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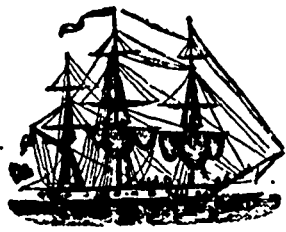
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL,
AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 23RD JANUARY, 1847.

[No. 39.]

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 23RD JANUARY, 1847.

PUBLIC MEETING—NIAGARA DISTRICT.

We last week made a passing allusion to the proceedings of a meeting held at Port Robinson, in the Niagara District, on the 7th ultimo, at which the following Petition was adopted:—

“TO THE HONOURABLE THE LEGISLATIVE COUNCIL, IN PROVINCIAL PARLIAMENT ASSEMBLED.

The Memorial of the Agriculturists in the District of Niagara Humbly Prays:

That your Honourable Body will continue to address Her Majesty's Government, to admit all articles the growth and produce of Canada into the markets of Britain free from duty, as an equivalent for the free admission of the productions of Britain into the markets of Canada.

That you will adopt such measures as will obtain the free admission of the products of Canada into the markets of the United States, for the free admission of their products into the markets of Britain and Canada.

That you will remove existing burdens on Agriculture, by a more equitable distribution of the Public Taxes.

Your Memorialists further pray that your Honourable Body will also repeal all Duties on Imports, as no part thereof are required, or appropriated for the support of the General Government of Great Britain, and remove every restriction on commerce, so soon as the exigencies of the public service will admit; and thereby enable the agriculturists of Canada to realize all the advantages they ought to possess as Colonists of Great Britain.

And, as in duty bound, will ever pray.”

A Report was made at the same meeting, which assigns the reasons on which the above Petition is founded.

It is perhaps hardly necessary to enter into any lengthened discussion of the various propositions of the above Petition, but it would, it appears to us, be a dereliction of duty to let such a document pass unquestioned. Of its paternity we presume there can be no doubt: it bears the impress of the hand of a Member who represents the section of the country where the meeting was held, and may be considered as an embodiment of the views which that gentleman expressed on the floor of the House of Assembly, in a speech in which he entered at great length into the future Ways and Means of the country. We remember that on that occasion there was a vast grouping of figures presented which led to no tangible result:

“A mighty maze, and yet without a plan.”

We are sorry to observe a similar incoherency in the Report presented and adopted at the Niagara meeting; and we cannot but deprecate the conduct of Members of Parliament—whose situation qualifies them to obtain the most ample information—in misleading those who do not possess similar advantages, by propounding political nostrums which they must know can never produce any beneficial result. We would characterize such conduct as nothing but “a mockery, a delusion, and a snare.”

Can any thing be more absurd and impracticable than this plan of this Member of the House of Assembly? In his seat in that Honourable House he votes the estimates of the expenditure of the

Province, amounting in round numbers to £500,000; we certainly hear from his lips an eulogium on the financial condition and management of our neighbours, but no system of retrenchment is proposed. To defray that expenditure, the necessity of which, in his estimation, his vote sufficiently proves, he votes the requisite supply—four fifths of that supply, say upwards of four hundred thousand pounds, being to be derived from imports alone: he then very coolly goes back to the constituency he represents, drafts a Report, and frames a Petition to the Legislature to take off the duty on all Imports! Whether this be done to catch popularity, not forgetting stray votes at the next election, we know not: but we do say that such conduct appears to us highly reprehensible, and were Honourable Members commonly to pursue such an *outré* course, the credit of the province would be irreparably injured.

But since upwards of £400,000 are to be struck from our revenue; how or where is that sum to be replaced? To elucidate this knotty point is quite beneath the genius of our heaven-born financier! He tells us, that Rhode Island, “and every intermediate State up to New York,” does without taxes on imports for their State Governments, and therefore our Government must do the same! All this may be satisfactory to the sages of the Niagara District, and may even in the estimation of the person who drew up the Report, be perfectly conclusive. But we ignorant persons in this uncivilized section of the country, who are not so enamoured of our neighbours over the line as to adopt implicitly every institution which is honoured with their sanction, but who prefer testing every system by its intrinsic merits, must still ask, What is there in the name of taxes on imports which makes it more odious than any other taxes? Our neighbours, whom we suppose the framer of the Niagara Report would consider good authority, do not participate in this horror of Import Duties, since the General Government imposes them with no unsparing hand; and we will just whisper in the ear of our friend a very sufficient reason why the State Governments do not commit a similar enormity: THE CONSTITUTION FORBIDS IT. In Article I, sec. 10, clause 2, the restriction will be found in these terms: “No State shall, without the consent of the Congress, lay any imposts or duties on imports or exports, except what may be absolutely necessary for executing its inspection laws; and the nett produce of all duties and imposts laid by any State on imports or exports, shall be for the use of the Treasury of the United States; and all such laws shall be subject to the revision and control of the Congress.”

