs. provincial.) Now, we ask, is it right that an article which enters so largely into the cost of timber as this, should be taxed so enormously, and for no purpose? It is not produced to any extent in Canada, and does not affect the limited import from Western Canada of Prime and Primo Mess, as is proved by the price of these qualities in the New York market, Prime and Primo Mess being usually held there at similar rates to our own, while Mess is sold here at all the duty and charges over quotations in New York. On the article of Flour, too, there is a duty of 3s. per bbl., Corn 9 cts. per bushel, Hay 6s. per ton, Iron Chains 12 per cwt., Horses and Oxen 30s. each, &c.; and yet the Government have up to this very hour, notwithstanding all the revenue received from that source, done almost nothing in making roads from the St. Lawrence to the Ottawa. Pork, Flour, Hay, and Oats, which

might be taken across the country from the Rideau Canal on a good road, are taken to Montreal, and thence transhipped to Bytown, thence to be carted nine miles, and again transhipped two or three times before it reaches a point where it could be placed, was there a turnpike road, at a saving of at least 7s. 6d. per bbl. It may be said that the Government have spent large sums of money in building slides, but this is no gift; rates are charged on all these slides which leave a handsome return for the amount invested.

We trust that every lumber-man, and all interested in the timber trade, will unite in petitioning the Legislature at the approaching meeting of Parliament, for the total and complete repeal of all duties whatever on articles that are required to aid the manufacturing industry of the Province.

### USURY LAWS.

In our last number we extracted from the *Kingston Chronicle* an imaginary conversation, on the object of Usury Laws, between three farmers, in which the evils of those laws were referred to in a plain practical manner. We now give a similar conversation on the same subject, taken from the same source:—

MR. EDITOR.—As you were good enough to publish in your paper the former conversation, which took place between myself and two of my neighbours, perhaps you will so far oblige me, as to publish one which has since taken place upon the same subject.

1st Farmer.—Well neighbour, I have tried in all directions to borrow the £100 I told you I wanted, I have obtained two good endorsers to a note, but the Banks are not discounting; I told you I wanted the money to clear 50 acres of wild land, so the 50 acres must remain wild and I must be content to rub along with what I have got, though I have a large family of little children some of whom want to be educated, and many other necessities besides, and they must be content to do without, and I must be content to remain as I am; and though, I must say, I feel it a little hard, that my industry must be crippled and I should be compelled to live upon the produce of fifty acres, when I know I could manage well one hundred.

2d Farmer.—I'll tell you what it is neighbour, you may think yourself well off to have 50 acres of cleared land, clear of debt. My farm is as good as yours, and I have 50 acres of cleared land too, but unfortunately for me, I put a note in the Bank last year for £75, with the endorsement of two of my neighbours. I could not pay the money when it became due, we were all sued, and now I have to pay, with costs, above £100, which is 25 per cent. over the original debt; and as I will not let my endorsers suffer, so my farm must go for what it will fetch, and I am a ruined man; whereas if I could borrow of the Loan and Trust Company, or from any body else, £100 even at 10 or 12 per cent., I should save my farm, and I would take precious good care not again to get money from the Bank, for I see plainly 'tis ruinous for a farmer to do so.

3rd Farmer.—I have, as I told my neighbour here, £100 by me, and my relations at home have several thousand pounds sterling, for which they cannot get a satisfactory freehold security, with more than 3½ or 4 per cent., that is, you know, £3 10s. or £4, for the use of every £100 for one year; and if you were in England, and were to offer your farm worth £750 as security, there are hundreds of people who would lend you £300 upon it, if you desired it, for a certain number of years, or whilst you paid the interest regularly; during which time you might with prudent management make it produce £1000, that is, provided farming at home was as profitable as farming in Canada is.

4th Farmer.—If your relation had £1000 in Canada, then he could make his £1000 produce him £60 at legal interest, instead of £35 or £40 in England, surely he ought to be satisfied with that.

