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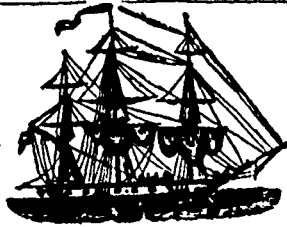
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 12TH SEPTEMBER, 1846.

[No. 20.

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 12TH SEPTEMBER, 1846.

FREE TRADE AND THE MONTREAL PRESS.

Since the arrival of the steamer *Britannia*, our contemporaries of the press are becoming more alive to the importance of the question of Free Trade. Even our flippant friend of the *Times* has found out that the difficulties which we anticipated are not altogether the creations of our imagination. He has discovered that "we have work, much work before us;" nay, he has "come to the conclusion that the Canadian mercantile community" must "attack the citadel of protection." We suppose he will still continue stoutly to deny that he has become a convert to our opinions; perhaps he will again assume the credit of having been the pioneer in the march of sound doctrine! Be it so: we shall not attempt to pluck one leaf from the laurel wreath with which he has chosen to adorn his own magnificent brow.

Even the editor of the *Montreal Gazette* has been roused from the mysterious silence in which he has for some time been enshrouded, and has at length favored his readers with his grave and matured opinions on the subject of the differential duties and the navigation laws. We rejoice that he has, even at the eleventh hour, condescended to enlighten us as to his sentiments on these all important questions, since we are thereby enabled to estimate the extent and nature both of the opposition and support on which we may fairly calculate from him in our efforts for the establishment in this Colony of the true principles of commerce.

We have not space this week fully to examine the arguments he adduces in support of his views, but he may rest assured we shall not pass him over. In our next number we intend to examine both his arguments and the questions to which they are directed. At present we content ourselves with pointing out the fallacy which pervades his reasoning on the subject of the differential duties. He evidently considers them as an equivalent for the protection which the Colony still enjoys for certain of her products in the home market. Now in the debates in the Imperial Parliament, there was not the slightest hint that such was the impression there. On the contrary, the principle laid down and acted on by the British Government, is, that colonial productions shall be treated in the British markets, precisely as home productions; and thus unconditionally, and without reference to any advantage which the Colonial Legislature may think fit to assign to British products in the Colonial markets. Indeed, the main reason assigned for the British Possessions Bill not being general in its character, is, the impossibility of immediate communication with the Colonies, and the apprehension that the removal of the Imperial duties by the British Parliament, without such a communication, would seriously interfere with the financial arrangements of the Colonies.

The plea set up by the editor of the *Gazette*, for the continuance of certain differential duties, is very much like a bugbear set up to frighten our legislators from the agitation of the question. We can well imagine, that our do-nothing administrators are not anxious to have this added to their other difficulties, but, we question, whether the country will be satisfied with such inaction. We observe, that the editor of the *Gazette*, disclaims being "a ministerial organ in commercial matters, at least;"

but, it is just possible, the ministry may have put forth a feeler through their "organ in other matters," to ascertain the pulse of public opinion. Be that as it may, we are glad to see the worthy editor come out in his true colours; and, we anticipate that, notwithstanding his rather ostentatious declaration, that he is a "Free Trader in principle," and, "that having long been a good way ahead of the timid," he is "content to be a little behind the rash," his readers, generally, will put him down as a Protectionist in practice.

In like manner, Mr. Baring, when he stood a candidate for the representation of the City of London, declared himself a Free Trader in the abstract, but the citizens very wisely preferred to elect a Free Trader in the concrete.

OUR FUTURE TRADE.

Some six months ago, when the Council of the Free Trade Association issued their "Address to the Inhabitants of Canada," drawing attention to the trade of the Province, and showing how it was likely to be affected by the contemplated changes in the policy of Great Britain,—it required more than ordinary courage to express the opinion that those changes might be made to result in the increase of our trade, and in the advancement generally of the country. Since the change referred to has taken place, the public mind has acquired a very different tone, and it is no longer doubted by the intelligent majority that a perfect release from the effects of differential duties, and the operation of navigation laws, will be fully an equivalent for all the protection we ever enjoyed. With the exception of Quebec (of all others most deeply interested in the question,) every Board of Trade in the Province has, by report and petition, come out in favor of perfect Free Trade, taking the very natural view, that we are fairly entitled to the free scope of our industry and energies, and to the full advantage our position on the St. Lawrence affords us. With the natural spirit of the race from which they spring, the people of Canada will not sit down hopelessly to mourn over the past, but finding that the stilt of protection, on which they have so long hobbled, are fairly withdrawn, will prepare themselves to battle manfully for the future.

If Free Trade did nothing more than teach us this self-reliance, it would be worth all the sickly and enervating results Protection created; and we regard it as a natural consequence of the new state of things, that it should beget confidence and enterprise in mind; that, under the past policy, would have remained inactive. Stimulated by necessity, and made aware by reflection of the vast advantages they enjoy, the merchants and men of capital will cease the monotonous and senseless cry, "Our trade is ruined!" and turn their attention to the fact that the produce of Western Canada, and of the northern parts of Ohio, Illinois, Indiana, and Michigan must find an outlet either by the way of the Erie Canal, or by the St. Lawrence, to the ocean. By the former route they will perceive that a transshipment must be made by vessels coming from the Upper Lakes, either at Buffalo or Oswego, and from thence the produce must be taken by canal 362 miles, in boats not capable of containing more than 700 barrels, and this only to Albany, where another transshipment takes place into lighters to New York. By the St. Lawrence, on the contrary, the vessel that loads at Chicago can, without breaking bulk, come to this Port or Quebec, down a natural channel, with only 48 miles of canal, and with a cargo of 3,500 barrels. We would put it to any reflecting man whether, under such circumstances, it is possible that the one can compete with the other?

We know it will be urged by those opposed to us, that the return freight to the West by the route of the Erie Canal is the source of revenue, and that the rate at present charged on produce can be much reduced; but we care not for this: we have the facts before us, and we say that the vessel which carries 3,500 barrels without the necessity of transshipment, can take return freight back to Western Canada, or to the Western States of the Union, at a less rate than the 700-barrel vessel under the disadvantages of three

transhipments. By the removal of the differential duties, too, we have an equal chance with the United States, to the trade of the Mediterranean, Germany, France, &c., and having the products of Canada West and the Western States, as cheap here as in New York to give in return, what is to prevent us from entering the world's market for the supply of the interior, especially when we have a natural route for import and export to the West, superior to our neighbours?

There is another point also to which we must look in examining this subject. The emigration from the United Kingdom to the United States in 1845 was 43,660. What it was from the other parts of Europe, we have no means of ascertaining; but we do know that from the 10th of April, 1845, to the 10th of November in the same year, there were 93,736 persons who left Buffalo for ports on Lakes Erie and Michigan, and that a large number of these were from Europe, principally from Germany. Now we would ask, is it not probable that these emigrants would prefer coming direct here for passage, instead of suffering the fatigue attendant upon three transhipments of their effects, and of being cooped up in small canal boats for 362 miles?

Nor is this all. Under a system of Free Trade, and with the navigation of the St. Lawrence free to all nations, we can command the trade with the whole of the Lower Provinces, where at present we have scarcely any. The vessel which cannot now come from thence with the produce of the West Indies (the return for fish, &c.), because we cannot give her a cargo to take back as cheap as the same can be procured in New York, Alexandria, &c., will, under the new state of things, and after the completion of our canals, be enabled to lay down in Halifax, New Brunswick, Newfoundland, &c., the flour, wheat, beef, and pork, which those provinces require, at lower rates than it is possible to get them elsewhere. Nor will winter lay up the vessels employed in this trade. The fish of Gaspé, of Newfoundland, Labrador, &c., will, at the closing of our navigation, be sent to the Brazils and to the Mediterranean, whence the ships which convey them will return on the first opening of spring with the wines, fruits, and sugars of those countries. Nor will they return as they would do now to a small and easily glutted market, but to one which, with New York and Boston, must supply the mighty West. Only let the St. Lawrence be free to all nations, and we shall see the present increasing marine on Lakes Ontario and Erie, both Canadian and American, leave their usual quarters in November with cargoes for the West Indies, for England, &c., to return again in spring for the summer trade.

In conclusion, we do believe that if our Legislatures only act wisely—following the example of the mother country in casting aside all restrictions, and assisting to their utmost in obtaining a repeal, as far as regards Canada, of the Navigation Laws,—that if they follow this policy, a prosperity will dawn upon the country such as at present we have little idea of; that our trade will be extended, our canals yield a large revenue, our ties with Canada West remain unbroken, and our connection with Great Britain be assured in a manner that could never have been the case under our old system of commerce.

BRIDGE ACROSS THE ST. LAWRENCE.

Twenty years ago, the project of a bridge across the St. Lawrence, to connect the island of Montreal with the main-land, would have been scouted as absurd and impracticable; nay, twenty months ago, there were few, even amongst our most energetic and enterprising citizens, who bestowed a thought on the subject, or would have predicted, even if they had, that a very few years would see the completion of that magnificent undertaking.