Oh! but, says the Niagara Report, Free Trade and import duties are inconsistent! The absurdity of this assertion has been so often refuted, that we wonder at its reiteration. When we speak of freedom of trade, we do so in the same sense as we speak of that freedom which we ordinarily designate civil liberty: both are liable to be so far restrained by laws as is necessary and expedient for the general advantage of the public; and such a restraint is an infraction of liberty, only when applied to give one individual, or one class of individuals, a preference over others.

But we think we see a misty shadowing forth of some sources, from which, at some distant period of time, we are to derive the supplies to keep our Government machine in motion; since the Report asks, “Are not the internal resources of Canada, with her millions of acres of Public Lands, and Timber Duties, far greater than in any one of those States; are not her gigantic water communications equal to theirs, and capable of successful competition?” We are aware that the reputed framer of this Report has large views of the future revenue to be derived from our Public Works, and on this single point we are inclined to agree with him: but it must be some years before we can rely on any considerable revenue from such a source, and that even is contingent on our diverting a large amount of the produce from the Erie Canal to our waters, which we shall not effect if we impose heavy tolls. We think the framer of the Report would have done well to remember Mrs. GLASS' maxim, “First catch your hare, then cook it.”

We have already occupied too much of our paper with this visionary production, and shall only further remark, of the application to Britain, that it is unnecessary, since she has already taken all taxes off Canada produce, merely reserving nominal duties for statistical purposes; and, of the application to the United States, that it would be unavailing.

RIVALRY OF CITIES.—QUEBEC AND MONTREAL.

One of the greatest drawbacks to the prosperity of this colony is to be found in the want of cordiality, and of that spirit of co-operation amongst the inhabitants of different sections, which are essential in every rising community. And yet we know of no country where there is less rivalry of interest. In most countries of any considerable extent, there are numerous sea ports, each of which naturally seeks to engross to itself as much as possible the export and import trade, and views with jealousy and alarm every species of competition. In England this has notoriously been the case; and this monopolizing spirit and feeling has been encouraged by the privileges which have at various times been accorded to certain cities, either through money or court influence. Here we are altogether differently situated. Possessing but one channel of communication with the ocean, the main question obviously is, how is that channel to be made most productive to the whole country? The question, which city is best adapted to become the main depot for the discharge of produce, whether in its way from or to the ocean, is altogether secondary in importance, and although the decision may be modified to a certain degree by the spirit of enterprise of the respective inhabitants, it will finally be based mainly on the natural or artificial advantages which the favored city may afford. On such a subject there ought to be no more hostility between the cities, than between two merchants following the same trade. Each seeks to attract customers to his own warehouse, and each in so doing is legitimately and honorably pursuing the course of his profession.

But there is a rivalry honorable also, but still determined, which ought to be aroused, and that is with the foreigner.—Here is scope for competition, on the result of which—more than perhaps on any other event—depends the future greatness of this country. The prize to be contended for is nothing less than the conveyance through our waters, of the produce of the whole western country: if secured, it opens to us an almost boundless accession of wealth—not only in the toils which may be exacted from foreigners for the use of our internal communications, and which looking at the sum now raised on the Erie Canal amounting to £600,000 per annum, we may fairly calculate would soon amount to a sum sufficient to pay a large proportion of the national expenditure,—but by the vast addition to our commerce, which it must create. The means of success, we believe, are in our own hands; and that our neighbors are of the same opinion, every document emanating from the Government of the State of New York abundantly proves: all speak of the enlargement of the Erie Canal as the only means by which they can possibly compete with us. As success would be of such immense advantage, failure would lead to equally calamitous consequences. The canals, constructed at so enormous an expense to the country, would be idle; not yielding sufficient to defray the interest of the money expended on them. There is no medium: either we must advance or retrograde.