5th Farmer.—If you had £1000 to spare, neighbour, and you could get £70 or £80 for it, on the same kind of security, on the south side of the St. Lawrence, instead of £60 on the north side, and you had a family to keep on the interest of your money,—to which side of the river would you lend it?

6th Farmer.—Why, if the security is equally good, I would prefer the south side of course, but I should be afraid they would what is called repudiate, and I might lose my money.

7th Farmer.—An American can't repudiate, with a mortgage on his farm, any more than a Canadian can, and neither one or other can do it. The lender of course, if he lives in England, gives a power of attorney to a lawyer, or to some one else in both cases, and any attempt to repudiate, that is to cheat the lender, would be certain ruin to either, or both, unless indeed the lender had made a bargain at variance with our usury laws—in that case the farmer might turn rogue and repudiate. But my relations are too wide awake to lend their money at 6 per cent. or to lend it at all in Canada, till you get your usury laws altered; and you, my two neighbours must be content, the one to live on 50 acres of land, and the other to see your farm sold at Sheriff's sale. Well 'tis very hard to see the labor of many a year's hard work sacrificed in such a way; an industrious hard working wife and six children reduced to poverty, and yourself obliged to go as a hired laborer.—I am truly sorry for you neighbours and I would gladly help you if I could. I am unable to work from sickness, and all I have to live upon is the little money I saved when I was able to work; and I must make the most of it for the sake of my own family. Bank stock will pay me 8 to 10 per cent., and I can get 10 or 12 for it on the very best security in New York or Buffalo, and you cannot expect or desire that I would sacrifice half my income to serve my neighbours.

8th Farmer.—I see very clearly that Canada cannot keep pace with the States, and that Canadian property cannot increase in value till we

get the present laws altered, that is, we must make the legal rate of interest, where no bargain is made to the contrary, 7 per cent., and where one man has money to lend and another wishes to borrow, it must be left to the borrower and the lender to make the best bargain they can with each other, as they do in buying and selling wheat, sheep, oxen, or any thing else.

**3rd Farmer.**—When your laws allow you to do this, you will have lots of money in Canada, and when the British capitalist finds out, which he will soon do, that Canadians do not believe in or practice repudiation, but pay their debts regularly, as they do in England, they will be glad of an opportunity to take your freehold farms or house property as security, and loan you their money.

**1st Farmer.**—I wonder what could have been the origin of the usury laws? They are very ancient, for the Scriptures curse those who lend money on usury.

**3rd Farmer.**—That is true, but it must be recollected that in those days money was a very different thing from what it is now; and in this case, as in the case of Christ's instruction to his people, "that when a man smite thee on the left cheek, turn to him the other also; or if he will take thy coat, give him thy cloak also," neither is intended to be understood literally, but in both cases it is intended to inculcate the adherence to a principle of forbearance, and in the case of a lender not to be extortionate, and to take no undue advantage of the necessities of the borrower, or in the other not to show a vindictive resistance, but rather to submit to aggression than do so.

**2nd Farmer.**—I have heard it said that in England the law on this subject has been greatly altered of late.

**3rd Farmer.**—Yes, this law in England would long ago have been repealed altogether, but for the fear on the part of the old aristocratical families that their young and inexperienced sons may be induced to borrow large sums of extortionate Jews, and reduce them to poverty. The English law still says that upon bonds and mortgages the lender shall not receive more than 5 per cent., but lately the English law permits holders of bills of exchange to make any bargain they may see fit, by which in these cases the usury laws become a nullity.

**2nd Farmer.**—I understand all this now: I see how it is that Canada has not got along better or faster: these usury laws keep the farmer poor; and if the farmer is poor, nobody else can be rich; whereas if the farmer be rich, nobody else can be poor. Let us get up a Township meeting and talk these matters over, and it will go hard if we don't get up a petition to Parliament to alter the law, and if our members won't support our petition, why we will choose two that will do so.

We agreed, Mr. Editor, to have a Township Meeting, and I will trouble you with an account of the proceedings, and I hope you will oblige your numerous subscribers by giving an account of it.