Yet such, we trust, will prove the case. The opinion is every day gaining ground, that the project is not only feasible but highly expedient for the interests of the city; and already many of our respectable inhabitants who are both able and willing to assist in carrying it into execution, are awaiting in a state of anxious expectancy public action on its behalf. The initiative only remains to be taken; and surely, after what has been done in reference to the Portland Rail-Road, and other matters of public interest, some men will be found amongst us of sufficient spirit to bring the project before the public.

Many of our readers will agree with us, that the present is peculiarly the moment for constructing the Bridge in question. The Directors of the St. Lawrence and Atlantic Rail-Road, must soon determine on the terminus of that Rail-Road. If there is to be no Bridge (we put the matter in the plainest view possible,) the terminus must be made on the opposite side of the river. If there is to be a Bridge, the Directors, we presume, will not hesitate to consult their own interests, and the wishes of the public by making the terminus somewhere in the city.

We hardly think it necessary to point out the great disadvan-

tages of the former of these alternatives, or the exceeding desirableness of the latter. No proprietor of real estate would wish to see Montreal translated, from the site it now occupies, to the opposite bank of the river; and yet, this is what in effect will take place, by a process of *sure decay on the one side, and of rise and rapid progress on the other*, if the terminus of the two contemplated Rail-Roads, the Portland and the Burlington, are not placed within the city, by the instrumentality of a Bridge,—we bid the landlords look to it in time.—Should a general exodus take place from the island, the merchant may remove his goods, and the professional man his chattels, but they cannot take their lands or their houses on their back as Eneas did his old father Anchyses, and so leave the ruins of their Troy. Without a Bridge, the Rail-Road to Portland is a nullity as far as the landed proprietor is concerned; nay, we fear in respect to him, it will make bad worse; we repeat, we bid him look to it in time.—Of all men living in Montreal, there are none whose interests are more deeply implicated, than his, in the construction of a Bridge.

Really, the inhabitants of this city should shake off the apathy which is so eminently characteristic of them, and if convinced, as we believe most of them now are of the truth of our remarks, zealously address themselves to the execution of the project in question. Our respected member, Mr. Moffatt, who we regret to find does not participate in our belief of the practicability of constructing such a Bridge, will do all in his power to advance their views if they would prefer having the terminus of the Rail-Road placed opposite the town. We believe, the island of which he is the proprietor above St. Helens, will be placed at the service of the public on certain reasonable conditions. At the same time, for the consolation of those who view this contingency with alarm, we must state our belief, that the gentleman referred to, although Chairman of the Board of Rail-Road Directors, and although not disposed to subscribe towards the expense of a preliminary survey of the river, with a view to the construction of a Bridge, will not offer any effectual or fatal opposition to that work should the public determine on executing it; and thus procure, as thus we maintain they will procure, the terminus of the Rail-Road to be made in the present City of Montreal.

Once more, we bid our landed proprietors look to it in time.

Since writing the above, the following has been handed us as the Report of the proceedings of the Board of Directors of the Montreal and Portland Rail-Road, at a late extraordinary meeting. Although we must confess, that the proceedings on the occasion referred to, are so very extraordinary as to warrant us in believing that the report is the work of some wag:—

BRIDGE VERSUS FERRY.

EXTRAORDINARY MEETING OF THE DIRECTORS OF THE ST. LAWRENCE & ATLANTIC RAIL-ROAD.

[SCENE—Railroad Company's Chambers. A full meeting of Directors.]

The President.—Gentlemen, the business that comes before you to-day is of a most important character. It is no less than fixing on a proper terminus for the St. Lawrence and Atlantic Railroad. It is a subject to be approached with caution, and to be decided with impartiality, and a due regard (ahem!) to the interests of the Company of which we are the legal representatives. My own opinion has been formed with care—with prudent foresight (hear). I have never disguised my opinion—it is that the terminus should be fixed directly opposite to the City of Montreal. By that, I mean that a ferry boat or steamer, leaving the present wharves, should sail direct across. The advantages of such a direct communication with the opposite shore are so many and so great, that I should just be taking up the time of the meeting by enumerating them. The matter, of course, is in your hands, gentlemen; and I have no doubt you will all act, as I am doing, under a sense of public duty.

1st Township Member.—(Aside.) What is your opinion of this? The President speaks very fair. There must be a great advantage in a direct ferry, eh?

2nd Township Member.—(In a whisper.) Why, I don't know: the President has property directly opposite the city.

1st Township Member.—(Forgetting himself, and with a start, aloud.) The devil!

Mr. Malt.—Mr. President, I quite agree with you, and I am sure we are all agreed, that the subject under discussion is an important subject,—most important. On that we are all agreed. At the same time, while I go thus far with you, I cannot go further. I have decided objections,—specific objections, to the terminus being made opposite to the city. Mr. President, I would look to the future: I would have the terminus placed opposite to what is to be the city. There cannot be two opinions about that. I say, Longueuil is the place for the ferry, and opposite Longueuil is the place for the terminus. I will never agree to any other ferry or any other terminus. We are acting for the public. (A laugh.)

1st Township Member.—I was out before, but I smell the rat this time.

2nd Township Member.—(Aside.) Did you ever?

3rd Township Member.—(Aside.) No, I never!

Mr. Mail.—Mr. Chairman, I rise to support my friend Mr. Malt. No man can say our interests are at all identified. My official position, my pursuits, exclude all such idea. I, at least, am perfectly unprejudiced and dispassionate. I approach the subject with a deep sense of its importance. I have listened with deference, Mr. Chairman, to your temperate

and sensible observations; but I am constrained to differ from you in regard to the proper position for the terminus. Longueuil appears to me the right direction for both ferry and terminus. Nothing can shake me in that opinion. If any other terminus is decided on, I shall make it a matter of conscience—(Here the gentleman was seized with a tickling in the throat)—I say, Mr. Chairman, I shall make it a matter of conscience to shake the dust off my shoes on the undertaking. (Hear! hear! hear! in a loud voice, by Mr. Malt, who was gently called to order by the Chairman.)

1st Township Member.—(Aside.) This is a puzzler! What earthly interest has old Mr. Mail?

2nd Township Member.—(Aside.) I can't, for the life of me, say; but we shall find out. You may depend, in his case, the needle does not point in the direction of Longueuil in the absence of a magnet.

Independent Member.—Mr. Chairman, In my view of the matter under discussion, I humbly beg to differ from all the gentlemen who have spoken. I have for some time been of opinion that it is quite practicable to construct a Bridge across the St. Lawrence, and the great majority of our respectable and intelligent citizens are now coming to the same way of thinking. If a Bridge can be constructed, the proper terminus of the Rail-Road will be in the City of Montreal, thereby conferring on the city all the advantages of the undertaking, and redeeming the assurances made to the inhabitants, and on the faith of which a large proportion of the stock of this Company was subscribed, viz.—that the Portland Rail-Road would not fail to increase the value of real estate in the City of Montreal. If the terminus is to be placed on the opposite side of the river, I do not hesitate to say, that the Rail-Road, instead of improving will depreciate the value of property in this city. A town will gradually be built up opposite the present town, which will become the busy centre of commerce, and what is now the city will sink into a mere suburb. Besides, by means of a Bridge, we shall be able to effect a crossing when, during the formation and breaking up of the ice, a ferry would be quite unpracticable. At such times, a ferry would be suspended for days, or even weeks, and that too, at periods of the year when our being able to avail ourselves of uninterrupted rail-road communication with the sea-coast is of first rate consequence to our trade. In my opinion, Mr. Chairman, our course, as Directors, is clear. We ought not to be precipitate in fixing on our terminus, but wait until it is ascertained whether the scheme of a Bridge is likely to be carried through. Let us break ground at a point where the three contemplated roads would intersect, and then we may afterwards continue the line to any point we please for a terminus.

Mr. Malt.—(In great wrath.) Mr. Chairman, I cannot sit patiently and listen to such absurdities. People may as well speak of constructing a staircase to the moon as of constructing a bridge across the St. Lawrence. I am surprised that people in their sane minds—(Oh! oh! from some of the Township Members.)—should even broach such a subject. Were the bridge even practicable, I should oppose it, tooth and nail. I have specific reasons for opposing it. I took stock in this Rail-Road on the faith that no Bridge would be constructed; and if this Bridge is made, I shall throw up my seat at this Board, and not pay a single additional sou of my stock.—(Mr. Malt here took up his hat, and walked in high dudgeon to the door.—Mr. Mail followed in post haste.)

The Chairman.—(somewhat disconcerted.) Well, gentlemen, I suppose the business is over (?). I declare this meeting closed.

And this was the conclusion, in which nothing was concluded.