Such being the case, if ever there was an epoch in the history of this country which called for unity of action, it is the present; and yet we regret to say there is not the slightest appearance of that co-operative spirit to which we alluded in the commencement of this article. Why is there this apparent apathy, or what is worse, this discord and distrust, between those whose interests are identical?

In all the principal cities of Canada there are Boards of Trade chosen by the commercial class, from their own body, to watch over their interests. These Boards of Trade—we feel a pleasure in stating it—have for a series of years rendered essential service to their constituents; and the reports which have emanated from them at various times have generally been highly creditable productions, and in many instances have evinced a very high order of talent, and a thorough acquaintance with the science of political economy.

That a good understanding should at all times subsist between these various public bodies is manifestly desirable for the welfare, not of the mercantile community alone, but of every other class—since the interests of all are inseparably connected, in a country situated as this. Differences of opinion must arise wherever there is free discussion, but sound policy would dictate that those differences should be stated and argued in a friendly spirit: and when those differences exist on minor points alone, they should be waived by one or the other in order that those points on which there may be a coincidence of opinion may be energetically and efficiently urged. When also subject matters of great importance are brought before the several boards—subjects in the results of which all are deeply interested, but on the means of arriving at those results there may be wide difference,—it would be highly advantageous that deputations from the several associations or boards should occasionally meet each other, fully discuss the points of difference, and see if some middle course could not be struck out, which would meet the views of all, and which all would agree to support. Such occasional meetings would tend much to promote unity of action amongst the mercantile body, and to give weight and efficiency to their

representations to the government. It may be remembered that we, last summer on several occasions, urged this description of meetings to consider the subjects of the Navigation Laws, Free Navigation of the St. Lawrence, and such other topics, growing out of our changed commercial relations with Britain, as would probably be brought before our Provincial Parliament at its next sittings: and it has been, we have no hesitation in saying, a great loss to the country that our suggestions have not been acted upon. Had there been such a convention, we have no doubt there would have been combined action from all classes: as it is, there will, we fear, be as many plans for the legislature as there are cities. It is now too late to remedy completely, the effects of this inaction, but much may yet be done by the respective Boards of Trade, and Agricultural Associations, in promoting a mutual good understanding amongst each other, so that when parliament assembles, we may not present the spectacle of, "a house divided against itself."

We have been led into these remarks by a perusal of the proceedings at a public meeting held at Quebec, on the 7th inst., for the purpose of establishing a telegraphic communication between that city and Halifax, and of certain articles which have appeared in the *Quebec Mercury*, commenting generally on the conduct of the people of Montreal, and particularly on that of our Board of Trade towards the sister city. In our last number we took occasion to express our satisfaction at the spirit and enterprize of the good citizens of Quebec, and our cordial hope that they might be crowned with the most complete success; and we are satisfied that we but expressed the wish of the people of Montreal, who are far indeed from viewing with jealousy the public spirit of their neighbours. When such we know is the feeling of our city towards Quebec, we regret that it should have been apparently so little understood; on the contrary, if we may judge by a portion of their press, that it should have gone abroad in Quebec that there was a desire on the part of the people here to pluck a single leaf from the wreath to which they are entitled for their public spirit, or take a single dollar from the rich harvest which their commercial enterprize fairly entitles them to.

But it seems, according to the *Quebec Mercury*, great umbrage has been given by the Montrealers, because Mr. Alderman Lunn, in the Montreal City Council, without any allusion to the people of Quebec, gave notice of a motion to address "the Governor General, praying him to recommend to the Governors of the Lower Provinces the establishment of telegraphic communication between Halifax and Montreal," and because the *St. John's N.B. Courier* asserts that the Montreal Board of Trade had made a similar application to the Governor General.

As to Mr. Alderman Lunn, we must leave him to defend himself, and which we presume he will do when he brings forward his promised motion. We need merely mention that we believe it is not the practice in the Corporation to make any comments on merely giving notice of a motion to be hereafter made. The conduct of our Board of Trade may be explained to the satisfaction, we believe, of every unprejudiced person. We have no personal interest in the matter in controversy; nor do we pretend to know anything of the circumstances which operated on the minds of the Council of the Montreal Board of Trade,—with whom we have held no intercourse—all our information is gathered from the records of the proceedings at the meetings of the Council, which are open to every member of the Board of Trade. From these records we have gathered the following facts, which speak for themselves.