A FARMER.

In the last number of the "ECONOMIST,"—in the article on that "great gun" of Protection, the Hon. Mr. Moore,—an error occurred which even the editor of the *Gazette* would consider to be rather a considerable one—that is, in a small way. It was occasioned by the compositor reading "epilogue" for "prologue,"—making that first which should have been last. As the Hon. Gentleman to whom our remarks were addressed could not possibly discover the mistake, and that he may not himself be led at any future time into error, we now beg to assure him that an epilogue is a speech addressed to the spectators at the conclusion of a play, (in his case a farce,) whilst a prologue is an address delivered before.

"THE LAST ROSE OF SUMMER."—Here, in Montreal, the *Gazette*, the last of the *Protectionists*, has been quite "used up" by what he calls "that obscure print," the *Economist*.—*Pilot of yesterday.*

PROVINCIAL, LOCAL, AND GENERAL NEWS.

The Provincial Parliament is prorogued to the 24th April; but it is not called for despatch of business.—The Mayor and Town Council of Cornwall have addressed the Governor General. In his reply His Excellency says—"I am deeply impressed with a conviction of the great natural resources of Canada, and most anxious that the government and the people should co-operate for their development. To this object my strenuous exertions will always be directed, and I trust that before long I shall be able to render myself, by personal observation, more intimately acquainted with the fertile districts of the West, and their enterprising inhabitants.—The *Quebec Mercury* announces that there will be twenty vessels (now building at that port) ready for sea by the 20th May, capable of taking 150,000 barrels of flour.—Various reports of ministerial changes continue to excite the *quidnuncs*. It is stated that Sir Allan MacNab and Mr. Sherwood are about to join the ministry, and that the arrangement is unpalatable to a portion of the Conservative party. In the meantime, Mr. Cayley has proceeded to the Upper Province, but whether to arrange his new tariff (rather an important matter) or no, we cannot say.—A correspondent of the *Colourg Star* writes from Montreal, as follows:—"I have just learned from a source to be relied on, that our Navigation Laws are to be partially abolished; that the Parliament will for this purpose assemble about the 27th April. The Rail-Road from

Halifax to Lake Huron will also be brought before the House, and introduced with an assurance that Great Britain will supply the cash to build it. This is great and glorious news, and will completely smash agitation in all political matters."—St. Patrick's Church—a new Roman Catholic place of worship,—was opened in Montreal on Wednesday last. It is a very handsome edifice, and is capable, it is said, of containing five thousand persons.

There is no very important or decisive news from the United States. Mr. Benton, who was to have gone to Mexico, as a kind of civil and military dictator, demanded powers so extensive, indeed, so extravagant and unprecedented, that they were refused. The reports of a general engagement between Santa Anna and the Americans, are premature; but there is every reason to believe that one was not far distant. In the mean time, the Mexicans had cut off several small detachments of the enemy.

THE MARKETS.

NEW YORK. 13th March, 1817.

ASHES.—Pots, \$4 81½c. Pearls, \$6 2c.  
 COFFEE.—Market quiet. Sales, Brazil, 7½c. to 8c. Java, 8½c. to 10c. Sumatra, 7c., and St. Domingo, 4½c. to 6½c.  
 FRUIT.—Sales, 8,000 boxes Bunch Raisins, \$1 85c. 400 half boxes at 95c. 2,400 drums Turkey Figs at 8c. to 13c., cash.  
 FLOUR.—Market inactive. Sales to a moderate extent, of various brands, at \$7. Sales, to arrive, of 15,000 barrels deliverable during the year—at the option of the seller, at \$5;—also for delivery in May, at \$5 87½c. to \$6.,—and \$5 50c. in July. Corn Meal is heavy, and sells at \$5 to \$5 00½c. Rye Flour, \$4 87½c.  
 GRAIN.—Jersey Red Wheat sells at \$1 40c. to \$1 42c. Northern Rye scarce at 90 to 92c. Last sale of Barley, at 75c. Oats, 42c. to 45c. Corn is dull at 92c; sales to arrive in April and May, at 87½ to 91c.  
 Exports from 1st to 9th March.