The Township Members remained behind in the room, commenting on the proceedings of the meeting. Their conversation, which was only now and then audible, was somewhat to the following purport:—

1st Member.—This is to be a knotty business.

2nd Member.—I wish the advocates of the Ferry safe under the charge of Chronon.

3rd Member.—O tempora! O mores!

1st Member.—You should not use such an expression. It nearly got the editor of the *Herald* into trouble.

2nd Member.—(with an arch look.) Well, the Bridge is no great matter to us folks in the Townships; but I must confess if I were a resident of Montreal, I would give battle for the Bridge. There is no doubt it would be the salvation of the city. However, that is the business of the citizens. If the Bridge be constructed, I would suggest that it be named *Pons Aseonorum*, (for the benefit of our unlettered readers, we translate this, *Bridge of Asses*.) so that if it succeed, it may commemorate the men who opposed it, and, if it fail, the men who projected it.

The Independent Member, who also had remained behind, said, on behalf of the projectors of the Bridge, he would be very glad to close with the terms, as he had no doubt the stigma would be attached to their adversaries.

This remark was received with a shout of laughter, in the midst of which the gentlemen slipped out of the room, and our reporter found himself suddenly alone.

CAN CANADA BECOME A MANUFACTURING COUNTRY?

[Communicated.]

This is an important inquiry, and more particularly so, since the change which has taken place in the commercial policy of Great Britain. Canada is now thrown upon her own resources, and if she wishes to prosper, those resources must be developed. In No. 15 of the *Economist* we touched slightly upon the manufactures of the Province, not having the means then at hand to enter more largely into the subject. We now propose to give some additional particulars by which it will be seen that Canada is not destitute of the means of entering extensively into manufactures, and thereby greatly enlarging the means of her prosperity. And the first point

we would notice is, the great water power which Canada possesses. This is an important element in the great resources at her command; and is an abundant compensation for the loss she experiences in the absence of all coal beds within her boundaries. Mr. Logan, our provincial geologist, not yet having completed his labours, we cannot now say what untold wealth lies buried under the surface of our earth; but we do know and have experienced the great value of the surface itself, in the magnificent crops which it is yielding, and therefore we can afford to wait awhile for the more full development of our mineral wealth. We have, however, but to turn our attention to Lake Superior, where copper ore is found in great abundance, and where the first steps are now being taken to open up the beds which there have been discovered. But to return to the manufactories—

The cotton manufactory referred to in a previous number as being in operation at Sherbrooke has been established about one year, and turns out about 1000 yards per day.

The one at Chambly was put into operation the past year, and turns out about 800 yards per day. The fabrics from both of these manufactories, although not equal in finish to those imported, are, nevertheless, superior in point of firmness and durability, and are sold at about the same price.

There is a woollen manufactory at Sherbrooke which has been in operation a number of years; but, unfortunately, we have not been enabled to obtain any statistics regarding it for our present number.

In Cobourg, Canada West, a woollen manufactory has been put into operation this season, which, when in full employ, is calculated to work off near 5000 yards of cloth a week. About 100,000 lbs of wool is grown in the Newcastle District annually, and this amount, doubtless, might and will be quadrupled in a few years. Indeed, there are but few parts of Canada West where wool could not be produced to a large extent; and in the Eastern Townships, of Canada East, the fine grazing lands there ought to produce, at least, 1,500,000 lbs. annually. The neighbouring state of Vermont produces about 4,000,000 lbs. annually. We have three cordage manufactories in Montreal where about 300 tons of hemp are manufactured, and the amount could be doubled in case of need.—To one of these manufactories is attached machinery for grinding and calcining Plaster of Paris for agricultural purposes, and for stucco work, where about 1000 tons per annum are disposed of.

Hemp surely can be grown in Canada West, and we hope soon to hear that the experiment which has already been made at Niagara, most successfully, in growing hemp, will be followed up in other favourable sections of the Province.

There are three paper manufactories in Canada East. The most important one is at Portneuf, about forty-five miles above Quebec. It is owned by the Messrs Miller of this city, who have expended but recently about £10,000 in enlarging the premises. They manufacture printing, writing, and wrapping paper—principally the former. They estimate that they can turn out about 600 tons of paper annually.

There is a paper manufactory at Chambly, in full operation, and another at Stanstead, both of which together turn out about the same quantity of paper as the Portneuf mills.

There are five or six paper mills in Canada West, of whose capacities we have no certain information. We think, however, that with these data there is sufficient assurance that, in a few years, Canada will be enabled to supply her own demand, with the exception of the more costly qualities of paper.

The most extensive manufactory, however, in Canada East, are the St. Maurice iron works, in the rear of Three Rivers. The iron ore found there is not only abundant, but is of the best description. The hammered iron manufactured from it, is quite equal to the best English iron; and the stoves cast from it are considered superior to the best Scotch castings. Although we have no statistics at hand to guide us in our estimates of the amount of iron manufactured there, yet we know that many thousands of tons are annually turned out even under the very great disadvantages with which the forges and blasts are worked. The system hitherto adopted and carried out there is of the most primitive description; but since a change is about taking place of proprietors, we may naturally look for an improved method being adopted, whereby a much larger amount of manufacture will be produced at a great reduction in price. Some idea may be formed of the magnitude of these works, when we state that from 1200 to 1500 mouths are dependent upon them.

The glass manufactory, noticed as established at St Johns, has been in operation something more than one year. It has two furnaces, and can turn out 100 half boxes of glass a day. Sand, used in the manufacture of glass, is said to be found in abundance at Beauharnois and at Vandreuil.

LEATHER, an article of great importance, is manufactured extensively throughout the Province. There are two or three tanneries in the vicinity of Montreal, which employ, severally, a capital of from £12 000 to £15,000.

STOVES are being cast in almost all sections of the Province, and we hope to see the time when we shall supply our own demand.

NAIL FACTORIES already exist to such an extent that we do not require to import a single cut nail.

AXES are manufactured largely; if not to the full requirement of the Province, we have no doubt they might be.

AGRICULTURAL IMPLEMENTS, thus far, have but imperfectly engaged the attention of the manufacturer, although we see no reason why we should not make them as well as our neighbours.

We cannot, however, at this time, go through with the entire list of articles manufactured in the Province; but, as we stated at the commencement of this article, the time has come when we must see what we can do for ourselves. We cannot know this until we have fairly tested our own capacities; and the sooner we do so the better it will be for us. That a large proportion of our wants can be supplied within ourselves we have no reason to doubt from the cursory glance we have taken of the subject; and every shilling laid out in manufactories which can be made to pay, without artificial means, is so much increase to the wealth of the Province.

GENERAL CONVENTION.

We have received the following communication from a friend at Brockville, and beg to draw particular attention to it. The necessity of a General Convention cannot, we think, be doubted, and it has become infinitely more necessary since the arrival of the last mail from England, by which we learn that the Imperial Parliament has left to the colonies themselves the task of revising their tariffs, with a view to their getting rid of the Differential Duties. The responsibility which attaches to our public men is thus rendered greater than ever, and no time should be lost in putting them fairly in possession of public opinion by the means of a General Convention. The only question to be decided before taking this step is, the best means of effecting the object; and on this point we should like to hear the opinions of our friends in different parts of the province. Where should the Convention be held? how should it be constituted? and when should it be held? are points to be decided before any steps can be taken. When we have learnt this, we shall be very happy to lend all the aid in our power to bring the Convention together, feeling satisfied as we do that the most important results may be expected from its deliberations:—

(For the Free-Trade Economist.)

WHAT IS TO BE DONE TO SAVE OUR TRADE?

In the present brief communication, I will not attempt to add to your able advocacy of Free Trade by any remarks of mine, beyond referring to the fact, that England having adopted the principle and withdrawn the protection hitherto extended in her markets to our breadstuffs, has thereby thrown us upon our own resources, and left our trade and commerce to be, hereafter, just what we by decided and energetic action, or quiet, divided, and sluggish councils, may make it.

Looking from one end of the country to the other—from Quebec to Port Sarria—we observe that the blood in its commercial veins is almost stagnant; the limbs are becoming paralyzed, and nearly powerless. A don't-know-what-to-do sort of feeling has taken possession of the business men; they seem to be holding on, waiting for some movement to be made in one quarter or another. Shall this state of things be permitted to continue? Will we not arouse ourselves to the immediate consideration of our condition, and determine at once to do all that can be done to avert a portion of the ruin now weighing upon our trade and staring us in the face, by adopting such steps as may seem best calculated to build up and promote the future agricultural and commercial interests and prosperity of our country? As Canadians, with Canada for our country, we have a great and lasting interest in its well being. The humble labourer, sweating for his daily bread; the hardy and industrious farmer, who follows the plough, and reaps the harvest; the skilful mechanic, whose ingenuity is taxed from morning to night in constructing the implements we use, and earning food for his family; the shrewd and wealthy merchant who spends his time in poring over his ledger, and watching the current of the market;—all are alike interested. Each and all will be benefitted or injured by its prosperity or retardment; and therefore each and all should feel it to be their duty to put forth their influence in carrying out measures which have for their object the general good, and which in truth will be for their own individual benefit. We must feel that we stand alone, without having any longer the fostering care of England to bolster up our trade; like the son of the poor man launched upon the world, to sink or swim as he may exert himself. And can it be doubted, from the intelligence, energy, and industry which mark our character as Canadians, that we have not the material within us which, if properly brought out and directed, will bear up and carry us through the present crisis, and enable us to adopt ways and means to prevent our again being placed in the same predicament? We may rely upon it, that, like the potter and his piece of clay, our country will be just what we please to form it.