On 8th October last—a time when it will be fresh in the recollection of our readers, great interest existed here on the subject of telegraphic communications—the Montreal Board of Trade addressed a letter to the Quebec Board of Trade, stating, in substance, that their attention had recently been given to the subject of constructing a line of Magnetic Telegraphs from Quebec to Toronto, presently; with the view of connecting it, at Montreal, with the lines now existing or in progress from Boston and New York to Springfield, Massachusetts, and ultimately of extending it to Halifax, Nova Scotia. The capital required would be £22,000: and then object in the foregoing communication was to ascertain whether the mercantile class of Quebec would feel disposed to promote the undertaking, and if so, what proportion of the capital would be taken by them. So far it would appear the Montreal Board of Trade were desirous of acting in conjunction with the Quebec mercantile community, and that they were fully alive to the importance of Halifax as the point from which intelligence should radiate.

Now let us see how the Quebec Board of Trade met those advances from our city. The letter—which evidently required immediate action, and for want of which the scheme fell to the ground for the time—remained unanswered until the 3rd November, when the Quebec Board of Trade appear to have been roused to a state of sufficient energy to reply to it. They then—too late for any practical purpose—inform the Montreal Council of Trade that they (the Quebec Council) have no doubt that the undertaking would be looked upon with favour by the commercial and other inhabitants of the city, but until some scheme should have been proposed for their consideration, it would be impossible to say to what extent stock would be taken in their city. They further express their desire to cooperate with the Montreal Board of Trade.

We do not know how the Quebec Council of the Board of Trade can justify themselves to their constituents for this tardy acknowledgment of the letter from their Montreal *confrères*. It may be that they found an apathetic feeling in Quebec towards the undertaking; and the general terms in which the reply is couched would tend to favour this opinion. Be that, however, as it may, the Montreal Board of Trade, after waiting patiently for nearly a month for a reply, and not receiving one, appear to have given up all hopes of active assistance from Quebec. They then, a day or two previous to getting the reply from Quebec, addressed a communication to the Secretary of the Province, urging on the Government the establishment of a line of Telegraphs from Halifax, via Quebec and Montreal, to Toronto, stating their opinion that no insuperable difficulty exists as to the erection of such a line along the main post road through the British Provinces.

Now, we ask, what is there in the conduct of the Montreal Council of the Board of Trade calculated to give offence in the slightest degree to the most sensitive feelings of the inhabitants of Quebec; and still more, what is there in that conduct to justify the base and scurrilous attacks so unworthily made by the *Quebec Mercury*? The editor of that paper characterizes the application of the Montreal Board of Trade to the Governor General as "an act of infamy." As this can only be the individual opinion of the editor, we fancy our Board of Trade will estimate it at its true value, and treat the attack with silent contempt. As the Quebec Board of Trade—we speak from a long acquaintance with them individually, and from a thorough knowledge of their highly honourable characters—can be no party to the foul aspersions of the *Quebec Mercury*, we might allow them to pass without further notice, but there are still some points which to those who have taken the trouble to read his articles, may require some further elucidation.

The Montrealers are accused of want of courtesy, because they did not allow the Quebecers a proportion of the shares in the Toronto line, nor ask for their cooperation. We have shown the steps which the Montreal Board of Trade took, in autumn last, to obtain the cooperation of the Quebecers, and the cool manner in which their advances were received: and to this, as shewing the *animus* of the two Boards of Trade respectively, we may add that, on 23rd November last, when the subject of a Telegraphic communication to Portland was agitated here, the Montreal Board of Trade addressed the Quebec Board of Trade, to ascertain, in case the Telegraph should be carried from Portland to the Province line, whether the Quebecers would defray half the expense from the Province line to Melbourne, each city to carry the line at their own expense thence to their own doors. To this proposition, with apparently uncontrolled promptitude, say on the 3rd December, the Quebec Board of Trade gave an unqualified rejection; expressing their objection to the line as passing through a foreign country.

In citing the foregoing facts, our object is not to show the correctness of the views of the Montreal Board of Trade in opposition to those of the Quebec, but simply to demonstrate, which they do irrefragably, the disposition which the former have at various times evinced to cooperate with the latter, and the manner in which this disposition has been responded to.