Corn. .... 402,786 bushels.  
 Wheat ..... 33,444 do.  
 PROVISIONS.—Market quite firm, at an advance over the last week's prices. Sales of 2,000 barrels Prime, \$11 75c. to \$12 25c. 600 barrels Mess \$14 37½c. to \$14 50c. New Mess, \$15 to 15 25c. Lard, 9½c. to 10c. in barrels. Kegs, 10½c. to 10½c. Cheese, 7c. to 7½c.  
 TALLOW.—Sales for home use, at 8½c. to 9c.  
 TEA.—The public sale of two cargoes lately arrived, went off with spirit at full prices.  
 FREIGHTS.—To Liverpool, London and Glasgow, 7s. for Flour and 25d. for Corn.  
 EXCHANGE.—On London, 3¼ to 4¼ per cent. premium, and rather dull.

MONTREAL. Friday Evg., March 19.

ASHES.—Pots are firm at 27s. 6d. Pearls are dull, but no sales under 27s. 6d.  
 GRAIN.—Wheat for the last week has come in freely from the country, and the price from sleighs has varied from 5s 10d to 6s. 3d. per minimot, according to quality. A sale of a large parcel has been made at 6s. 6d. per minimot, for delivery in May.—Barley would command 3s. 6d. per minimot.—Oats have been sold for May delivery at 2s. 6d. per minimot.—Pease, from sleighs, bring 5s. 5d. per minimot.  
 FLOUR.—Country flour, in bags, sells on the market at 14s. 6d. per cwt. and the little barrel flour, which is bought by bakers, sells for 32s. 6d. Contracts of best brands have been made, for May delivery, at 31s. 6d., and 3000 at 30s. 3d. to 30s. 6d. for delivery on or before 25th June.—Other large transactions have taken place during the week at similar rates.  
 PROVISIONS.—Hogs in carcase continue to come in, and sell freely at \$5½ for hogs weighing 150 lbs. and under; \$6¼ for 200 lbs. and under; and \$6½ for 200 lbs. and upwards. Mess Pork, \$18½ to \$19; very little selling, except at retail. Prime and Prime Mess are nominal at \$13½ and 15½.  
 FREIGHTS.—Some contracts of vessels building at Quebec, to be ready at opening of navigation, have been made 5s. 3d. there. An offer of 6s. 3d. from here has been made and refused, for one of the new ships at Quebec.  
 EXCHANGE.—Dull. Private Bills on London, at 90 days, have been sold at 6 per cent. prem. Bank rate, 7 per cent.

Subscribers to the *Economist* will please pay the amount of their Subscriptions to our Agents, whose names have been given in former numbers of our paper, and whose receipts will be a full discharge.



HUNT'S MERCHANTS' MAGAZINE, And Commercial Review.

BY FREEMAN HUNT, EDITOR & PROPRIETOR.

PUBLISHED MONTHLY.

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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...

UNITED

IRISH AND SCOTTISH RELIEF FUND.

THE Joint Committee has named as Treasurers Messrs. J. G. McKENZIE and THOMAS RYAN, who will receive Subscriptions, at their respective Offices, St. Joseph Street, and Gillespie's Buildings, Commissioners' Street, and a Subscription Lists are likewise opened at all the Banks in the City.

The following gentlemen have been appointed Collectors in the several Wards, with power to add to their number—

EAST WARD.—T. B. Anderson, J. G. McKenzie, and and Thomas Ryan.

CENTRE WARD.—John Mathewson and William Murray.

WEST WARD.—James Ferrier, Edmund A. Meredith, Benjamin Holmes, and George Elder, Junr.

ST. ANN'S WARD.—Wm Workman, Wm. Spors, L. H. Holton, and John Jolly.

ST. ANTOINE WARD.—Wm. Cormack, Henry Mulholland, Wm. Rodden, and Michael O'Meara.