Some may ask, What shall be done, and how shall it be done?

Many suggestions have already been made in various newspapers throughout the country, as to what in part is necessary to be done: namely A change in the Navigation Laws; Doing away with all Imperial Duties on our Imports, The removal of all Differential Duties; An improvement in the Post-Office system; A cheaper Government than we have hitherto had to support; The petitioning the Imperial Parliament to negotiate with the United States Government to receive our produce upon the same terms as similar kinds of theirs are brought into our country. These, with many other matters, would be fit subjects for discussion and deliberating upon were an opportunity presented by a GENERAL CONVENTION, made up of leading men from each and every dis-

trict in the country. And as no time should be lost to give this opportunity, I would humbly suggest that a Convention be called, to be held in the month of October next at a central point of the country, say at Kingston, to be composed by five delegates from each district, riding, or city, which now sends a Member to Parliament, and that these Delegates be chosen at a public meeting called by the Sheriff or Mayor of the respective districts and cities. As your Association has already appeared before the public with its circulars on the subject of the trade of the country, why not add one more to the list, and address a circular letter to each Sheriff and Mayor, requesting him to call the meeting?

"In the multitude of councillors there is wisdom," and it is not to be doubted but it would prove to be so in this Convention; and through its Delegates returning to their homes over the length and breadth of the land, much useful and correct information could be diffused on the subject of our trade and commerce among the people, opening their eyes to the true state of things, and exciting a determination on their parts to second the decisions of the Convention, and insist upon those changes being made which it may have been considered necessary to ask for.

"Union is strength"; and should the plan be adopted which is here with great diffidence suggested, it is sincerely to be hoped that all those appointed as Delegates will feel pledged to attend, and that but one spirit will animate them in their deliberations; that sectarian, political, and sectional views will not be permitted to intrude; but that with one great object in view, THE GENERAL INTERESTS OF OUR COUNTRY, all will unite as one man to attain and accomplish those ends which will be most likely to secure the permanent prosperity and happiness of the country.

CANADA.

Brockville, 5th Sept. 1846.

BRITISH POSSESSIONS BILL.

House of Commons.

On the question that the House do go into Committee on this Bill, Mr. GOULDERN said hitherto the trade of the colonies had been regulated by acts of the Imperial Parliament; but here there was a departure from that principle; and he thought an explanation, on the part of Her Majesty's Government, was therefore called for. The bill proposed, that instead of altering the duties now imposed by British acts of Parliament, it should be left to the several colonies to exercise their own discretion as to what duties should be imposed on foreign goods coming from foreign countries. Now this appeared to him to be a most inconvenient course to adopt. No one would dispute the propriety, after what had passed, of relaxing the import duties on foreign articles brought into the colonies, but the question was, whether this ought to be done, as hitherto had been the custom, by the provisions of a British act of parliament, extending equally to all the colonies, or whether they would leave it as a discretionary power in the hands of the colonial legislatures acting with the consent of the Crown, thus superseding the authority of the British Parliament, taking from it a jurisdiction it had hitherto possessed, in order to place it under the colonial legislature, wholly independent of the Imperial Parliament. (Hear, hear.) It was wished, of course, to give relief to the colonies from those duties to which he had referred, but this could not so easily be done by the mode laid down in the bill as by an act of the Imperial Parliament, and for this reason,—the colonies would entertain very different views, according to their different positions, as to the articles on which duties should or should not be imposed, and their various measures would be sent for the assent of the crown; the Crown would find the colony A had adopted one course of proceeding, while colony B had adopted a course wholly different, and it would be called on in many cases to enter into a detailed examination of the measures sent over, and probably after examination, to reject certain of those measures. Thus much time would be lost before the matter could be finally settled, as not only would there be a loss of time in the first instance, but there would be a still greater loss from the time which must necessarily elapse before a colonial legislature could pass a new bill. Suppose the colonies all took different views of their own interests, and that some admitted produce from America at one rate of duty, and others produce from Sweden at another; then we should be involved in discussions with those foreign countries which could only be conducted through the Foreign-office at home. It would be found that the question was intimately connected with the navigation laws, and they would soon come to the conclusion that this was a matter which ought not to be interfered with by the British Parliament. (Hear, hear.) He apprehended that the time would come when the colonies would claim to have a right to interfere with those navigation laws in all cases where they might think them opposed to their interest.

The CHANCELLOR of the EXCHEQUER was not insensible to the inconvenience that might result from the operation of the bill before the house; but he must bear in mind the circumstances under which the bill was introduced. He believed it might be better on the whole to regulate the trade of the colonies in the same way as it had been done before; but it was impossible to have any communication with the colonies with a view to the alteration of the import duties; and thus they would have been depriving them of a portion of their revenue without any notice being given them, taking away those ways and means on which they had a right to calculate, without preparing them for it by any intimation. It was thought better, therefore, to leave this matter in their own hands, especially as the Queen's consent was necessary to the carrying of any acts which they might pass. There could not, however, be the least doubt that it would be desirable in all cases that the regulations of those duties should be with the colonies themselves.

Mr. WARNURTON observed that this was not a bill to avoid a temporary inconvenience, but a bill giving the power permanently to colonial legislatures to regulate these important matters of trade, a duty for which he thought a variety of legislatures by no means qualified. If it was necessary to make provisions for a temporary evil,

et a temporary bill be brought in, but not such a measure as the present.

Mr. HUME wished to throw out for the consideration of the noble lord the idea, how far this bill did not interfere with what ought to be the rule in all cases, that the legislation of the Imperial Parliament ought to be uniform. He was in favour of an entire change of system as regarded the colonies, and would rejoice to see the time when they took the whole of the Customs into their own hands, and thus enabled us to withdraw all the Custom-house authorities now in those colonies. He begged the noble lord just to look over the report of the committee of last session on colonial expenditure. He would there find that £575,000 had been levied under the head of the Imperial duties, and that not 1s of it came to England, being divided in various ways among the colonies, while we had to make up £24,000, out of the revenues of this country to maintain the system.

LORD J. RUSSELL.—I will state in the first place what I believe to be the state of the law. It was at one time attempted to make the colonial possessions of this country contribute to the expense of the mother country, to contribute to the expense of the army and navy and fortifications, by duties to be levied on those colonies. That led to the resistance of the United States of America, and Parliament passed an act by which they declared that all duties levied in future in the colonies, though imperial duties, for the purpose of trade, must be applied directly to the use of the colonies. If I understand my hon. friend right, he does not wish to alter that state of matters, or to revive the old demand upon the colonies. Then the question occurs, whether having given up that right, we should interfere further with regard to the trade of these colonies? Here I differ from the hon. member for Kendal, he has said that we ought not to allow a considerable power to the colonies to relieve their trade according to their own wishes; and the right hon. gentleman opposite, the member for the University of Cambridge, thinks we ought, as hitherto, to regulate all these matters by an Imperial act. Now, with regard to that, I should feel great difficulty in legislating on that subject in the present session. We have adopted for ourselves generally the principle, that we will not enact differential duties, and that we will not for the purpose of protection, impose duties on the produce of one country more than on another, or on colonial more than on home production; but in applying this principle we are not altogether consistent and uniform—we do make exceptions. (Hear.) The hon. member for Kendal supported well and ably the proposition of the late Government, by which a duty of 15s. was charged on foreign timber. That operated as a protective duty on colonial timber. I think the hon. member was perfectly right with respect to the view he took of the timber duties, but having taken this liberty of establishing free trade as a principle in the first place, and in the next place making certain exceptions to that principle for the sake of revenue, we ought, I think, to treat the trade of the colonies as we treat our own trade. Now, the whole power which we give by this bill to the colonial assemblies with respect to these duties is a power to repeal duties, not to enact differential duties. We do not give them any power to impose duties on British goods which they do not possess at present.—If applying the principles of free trade, we should hereafter say to the colonists—"Here is a protective duty, this duty is one which ought to be taken away;" the colonists might say—"True, it does act as a protective duty; yet it brings in so much to our revenue, that we cannot agree to remove it." I think, therefore, that it is better to leave the matter to the colonial assemblies, who are only to act with the assent of the Crown controlling their power, by which means a multiplicity of duties may be avoided. Also, the secretary of State for the Colonies will have the power to direct the governor of any one of the colonies to explain to that colony what are the general views and principles on which Her Majesty's Government wish them to act, and so the Secretary for the Colonies will be enabled to point out general directions for their guidance. In general, I think it best to treat the colonies as we treat ourselves, and if any general act can be passed in the next session of Parliament with the view of establishing these questions on a better footing Parliament will be competent to pass such measure; but I cannot agree with the hon. member for Kendal (Mr. Warburton) who seems to think that the people in the colonies are ignorant and do not know the true principles of trade, and that we ought not to let them have this power placed in their hands. I am for giving them this power pointing out at the same time to the colonists generally, what are the rules and regulations of trade which Her Majesty's Government would desire to act upon.