But the editor of the *Quebec Mercury*, and some other wits of a similar order, lay great stress on a report which emanated a few weeks since from the Montreal Council of Trade, on the subject of the various telegraphic routes then under consideration. In this report the route since determined on by the people of Quebec, is spoken of as *impracticable*. Now granting the opinion of the Montreal Council of the Board of Trade to have been erroneous, it only shews the superior sagacity of the people of Quebec, and their superior knowledge of their own section of the country. But there is surely nothing here to gloat on with such extravagant delight, nor should the error of the Montrealers be treated as a grave offence to the good people of Quebec. But the fact even is not as has been supposed: that the Montreal people never apprehended any considerable difficulty in the construction of a telegraphic line, such as the Quebec people have now decided on, is obvious, from the letter to the Secretary of the Province, already adverted to, but the reasons for their impression of its impracticability, under existing circumstances, as given in that report are simply, that as a private undertaking it did not, in their opinion, show an adequate prospect of remuneration. Perhaps in coming to that conclusion, they were not a little influenced by the apparent apathy and *impracticability* of the Quebecers, who at that time evinced no symptom of that energy they now display.

We have made this explanation longer than we could have wished, but as, seeing in the Quebec press, such wholesale attacks on the Council of the Montreal Board of Trade, led us to examine the records of that body, we deemed it nothing less than an act of justice to communicate the results at which we arrived. We hope in the course of our remarks, nothing has fallen from our pen calculated to wound the feelings of the Quebec Board of Trade, to whom we wish to impute no fault, unless perhaps a want of energy and activity: even that imputation may be groundless. We hope, however, this little breach, if such there be, between our two Boards of Trade is merely temporary; and that it may lead, like lovers' quarrels, to renewed ardour and increased attachment.

THE FREE NAVIGATION OF THE ST. LAWRENCE.

The question of the Free Navigation of the St. Lawrence is not, in our opinion, agitated by the generality of the Press, or by public bodies such as the Boards of Trade of the Province, with that energy and pertinacity which we think its great importance, at the present crisis, demands. It is not sufficient, we humbly think, to call public attention to such points once a month or once a quarter; on the contrary, to do any good, they should be harped upon from day to day—looked at in every light—inspected from every point of view—and thrust continually under people's notice. Look at the metropolitan press of the mother country, for an example; observe how they handle a question of public importance. Do they merely give a leader or two, and then let the matter drop for months, or until a bill is introduced in Parliament again to awaken their slumbering energies? Nothing of the kind. On the contrary, from the time of taking up a great question, till it is finally decided by competent authority, they never cease to agitate it; their columns are daily loaded with it; it is dinned into the ears of the public in every form that invention can devise, and thus, in time, by dint of constant agitation, the reform is secured. Take a file of the *London Times*, for instance, while the Corn Law question was before the country, and we venture to assert that for months and months together, no number of that journal will be found without some reference to the great question of the day. Take up a file of the same paper now, and we again venture to assert the same fact with reference to the present great question of the day, viz.: What is to be done for Ireland—how is she to be governed for the future? That question of questions is now referred to daily in the columns of that mighty journal, and no doubt will continue to be so till it is set at rest, if it ever be so, by the action of Parliament. And such is the spirit which we wish to see developed by our colonial press in the management of local questions of vital importance, such as the following, viz.:—Free Trade, including the Free Navigation Laws—general education—internal improvements—and post-office reform. These, we affirm, are the great questions of the day in this colony, and if our press were of a higher standard, and capable of imitating the leading journal of the world and its metropolitan contemporaries, it would agitate them from day to day till the public mind were ripened, and the way thus paved for ultimate legislative action upon them.

But on the other hand, what do we behold? Our press frittering away its time, and consuming that of the public, with empty tirades about Responsible Government, and petty squabbles about appointments to office. In making these remarks, we do not mean to undervalue the question of Responsible Government, nor the rule which should regulate appointments to office, for on the contrary, we hold both to be of the very highest consequence to the well-being of the colony, and we trust that the legislature, maintaining its rights with jealousy, will see that the principles of Responsible Government are thoroughly and effectually engrafted in our constitution. Let there be no half measures. But this question is already well understood; the two great parties in the colony have pronounced their judgment upon it; the difference between them is, in our opinion, but the splitting of a hair; and, therefore, we say let the question for the present be laid upon the shelf as already decided, and let one and all devote their energies to the discussion of the great practical questions, we have already referred to, as those of paramount importance to the colony at the present day. In this sweeping denunciation of our press, however, we ought to make some special exceptions, and we do so in favor of the *Pilot*, the *Miner*, the *Herald*, and several other journals of both sections of the province, and on both sides of politics.