ST. LAWRENCE WARD.—James Mathewson, Robt. Campbell, W. B. Cumming, and P. Drumgoole.

ST. LEWIS WARD.—How Ramsay, John Ward, and John Holland.

ST. JAMES WARD.—Bryan Hayes and George Elder.

ST. MARY WARD.—Neil McIntosh, William Parkyn, and Thomas O'Brien.

Montreal, 19th February, 1847.

UNITED IRISH & SCOTCH RELIEF FUND.

NOTICE.

THE Public are hereby cautioned against paying Subscription, in aid of this Fund, to any Collector but those authorized by the Joint Committee to receive them.

EDMUND A. MEREDITH,

February 19, 1847. Secretary to the Committee.

FOR SALE.

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

STEPHENS, YOUNG & CO.

20th August, 1846.

NOTICE.

OFFICE OF THE ST. LAWRENCE AND ATLANTIC RAIL-ROAD CO. Montreal, 21st January, 1847.

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

THOMAS STEERS, Secretary & Treasurer.

NOTICE IS HEREBY GIVEN that application will be made by the COMPANY of PROPRIETORS of the CHAMPLAIN and ST. LAWRENCE RAILROAD, at the next Session of the Provincial Parliament, for an Act to amend and extend certain provisions of the Act 2 Vin, 4th, chapter 58, entitled, An Act for making a Railroad from Lake Champlain to the River St. Lawrence...

RAIL-ROAD OFFICE, Montreal, November 2, 1846

NOTICE.

WE the Undersigned hereby give notice, that application will be made by us at the next meeting of the Legislature to obtain a CHARTER for the purpose of CONSTRUCTING A BRIDGE ACROSS THE ST. LAWRENCE; say from the South side of said River to a point on St. Paul's Island (Isle 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, JOHN ALLAN, JARON C. PIERCE, D. DAVIDSON, WILLIAM DOW, JOHN LEEMING, Wm. T. L. J. B. SMITH, J. FROTHINGHAM, JOHN YOUNG, JOHN E. MILLS, L. H. HOLTON, D. L. MADDUGALL, BENJ. LIXAN, R. CORSE, DAVID TORRENCE.

- ANDREW SHAW, JAMES GILMOTR, Wm EDMONSTONE, MOSES HAAS, JOSEPH MARSON, ROBERT MACKAY O. BERTHELET, H. JUDAH, A. LAROCQUE, R. HART, JOSEPH BURRANT, A. M. DELISLE, W. ERAMTINGER, W. C. MEREDITH, JOHN J. DAY, GEO. ELDER, JUNR.

Montreal, September 14, 1846.

FORWARDING NOTICE.

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

Table with 2 columns: Item and Rate. Includes Pig Iron, Brick, Coal, Salted Fish, Pitch, Tar, and Rosin, Bar Iron, Heavy Hardware, Groceries, Crockery, Rod, Hoop, and Sheet Iron, and Boiler Plate, Dry Goods, Glass, and Powder, Salt, in bags or barrels—per bag or barrel.

DOWNWARDS.

Table with 2 columns: Item and Rate. Includes Flour, per barrel, Pork and Beef, per barrel, Tobacco, per hhd, Butter and Lard, per keg, Wheat and other Grain, per 60 lbs, Other Property in proportion.

Insurance, extra. MATHERSON, CRANE & CO HOOKER, HOLTON & Co H. JONES & Co: December 11th, 1846.

"CANADA" WINDOW GLASS.

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

EDWIN ATWATER, May 2nd, 1846. 193, ST PAUL STREET

COMMISSION AGENCY.

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

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

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

THE Subscribers have constantly on hand—

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

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

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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.

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

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YAN, CHAPMAN & CO.

Agents for Canada, MONTREAL

1st May, 1846.

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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 PLAIDS, 1000 Pieces WINTER BONNET RIBBON.

August 28. ALISON & CO.

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ACTIONEER,

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

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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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