Mr. LABOUCHERE thought it was begging the question, to say that reducing the duties on foreign goods would diminish the revenues of the colonies. These additional duties were very generally a protection to us, but they were not necessary to the colonies.

Mr. C. BULLER considered it was quite clear that this bill made no inroad on the power of the Imperial Legislature to legislate for the colonies. The bill only said that the Imperial Legislature was not prepared to say how far it would repeal a certain act of Parliament, and delegated to the Colonial Assemblies the power of saying how far they wished the duties imposed by that act to be repealed. He thought there could not be a stronger instance of the power of Parliament, with respect to the Colonies than such an enactment. The right hon. gentleman (Mr. Goulburn) seemed to think that it was quite unexampled to give a Colonial Assembly the power to repeal an act of the Imperial Legislature; but that was not the case. An act of the British Parliament, called the Tenure of Lands in Lower Canada Act, had given some time ago, as hon. gentlemen would remember much cause of complaint to the people of Lower Canada, against the Imperial Legislature, for having legislated on a local matter with which they were imperfectly acquainted. Parliament accordingly passed an act to enable the local Parliament of Lower Canada to repeal that act.

The CHANCELLOR of the Exchequer—The act of the 5th and 9th Victoria imposed additional duties on foreign articles imported into the colonies. All that this bill enabled the Colonial Assemblies, with

the assent of the Crown, to do, was to repeal such portions of these additional duties as they should think proper.

On a subsequent day, when the Bill came on for a third reading — The CHANCELLOR of the Exchequer said, that in consequence of what fell from the hon. members for Cambridge and Birmingham when this bill was last before the house, he should propose such words as amendments in the bill as would meet the objections raised, and prevent the colonial legislatures from laying unfair duties on British produce and manufactures.

Lord G. Bentinck then rose to move, that the Bill be read a third time that day three months, declaring, in a speech of some length, his conviction that its operation would be fatal to the colonial system of the country, by eventually leading to the abandonment of the Navigation Laws.

Lord John Russell replied, twitting the noble Lord on the little support he received from the House, and laying it down as a rule, that if Parliament decided that the manufacturing and agricultural portion of the population had a right to consume the cheapest sugar and corn they could get, the Colonies were also entitled to have their provisions and manufactures at as cheap a rate as they could be obtained. He would not go into the question raised by the noble lord, and discuss the policy of the navigation laws. If it were a mere question how the wealth of a country could be best promoted and distributed, then all the authorities from Adam Smith downwards, established that the principles of free trade were undeniable and irrefragable, and ought to obtain. But, if a case were made out on any particular article, why another principle than that of free trade ought to prevail. Parliament ought to give the subject due consideration. If the noble lord had succeeded in proving that sugar ought to be an exception to the adoption of free trade principles, that would be an answer to the application of those principles. But he had failed to make that out. So as to the navigation laws. If it were a mere question of the production and distribution of wealth, then he thought everybody ought to be allowed to use the ships he thought best. But then arose the consideration of the naval defence of this country, and its naval supremacy, and it became a question whether these might not be endangered by a change in the navigation laws.

After some remarks from Mr. Spooner, in opposition to the Bill, Mr. Bright declared his opinion that the principle which had been carried out with regard to corn and sugar must eventually be applied to shipping; and this without prejudice to the shipowners, to whom the Navigation Laws had been a great hinderance in trade, without affording protection.

Mr. BERNAL supported the Bill, because as the Colonists had been deprived of protection, he thought they ought to participate in all the advantages of free trade.

Mr. HENLEY considered that the Bill would place a very objectionable power in their hands of establishing differential duties against the Mother Country.

Sir H. DOUGLAS believed that this Bill would lead to constant and angry contentions between the Colonial Legislatures and Executives, and to frequent contentions, between the Home and Colonial Legislatures. The free trade measures recently adopted by Parliament had given great umbrage to our Canadian Colonists. He had received voluminous communications on the subject from all parts of those Colonies; and the Legislature of this country need not be surprised if, in consequence of their adoption of the free-trade principle, the Canadians—who had been deprived of protection—should demand that some concessions should be made to them.—From what he had heard, he believed they would require that the interest of the debt contracted for effecting internal improvements in the Canadas, should be remitted, or paid by the Mother Country; that they should be allowed to regulate their own commercial affairs, independently of the Mother Country, that all duties on the importation of Canadian produce, of every description, should be repealed; and that the Colonial Assemblies should have the right of dealing with the navigation laws, and of throwing open the navigation of the St. Lawrence.

The House divided:—
 For the amendment..... 8
 For the third reading..... 47
 Majority..... 39
 The bill was accordingly read a third time and passed.

THE FLOUR TRADE.

The quantity of bread-stuffs received from the Western States, at the two great outlets of the New York canals, and the mouth of the Mississippi, are as follows, to August 1st:—

	1845.			1846.		
	Buffalo.	Oswego.	N. Orleans.	Buffalo.	Oswego.	N. Orleans.
Flour,....bbls.	263,650	133,196	497,471	681,640	190,025	912,266
Wheat, bush.	671,370	17,702	182,661	1,311,790	163,081	1,195,005
Corn,.....	21,685	5,031	1,142,901	638,743	240,559	3,439,954
Oats,.....	10,765	.....	411,826	176,583	.....	690,267

The total receipts at these points compare as follows:

Years.	Flour.	Wheat.	Corn.	Oats.
1845,	894,317	871,733	1,169,617	492,591
1846,	1,683,931	2,669,876	4,319,286	866,859
Increase,.....	799,614	1,798,143	3,149,669	444,250

This increase of flour and wheat, expressed in bushels of wheat, is equal to 5,769,213; or, say 724,526 English quarters. The inspections at three other points were as follows:

	FLOUR INSPECTED.	1845.	1846.
Philadelphia, 1st January to 1st July,.....bbls.		228,948	310,954
Baltimore, 1st July to 30th June,		550,846	769,130
Georgetown, D. C., 1st July to 30th June,		33,698	86,459
Total,.....		813,492	1,166,543

This presents an excess of near 1,765,255 bushels over last year, or 220,632 quarters. These two items make an increase of 1,020,246 quarters of wheat over the receipts of last year. This excess for half a season is equal to one-half the whole quantity reported by the English consuls resident in Europe as the surplus of all the grain countries of that continent; and this is an excess over last year, when the supply for the home consumption of the United States was so great as to depress prices considerably. These figures illustrate the elasticity of the agricultural resources of the United States, and their capacity to supply the wants of Europe to almost any extent.—*Hunt's Magazine.*

LAKE SUPERIOR COPPER MINES AND FISHERIES.

It is satisfactory that this vast region of wealth is at length receiving the attention of capitalists and enterprising individuals. We are informed, that companies have been formed in Montreal and Quebec, to explore and work these mines. Large sums of money have been expended during the present summer, in exploring the northern and eastern shores of Lake Superior, and the accounts of the success of those "pioneers," are almost surpassing belief. Specimens have been exhibited, indicating a rich description of ore—and means are being used to commence operations vigorously in the spring of 1847.

We observe a notice in the *Canada Gazette*, for the charter of a company, to unite by a ship canal, the navigable waters above and below the Falls of Ste. Marie; and as the distance is less than a mile, we trust that this contemplated work will be accomplished,—thereby adding to and connecting that inland sea with the navigable waters of Huron, Erie, Ontario, the St. Lawrence, and the Ocean.—By this route a new article of export will find its way to Great Britain and other parts of the world, and the inexhaustible fisheries of Lakes Superior and Huron brought into full play.

We have had a letter placed in our hands, from a gentleman residing at "Copper Harbour," on the south side of Lake Superior, which fully bears out the reports which we have before heard from that quarter—and we give below extracts from his letter. We presume that the "Montreal Company" to which he refers, is the one, at the head of which is Sir G. Simpson (the Governor of the Hudson Bay Company), the Hon. Mr. Moffatt, and the Hon. P. McGill, with other merchants, and some professional gentlemen of character and standing—names that afford a sufficient guarantee, that the conduct of the company will be efficiently and properly managed.

COPPER HARBOUR, Aug. 6, 1846.