But papers of the opposite character are unfortunately by far the most numerous, and the *Gazette*, the organ as it is called, of the present Administration, may be taken as a type of the whole of this class. Who for months past, let us enquire, has seen a useful article in the organ's columns?

The *Herald* has spoken out plainly and boldly on the question of Post Office reform, and has from time to time reviewed most of the other leading topics. But has the *Gazette* given these subjects a thought? Let it not be supposed we select the *Gazette* from pique in thus parading its public omissions. On the contrary, our motive for doing so is that it is looked upon as the organ of the ministry; and seeing the organ thus mute and inactive—thus forgetful of the best interests of the province—thus apparently incompetent to give opinions upon the momentous local questions of the day, have we not a right, we ask, to infer that its columns are a reflection of the inactivity and emptiness of the local cabinet of the day. We humbly conceive that we are justified in entertaining and avowing these opinions—otherwise the *Gazette* must be a very imperfect organ—for surely an active cabinet could not have so dumb an

instrument so long attached to it. It is true this "organ" has occasionally given us a ministerial tune full of round inflated notes—the *wheat-job* for instance, and a few others of that kind, in which after making a number of unfounded allegations and insinuations, and committing all sorts of inconsistencies, it finally eat up everything it had advanced, and left the field in the possession of its opponent. But on the great questions of the day, it has left nothing worthy of an organ upon record, and we denounce it accordingly.

We now come to the question with which we started, viz.—the Free Navigation of the St. Lawrence. We some time since published a despatch from Lord Stanley to the Board of Trade upon this question, in which the reasons of the Imperial Government are set forth for maintaining the restrictions complained of by that Board. These reasons are briefly as follows:—

First, "That it involves considerations of great political importance."

Secondly, "That it has always been the policy of Great Britain to establish Free Ports in British North America in those situations on rivers which are nearest to the sea, and not to permit foreign ships to proceed beyond those ports for the purpose of trading,—Quebec, in the case of Canada, being the port which complies with this condition."

Thirdly, "That to constitute Montreal a Free Port, in that extended sense, would be at once practically to give foreign nations the free navigation of the St. Lawrence for 150 miles through the interior of the Province, and to violate a principle which has been constantly maintained for the benefit of the British and colonial shipowner."

The italics in the above quotations are inserted by ourselves, and introduced for the purpose of bringing prominently to view the principles on which Her Majesty's Government has hitherto refused to concede the reasonable demands of the mercantile population of this important and growing capital.

These principles, it will be obvious to our readers, are first, *policy*; and secondly, *the benefit of the British and Colonial shipowner*—the giving to foreign nations the right of navigating for 150 miles through the interior of the province, being unworthy of consideration, except when taken in connexion with the interests of the monopolist shipowner.

And first, as to the plea of policy. Policy means one thing under one government, and another thing under another; one thing last year, another thing this year; one thing under Lord Stanley, another thing under Lord John Russell; one thing under Mr. Draper (if he ever had any policy), another thing under Mr. Lafontaine; and so on we might run to infinity. It was the policy of Great Britain, at one time, to limit the political rights of Roman Catholics and Dissenters; it is now her policy to treat all her subjects alike. It was once her policy to exclude foreign corn from her markets till food rose to a famine price: it is now her policy to admit it with the utmost freedom. It was once her policy to give a bounty upon the exportation of corn; it is now her policy to leave commerce to regulate itself by the natural laws of supply and demand. It was once her policy to thwart this colony by setting herself in opposition to its well understood wishes as expressed by its representatives in parliament; it is now her policy to let the colony govern itself by its local legislature, through a responsible Administration; and happy has this change of policy been for both parent and colony. We could go on adding thousands of instances, taken from England's history, to show that policy is but a word representing the predominant sentiments of the day, and that in the great question before us the plea of policy may be discharged as worthless, unless it prove to be founded upon strong and valid specific grounds. Are there such grounds then in the despatch to support this plea? There are, and they are found in the following words: that to render the navigation of the St. Lawrence free to all nations, would be "to violate a principle which has been constantly maintained for the benefit of the British and Colonial shipowner." Thus it is evident that in discussing the question before us, every plea may be set aside but the last, viz. the benefit of the British owner, as the plea of policy rests upon it and it alone. The British Navigation Laws are therefore manifestly the key-stone of the arch. Repeal or modify them, and the Free Navigation of the St. Lawrence will be conceded without a murmur, notwithstanding the plea of "policy" urged and relied upon by Lord Stanley.

Let an unanimous assault, therefore, be made by free traders throughout the province, upon these restrictive and injurious laws—laws which were conceived in jealousy and are maintained from prejudice. Let petitions pour in against them from every quarter, both to the Imperial Government and the Local Legislature. Let the latter be compelled to take the matter up, and, if necessary, let it appoint a committee to inquire, before making the demand, whether Canada has reason to ask for their modification under her existing relations with the mother country or not. We should like to see a committee of this kind appointed, being satisfied that the evidence which such a committee, if properly selected, would collect would satisfy the most sceptical, both here and in the mother country, that the claims we advance respecting these laws are well founded, and that, in fact, the prosperity of our agriculture and commerce mainly depends upon their immediate abrogation. Ay, and the lumberer too has as great an interest in their abrogation as any other individual in the community. We have shown in previous numbers of our journal how seriously his

profits are affected by the high freights he is obliged to pay to the monopolist shipowner, and we will now only add a word to show that we placed no fabulous statement before him. The people of Jamaica, some time since, raised their voices against the high charges of the monopolist British shipowner, and we recorded their verdict at the time. The people of Trinidad have also spoken out in the same strain, and have brought to light a fact to which we call the particular attention of the lumberer, the agriculturist, the merchant, and every one else interested in the prosperity of Canada. That fact is this: *that whilst the people of Trinidad are compelled to pay 35s. per ton to the British shipowner for the use of British vessels, the inhabitants of Martinique get the use of French vessels, for the same purpose, at the rate of 20s. per ton, and our fellow subjects in Trinidad very naturally cry out against the injustice of being debarred from employing these cheaper vessels.*

Let us apply this case to ourselves, let us imitate the excellent example of the people of Trinidad, and demand, also, to be allowed to use the cheapest "tottoms" we can find, whether they be English, French, or American!

THE QUEBEC GAZETTE.

What the views of the *Quebec Gazette* are upon Free Trade, the Free Navigation of the St. Lawrence, and the British Navigation Laws, we confess we have never been able to make out.

One day we fancy he is coming round to our opinions, and we feel gratified at the prospect of so powerful a champion entering the field. But such visions are generally short lived, and we find ourselves constrained to fall back upon our old doubts.

These remarks have been suggested by his paper of the 18th inst. He is reviewing Mr. James Buchanan's letters "on Free Trade and the Free Navigation of the St. Lawrence;" and he says, "these are clearly questions which belong to the supreme authority of the British Empire, and indeed are expressly reserved to it."

Does the *Gazette* mean to assert that the people of this colony have no right to investigate the effects of these restrictions upon their commerce and welfare; and if found to be injurious (as we hold that they are) that they have not the right to demand their repeal or modification? Surely the *Gazette* will not advance so servile, so contemptible a doctrine. But if not, what is the meaning of his remarks?

Immediately after the above observations, we find the *Gazette* asserting that "what the Colonists have to do is to work;" a proposition which we presume no one will deny, or seek to qualify. But does our contemporary mean to affirm that the Colonists must be content to work under all the disadvantages imposed upon them by differential duties, the British Navigation Laws, the closing of the St. Lawrence to foreign sea-going ships, and such like restrictions, without so much as making an effort to get rid of them,—without raising their voices against the continuance of what they feel to be an intolerable injustice and an insufferable hardship? Surely our contemporary will not assert these things; and yet, judging him by his own words, we do not know what else to understand from him.

If we have misapprehended our contemporary's meaning or his opinions, we shall be happy if he will set us right.

TRICKS OF TRADE.—FRAUDS ON MERCHANTS.