* * * * * In this region, every thing is going on swimmingly, and the developments are almost surpassing belief. The whole country is full of minerals, and all that is wanting is time and labour, to prove it the richest mining region on the globe. Highly as I think of our shore, truth compels me to acknowledge that the north shore is more valuable for mining purposes than the south. The mines are nearer the coast, and the harbours more numerous and better than any on our side, and the ore is of a better quality, and much more easily worked.

From all accounts, the Montreal Company's locations will be, and are now, worth more money for mining, than all Cornwall together; and Mr. Logan, I think, will confirm my opinion.

The Prince Company have also a most magnificent vein of sulphuret of copper, one of active copper, and one of argentiferous galena. These metals have been analysed, and yield about 65 to 60 per cent of pure metal. I hear that Mr. Logan speaks in the most flattering terms of all the locations on the north shore, and I shall wait with a good deal of patience to hear what he has to say in his report.

I am glad to hear you have procured the St. Mary's River to be surveyed.

ENGLISH NEWS.—Since our last, the English Mail of the 19th has been received, and from it we learn that the British Government has followed up its Free Trade measures by the introduction of a Bill intitled, the "British Possessions Bill," giving power to the Colonies to abolish any discriminating duties in favor of British manufactures. This is at once a just and liberal measure,—just, because it is what the Colonies are fairly entitled to; and liberal, because it emanates from the spontaneous feelings of the British Government. We have given in this day's "Economist," a summary of the debates which took place on the Bill when before the British Parliament, from which it will be seen that the demand on our parts for a modification of the Navigation Laws, has been anticipated. That question is, indeed, the next which is to occupy public opinion, and we have not the least doubt of its final success. An important step, also contingent on the "British Possessions Bill," will be the urging on the members of the Provincial Government a thorough revision of the Tariff, on sound commercial principles, without which the trade of the country must languish. Whether the Parliament has the intelligence and courage to claim, and the ministry the knowledge to execute this task, remains to be seen, but at all events the responsibility is on their shoulders, and the country will require the necessary performance at their hands.

AN EXTRAORDINARY IMPORTATION.—A Schooner of about 200 tons burthen, the *Luther Wright*, from Michigan city, in Indiana, laden with Indian Corn, arrived in our port on Tuesday last, consigned to John Lisle, Esq., Distiller. The *Luther Wright* left port, on the 4th ult. This is something new for Belleville, and we are happy to be able to record this circumstance.—*Belleveille Intelligencer.*

"THE FREE TRADER."—*Quebec, Sept. 5.*—This morning, at half-past five o'clock, J. J. Nesbitt, Esq., safely launched from his ship-yard, St. Rochs, the splendid new ship "Free Trader," of 820 tons, new measurement. She glided into her native element in first-rate style, and notwithstanding the early hour, the yard was crowded with spectators. The "Free Trader" is full-rigged, and as substantial and fine looking a vessel as ever was built in Canada. She will be towed round to port this evening, and will commence loading immediately.

LACHINE CANAL.—Considerable excitement has prevailed this week amongst the merchants of this city, in consequence of it being generally understood that the Board of Works had received the sanction or recommendation of the Board of Trade, to keep the Lachine Canal shut till the 1st October, in order to effect the completion of the improvements in progress. The result was, a hastily got up meeting at the Exchange on Tuesday, at which several of the gentlemen present were chosen as a Deputation, to present a respectful remonstrance to the Government, representing the serious inconvenience and injury which would be sustained in consequence, and praying that the Canal be opened, as the public had been led to expect, on the 15th inst. at latest. The Deputation waited on the Hon. Mr. Robinson, Chief Commissioner of the Board of Works, and had the satisfaction of receiving his positive assurance that the water would be let into the Canal on the 17th inst.—*Herald.*

SHIPPING INTELLIGENCE.

PORT OF MONTREAL.

ARRIVED.

Sept. 9.

Bark *Susannah*, Wood, London, J. Buchanan & Co.

Bark *Dyson*, Harrison, Liverpool, A. McGill.

Bark *Margaret Poynter*, Freer, Glasgow, W. & R. Muir.

11th.

— *True Friend*, Godeur, Quebec.

— *Emily*, Goiret, 9th August, Halifax, H. McKay.

— *Mohica*, Jump, 28th July, Greenock, Ross, Sluter & Co.

— *Britannia*, Hamilton, 31st July, Glasgow, G. B. Symes & Co.

— *Triumph*, Antwerp.

THE MARKETS.

ENGLISH.

During eight days previous to the sailing of the *Britannia* some improvement had taken place in the Corn market. This was caused partly by an unfavourable change in the weather, and partly by increasing accounts of the failure of the Potatoe crop. An active demand had sprung up both for Wheat and Flour, but particularly the latter article. We quote Upper Canadian Wheat at 7s. 4d. to 8s. per 70 lbs.; Fine Canadian Flour, 25s. 6d. to 27s. Oatmeal was sold at 1s. per load advance. Indian Corn was in good request, and prices were 3s. to 4s. per quarter over those of the previous Tuesday. On the Continent, the crops generally were reported deficient, and there had been an export of some cargoes of Wheat, afloat, from London.

(Reported for the Economist.)

CLEVELAND (OHIO).

Sept. 5, 1846.

WHEAT.—The market throughout the week has ranged pretty steadily at from 61½ to 60½ for prime samples, closing on Saturday at the latter quotation. Receipts 117,228 bushels.

FLOUR.—No sales. The nominal quotations for good brands \$3 18 to \$3 25 per brl. Receipts 10,669 brls.

CORN.—Prime samples sell readily at 30 to 31 cents per bushel, Receipts 9,248 bushels.

PORK.—The only transaction is 60 brls. Mess, at \$9 per brl, city inspection. Receipts 1,018 brls.

EXCHANGE.—Sight drafts on New York 1 per cent premium.

FREIGHTS.—To Buffalo, Wheat 4 cts., Flour 10 cts.; to Oswego, Wheat 9 cts., Flour 32 cts.; to New York, Wheat 22 cts., Flour 78 to 80 cts. C. McDONALD & Co.

(Written for the Economist.)

NEW YORK.

6th Sept. 1846.

FLOUR.—The news by the steamer of an advance in England, has produced a corresponding advance here, and sales for consumption and for export have been made at \$4 31 to \$4 37½ and \$4 50, according to quality. Market quite firm.

WHEAT.—Ohio and Michigan, of fair quality, has been sold during the week at 85 to 90 cts. Corn 55 to 58 cts.

PROVISIONS.—Mess Pork is inactive at \$9 62½, Prime \$8 25 to \$8 50.

FREIGHTS.—Flour to Liverpool 2s. 3d.; to London, 2s. 9d. Wheat to Liverpool 8d per bushel of 70 lbs.

EXCHANGE.—9½ per cent on London, 90 days.

MONTREAL. Friday Evening, 11th Sept.

ASHES.—No sales to report. We quote Pots at 21s. 3d. to 21s. 9d. and Pearls at 21s. 6d. to 22s.

FLOUR.—The advices by the *Britannia* steamer of 19th ult. have created an excitement in the market, and sales to a considerable extent have been made at from 21s. 6d. to 25s. for Fine; 25s. 6d. for Extra Fine, and 26s. for Superfine.

WHEAT.—Very little is offered. One parcel of Upper Canada Red has been placed at 4s. 10d.

PROVISIONS.—Very little doing. Mess, Montreal inspection, sells for \$13½, Ohio Mess \$13. Prime Mess \$10½, and Prime \$9½ to \$9.

FREIGHTS.—Flour to Liverpool 5s. to 5s. 3d.; to London, 5s. 3d.; and 5s. to Glasgow.

EXCHANGE 9½ on London at 90 days.

PRICES CURRENT.

Montreal, Sept. 12th, 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.	p. d. s. d.	Free.	1 p. ct.	Sheet.....	s. d. s. d.	7 p. cent.	5 p. cent.	SOAP.....per lb.	s. d. s. d.	7 p. cent.	5 p. cent.
Pots.....	21 6 a 21 9			Nails, Cut.....	£16 15 a £17 10			English.....	0 2½ a 0 2½		
ALUM.....	20 9 a 21 0	4 p. cent.	5 p. cent.	TIN.....	47 6 a 48 0			Canada.....	0 1½ a 0 2		
COFFEE.....per lb.	10 0 a 17 6	5a. p. cwt.	1d. p. lb.	I. C.....per box	56 0 a 0 0			SUGAR.....per cwt.	42 0 a 44 6	5a. p. cwt.	7a. 6d. cwt.
Laguayra, good.....	0 7½ a 0 8½			I. X.....	42 0 a 0 0			3½s. fair to bright.....	41 3 a 42 6	do.	do.
Java.....	none.			D. C.....	42 0 a 0 0			Dark to fair.....	55 0 a 60 0	do.	do.
COALS.....per chaldron.		4 p. cent.	1 p. cent.	D. X.....	30 0 a 0 0	4 p. cent.	1 p. cent.	Bastard, White.....	42 6 a 44 0	do.	do.
Scotch.....				INDIGO.....	3 6 a 4 0			Yellow.....	41 3 a 42 6	do.	do.
Liverpool.....	27 0 a 27 0			Ordinary Madras.....	4 4 a 4 9			Dark.....	0 8½ a 0 8½	30 p. cent.	2d. p. lb.
Newcastle.....	27 6 a 27 0			Fine do.....	120 0 a 130 0			Refined.....per lb.			
COPPERAS.....	0 0 a 7 0	4 p. cent.	5 p. cent.	LINSEED CAKE.....				SPICES.....			
ROSON SALTS.....	10 0 a 18 0	4 p. cent.	5 p. cent.	LEATHER.....		4 p. cent.	5 p. cent.	Cassia.....	0 10½ a 1 0	4 p. cent.	3d. p. lb.
FISH.....	nominal.	2a. p. cwt.	1 p. cent.	Calf Skins, per lb.....	3 3 a 4 0	do.	2 do.	Nutmegs.....	4 0 a 0 0	do.	4d. p. lb.
Dry Cod.....per cwt.				Harnes, per lb.....	0 0 a 1 1½	do.	1½ do.	Pepper.....	0 4 a 0 0	do.	4d. p. lb.
Pickled do.....per bl.				Upper, per side.....	8 0 a 11 3	do.	do.	Pimento.....	0 6 a 0 0	do.	4d. p. lb.
Balmon.....				Sole, Light, per lb.....	0 0 a 0 11½	do.	do.	Ginger, Barbadoes.....		do.	5 p. cent.
Mackerel.....No. 1		Fallsupply not yet arrived.		Sole, Middling.....	0 0 a 0 11	do.	3 do.	Jamaica.....		do.	do.
Do.....No. 2				Heavy.....	0 0 a 0 10			SEEDS.....			
Do.....No. 3				Kips, per doz.....	40 9 a 00 0	3a. p. cwt.	1a. p. cwt.	Clover, per lb.....	0 7 a 0 10		
Herrings.....No. 1				MOLASSES, per gall.	1 7 a 1 8			Linseed, per minot.....	3 0 a 0 0		
Do.....No. 2				Linseed, Boiled, per gal.	3 0 a 3 1	4 p. cent.	2d. p. gal.	Timothy, do.....	7 6 a 10 0		
Do.....No. 3				Raw.....	2 10 a 0 1	do.	do.	TEAS.....per lb.		1d. p. lb.	1d. p. lb.
FRUIT.....per box				Olive.....	4 0 a 4 1	do.	4d. do.	Gunpowder.....	2 0 a 3 9		
Raisins, Musc. Bunch.....	10 9 a 11 6	4 p. cent.	1d. p. lb.	Lard.....	3 6 a 3 10	do.	4d. do.	Imperial.....	2 9 a 3 0		
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		
Valencia, per lb.....	0 3 a 0 4	do.	3d. p. lb.	Coal.....	2 3 a 2 6	do.	do.	Young Hyson.....	1 9 a 3 0		
Cask.....	0 0 a 0 3	do.	do.	Seal, Pale.....	9 6 a 2 8	do.	do.	Hyson Skin.....	1 6 a 1 9		
Almonds, Soft Shell.....	0 7½ a 0 8½	do.	1d. p. lb.	Straw.....	0 0 a 0 5	4 do.	do.	Twankey.....	1 9 a 2 6		
Jordan.....	0 8 a 1 0			Palm.....per lb.	0 0 a 0 5			Congou.....	1 0 a 2 0		
Curants, Zante.....	0 0 1 0 5½	4 p. cent.	5a. p. cwt.	Castor.....	0 5 a 0 9	3a. p. cwt.	2a. p. cwt.	Souchong.....	1 9 a 2 9		
Barcelona Nuts.....	0 0 a 0 5	4 p. cent.	3d. p. lb.	PROVISIONS.....				Bohea.....	none.		
FLOUR, per bl. 100 lbs.				Beef, Mess.....	40 0 a 41 3			TALLOW, per lb.			1 p. cent.
Canada, fine.....	21 6 a 0 0			Prime Mess.....	35 0 a 36 3			S. American.....			
Superfine.....	23 0 a 23 0			Prime.....	35 0 a 36 3			Russian, Y. C.....	0 0 a 0 5½		
Fine Sour.....	18 6 a 0 0			Cargo.....	none.			Canada.....	0 0 a 0 5½		
American Superfine.....	0 0 a 23 9			Pork, Mess.....	66 3 a 0 0			United States.....	0 0 a 0 5½		
Indian Meal, 100 lbs.....	none.			Prime Mess.....	50 0 a 53 9			TOBACCO, per lb.			
Oatmeal, per 224 lbs.....	28 0 a 0 0			Prime.....	47 6 a 0 0			U. C. Canada Leaf.....	none.		
GRAIN.....				Cargo.....	42 6 a 0 0			Plug.....	0 4 a 0 4½	4 p. cent.	1d. p. lb.
Wheat, U. C. best 60 lb.	4 2 a 4 6		3a. p. qr.	Lard.....per lb	0 0 a 0 5	4 p. cent.	1 p. cent.	United States Leaf.....	0 0 a 0 5½	7 do.	do.
Middling.....	3 9 a 4 0			Butter.....	0 7 a 0 8			TOBACCO, per lb.			
L. C. Red, per minot.....	none			Cheese, Canada.....				U. C. Canada Leaf.....	none.		
Barley.....per minot.	2 10 a 3 0		do.	U. S.....				Plug.....	0 5 a 0 6	4 p. cent.	1d. p. lb.
Oats.....	1 6 a 1 9		do.	PORTER.....per doz.		4 p. cent.	5 p. cent.	United States Leaf.....	0 5 a 0 6	7 do.	do.
Peas, bulling.....	0 0 a 3 6		do.	London.....	7 0 a 8 0			TOBACCO, per lb.			
India Corn.....58 lbs.	none.		3a. 480lb.	Leith Ale.....	none.			Plug.....	0 5 a 0 6	4 p. cent.	1d. p. lb.
GLASS, per 100 feet.		15 p. ct.	5 p. cent.	RICE.....				U. C. Canada Leaf.....	none.		
Window.....7½ x 6½	20 0 a 25 0			Carolina, per 100 lbs.....	24 0 a 25 0			Plug.....	0 5 a 0 6	4 p. cent.	1d. p. lb.
Do.....8½ x 7½	"			Dust Sulfur, per 100 lbs.....	24 0 a 27 7			TAR, per barrel.....	0 0 a 7 6	4 p. cent.	5 p. cent.
Do.....9 x 7	"			ROBIN.....		5 p. cent.		Coal, per barrel.....	3 9 a 4 0	4 p. cent.	5 p. cent.
Do.....10 x 8	"			United States.....	8 6 a 7 0			TURPENTINE, per gal.	0 0 a 1 9	4 p. cent.	5 p. cent.
Do.....12 x 10	22 6 a 27 6			SALT.....				Bordeaux, dble, clar.....	0 0 a 1 9	4 p. cent.	5 p. cent.
Do.....14 x 10	"			Liverpool, per minot.....	0 8 a 0 9	1a. p. ton		WAX.....			
Crown, in crates.....	45 0 a 50 0			Cadiz and Lisbon.....	0 0 a 0 0			Rees, Canadian.....			
Bottles.....per gross.	30 0 a 0 0			Saltpetre, refined.....	47 6 a 0 0			WINES.....			
IRON.....per ton.		7 p. cent.	5 p. cent.	SPIRITS.....				Madeira, per gal.....	6 0 a 15 0	7 p. cent.	10 p. cent.
English Bar.....	£0 a £14			Cognac, inferior.....	5 6 a 6 9	1a. p. gal.	1a. 3d. gal.	Spanish, per gal.....			and 8d. per gall.
" Hoop.....	£15 15 a £16			Orard and Martel.....	7 8 a 7 9			Best.....	2 3 a 2 4		
Scotch Pig.....No. 1.....	£6 6 0 a £6 7 6	4 p. cent.	1 p. cent.	Hennessy's.....	7 0 a 7 9	do.		Common.....	2 0 a 0 0		
Swedish Bar.....	0 0 a 20 0	7 p. cent.	5 p. cent.	Gln, Hollands.....	4 9 a 4 11			Sherry, per gal.....	3 0 a 14 0		
Steel, Eng. blt. per lb.....	0 3½ a 0 4	7 do.	5 do.	Schiedam, per doz.....	15 0 a 10 0			Port.....	4 0 a 9 6		
Cast.....	0 7 a 0 11			Rum, Jamaica, 1 a 2½	3 9 a 4 0	6d. do.	6d. do.	Benecarlo.....	none.		
Crawley.....	0 7 a 0 11			Demorara.....1 a 4							
Canada Plates, per box	21 0 a 23 0			Loeward.....1 a 4							
				East India.....1 a 2							
				N. York.....1 a 3½							

FREIGHTS.

To London, Flour, 6s. 3d. a 6s. 0d.; Ashes, 35s. 6d. a 37s. 6d.; Wheat, 0s. 0d. a 10s.
 " Liverpool, do. 6s. 0d. a 6s. 0d.; do. 29s. 6d. a 35s. 0d.; do. 9s. 0d. a 10s. 0d.
 " Clyde.....do. 6s. 0d. a 6s. 0d.; do. 00s. 0d. a 00s. 0d.; do. 9s. 0d. a 0s.

EXCHANGE.

Bank.....60 days on London.....0 a 10 per cent. premium.
 Private.....80 days on do.....8 a 8½ do. do.
 Bank.....3 days on New York.....1½ a 0 do. do.
 Private.....do. do.....1½ 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 such part of said duty as is levied under the Imperial Act.

RECEIPTS OF PRODUCE UP TO 12TH SEPTEMBER.

	ASHES.	FLOUR.	WHEAT.	PORK.	BEEF.	BUTTER.	LARD.	BARLEY.	PEAS.	OATS.
Canada Produce.....	Barrls. 19932	Barrls. 473177	Bushels 356544	Barrls. 7700	Barrls. 433	Kegs. 2630	Kegs. 1016	Barrls. 489	Barrls. 135	Bushels.....
United States Produce.....	356	22917	.....	7754	1	16	884	.....	.....	.....
Total.....	20288	601394	356544	15454	434	2636	1900	489	135	.....
Same time 1845,—Canada Produce.....	23228	347432	85681	4064	393	2545	343	999	29448	7541
United States Produce.....	.....	16765	.....	1296	102	43	40	.....	.....	.....
Total.....	.....	364217	85681	6360	495	2588	383	999	29448	7541

EXPORTS OF PRODUCE UP TO 12TH SEPTEMBER.

	ASHES.	FLOUR.	WHEAT.	PORK.	BEEF.	LARD.	BUTTER.	OATMEAL.	PEAS.	BARLEY.	OATS.
From Montreal.....	Barrls. 13543	Barrls. 170618	Bushels 307368	Barrls. 1953	Barrls. 807	Kegs. 20	Kegs. 1919	Barrls. 96	Bushels. 55984	Bushels.....	Bushels. 30892
" Quebec.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Same time 1845, from Montreal.....	21658	167602	96756	941	568	20	2310	147	107118	.....	27563

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.

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.

ALFORD & GLASS.

Quebec, 3rd Sept. 1846.

FREIGHT FOR FLOUR TO LIVERPOOL.

THE Fine Ship "ERIN'S QUEEN," loading at Quebec, and having a considerable portion of her Cargo engaged, will have prompt dispatch.

WM. BRISTOW,

56, Commissioners Street.

5th Sept 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 PLAIDS, 1000 Pieces WINT' & BONNET RIBBON.

August 23.

ALISON & CO.

ST. LAWRENCE AND ATLANTIC
RAIL-ROAD.

NOTICE TO CONTRACTORS.

PROPOSALS will be received, at the Office of the St. Lawrence and Atlantic Rail-Road Company, No. 18, Little St. James Street, in the City of Montreal, until the TWENTY-FOURTH of SEPTEMBER next, for the GRADING, MASONRY, and BRIDGING, of a DIVISION of the ROAD, extending from the ST. LAWRENCE RIVER to the VILLAGE of ST. HYACINTHE, a distance of about Thirty Miles.

PLANS, PROFILES and SPECIFICATIONS will be exhibited, and the requisite information given, at the Engineer's Rooms, in the Company's Offices, at Montreal, on or after the 15th of said month.

Persons offering to Contract for the said Work, or any part of it, will be required to accompany their proposals with satisfactory references.

By order of the Board,

THOMAS STEERS,

Secretary.

Office of the St. Lawrence and Atlantic
Rail-Road Company,
Montreal, Aug. 23, 1846.

ST. LAWRENCE AND ATLANTIC
RAIL-ROAD.

NOTICE.

THE STOCKHOLDERS of the St. Lawrence and Atlantic Rail-Road Company, having, at the Special General Meeting, held on the 2nd inst., unanimously resolved upon the immediate commencement of the Rail-Road, whereby the Subscriptions for Shares of Stock conditional upon that resolve (received subsequent to the 30th ultimo) have become absolute, the New Stockholders are requested to PAY the FIRST INSTALLMENT of £4 10s. Currency per Share, to the Treasurer, at the Company's Office, 18, Little St. James Street.

By order of the Board,

THOMAS STEERS,

Secretary.

Office of the St. Lawrence and Atlantic
Rail-Road Company,
Montreal, 23rd August, 1846.

FOR SALE.

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

ALSO,

Patent Sperm Candles, from the Manufacturer

STEPHENS, YOUNG & CO.

20th August, 1846.

POST OFFICE NOTICE.

THE DEPUTY POST-MASTER GENERAL, being authorized to extend the Northern Mail Route in Upper Canada from the present terminus (Penetanguishene), to the SAULT STE. MARIE, the Public is informed that the FIRST DESPATCH will be from Penetanguishene, on the FIRST SEPTEMBER next. Letters for this Mail should be posted in Montreal on or before the 26th.

The communication is intended to be Monthly, leaving Penetanguishene on the 1st of each month, with this exception, that, commencing next Summer, during the months of June, July, August and September, it will be Semi-Monthly, and the despatch will be from Penetanguishene on the 1st and 15th of those months.

POST OFFICES will be established at the following places, viz—

OWEN'S SOUND,
MANTOWANING (on the Grand Manitoulin),
LA CROCHE,
ST. JOSEPH'S, and
SAULT STE. MARIE.
General Post Office,
Montreal, 22nd August, 1846.

1846.

NORTHERN TRANSPORTATION LINE.
INSURED.

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 Hasenbush 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. Blount, 192, River Street, Troy; W. A. Travis, Whitehall; William Coote, St. Johns, C. E.; J. C. Pierce & Son, St. Johns, C. E.; Manuvelous & Sinclair, 169, 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, and therefore no person insured by this Company is liable to be called upon to contribute towards the losses of others, as with Societies established on the principle of MUTUAL INSURANCE.

No Entrance Money or Admission Fees required from persons effecting Life Insurances.

Officers in the Army or Navy are not charged with any additional Premium, unless called into active service.

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

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

Consulting Physician.—Dr. Crawford, Montreal.

RYAN, CHAPMAN & CO.

Agents for Canada,
MONTREAL.

1st May, 1846.

BIRMINGHAM AGENCY.

THE SUBSCRIBER,

AGENT for SAM'L 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.

SITUATION WANTED.

A YOUNG MAN, having a perfect knowledge of the French and English Languages, is desirous of obtaining a Situation as WRITER in some Public or other Department in this City. He is competent to undertake the duties of French Translator, and can produce the most satisfactory testimonials.—Apply at the Office of "La Revue Canadienne," or to A. BRAULT, Esq., Notary Public, No. 3, St. Joseph Street, Montreal, 25th July, 1846.

FOR SALE BY THE SUBSCRIBERS:—

Bright Muscovado Sugar,
London Refined Sugar,
Cassia, in chests and mats,
Currants,
Hennessy and Martel's Brandy in qr. casks & hhds.
De Kuyper's Gin,
Boiled and Raw Linseed Oil, in qr. casks and hhds.

HARRISON & MACTAVISH.

2nd May, 1846.

NEW WHOLESALE WAREHOUSE.
174, Notre Dame Street.

A. & J. ARTHUR, having now completed their arrangements for carrying on a WHOLESALE DRY GOODS BUSINESS, in the Premises lately occupied by Messrs. Jas. Arthur & Co., beg to announce that they are now receiving a large and complete assortment of Seasonable Goods, all personally selected from the various markets of the United Kingdom. A. & J. A., from their long experience in the Retail Trade of this country, connected with their knowledge of the Home Markets, flatter themselves that their Stock, on inspection, will give every satisfaction.

9th May, 1845.

OFFICES AND STORES TO LET.—

Apply to

MACDOUGALL & GLASS, BROKERS,
ST. FRANCIS XAVIER STREET.

9th May, 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. Johns, C. E., to the extent of 10,000 BOXES.

2nd May, 1846.

EDWIN ATWATER,
193, ST. PAUL STREET.

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 Hive HONEY, and a Choice Assortment of DRY GROCERIES, for the supply of Families.

D. P. JANES & CO.

Corner of St. Paul & St. Vital Streets.

FOR SALE.—ROYAL NAVY and MERCHANT CANVAS, Brown and Bleached, of all the different Nos.

9th Aug., 1846.

ALISON & CO.

FOR SALE.—20 Hhds. and Quarr. or Casks BOILED and RAW LINSEED OIL.

9th Aug., 1846.

ALISON & CO.

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

9th Aug., 1846.

ALISON & CO.

REMOVAL.

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