The following instances of frauds on merchants have been communicated to the *New York Express*. They are told with a circumstantiality which leaves no doubt of their truth. Nor, it is to be feared, is New York the only place where frauds of this kind are practised on the honest trader. If we looked nearer home it is possible that we should discover cases quite as gross, planned with as much coolness, and blazoned out with equal effrontery:—

"The merchants of this city suffered more losses by misfortune and rascality, during the past two years, than ever before within the recollection of the oldest traders. In order that the uninitiated may see the necessity of a remedy, I propose to give a little of the experience of one who has realized some of the 'perils,' and known some of the misfortunes of Pearl Street."

"That there are causes for all things, is plain; yet few have explained, even to their own satisfaction, the cause of so great a want of moral honesty in the trading community as all seem willing to admit exists.—The losses of the merchants are astonishingly great and unprecedented; and there seems to be no exception. The old, the shrewd, the wise, the rich, and the cautious, have alike suffered. Of course, there must be something radically wrong, or it would not be so.

"I will, as stated above, instance a few cases of rascality and misfortune that have come under my own experience.

"In the spring of 1845, a merchant from the West, who had been in business six or seven years, of high standing and respectability, and who, by his promptness and business habits, had gained the good opinion and confidence of a large number of New York merchants, came to this city and bought a large quantity of goods, went home, sold them immediately

on credit, and failed. He gave as his reason, that the men he had sold to were not responsible. When his creditors looked over his books, they found him in debt they found him in debt to the amount of forty thousand dollars, and he had fifty thousand of assets to pay with. He told them that the debts due him were not worth fifty cents on the dollar, and such as they were, they were in the hands of a friend as security for a confidential debt of ten thousand dollars, which they would bid a little more than pay. His offer was, forty cents, 'or nothing,' as is usually the case, nothing being always appended to a bankrupt's offer, in case his creditors do not release him. His creditors accepted the forty cents, and released him. Last winter he spent in Washington, gave his levees, lived in style, and retired in the spring of 1846 with ten thousand dollars.

"In the same spring, an Indian trader bought a large amount of goods in this city on credit, took them to Missouri, sold them for cash, and on his way to New York, was robbed of seventeen thousand dollars, and could not pay. He has retired to Michigan, and in his neighbourhood is called 'O. O. O. F. M.' His creditors, of course, had him arrested, obtained sufficient evidence to convince the community, but not the law, that the man never was robbed, received trouble for their pains, and charged his debt to profit and loss.

"A retailer in this city bought twenty thousand dollars' worth of goods on credit, representing himself worth eight thousand dollars, and a large quantity of land in Canada and Texas. His story was corroborated by an old commission house who had known him five years. In three months he failed, said he had lost eighteen thousand dollars by selling goods less than cost; offered twenty-five cents, or nothing. He was arrested for 'false pretences,' laughed at his creditors, and is now to be seen, of a pleasant afternoon, promenading Broadway.

"A merchant, west of Albany, who has bought goods in New York for the last ten years, came to this city in September, 1846, purchased largely of the jobbers, took his goods home, and made an assignment to his father, whom he owed twenty thousand dollars.

"An auctioneer in Buffalo, who was supposed to be rich, had been a long while in business, and enjoyed a good credit, bought largely in the summer of the same year, took his goods home, sold them for cash, and has taken a trip to Europe.

"A Methodist exhorter in Indiana, came to New York in October, 1845, bringing with him letters of introduction from some half dozen of the 'first men' in the county—to some of our best firms here—was highly recommended of course; bought several thousand dollars' worth of goods; never has paid a cent, and of course never will. Another of the 'same sort,' from the same State, followed his example—was recommended by a firm to whom he was indebted—got credit to large amount, went home, exchanged his goods for land, which he gave to his wife's father, and has gone to preaching.

"An old merchant of twenty years' standing, in New Jersey, who has owned a large farm since the present generation has grown up, bought goods in the spring of 1846, to a large amount, took them to a neighboring city, sold them for cash, and told his creditors he could not pay but ten cents. It was then discovered that about seven years ago, he sold his farm to his son for five dollars and affection. Nobody believes it, of course, but the law and his lawyer. These are but few instances in the experience of one individual in the course of two years. They will suffice my purpose for the present. In the course of another chapter, I shall have occasion to mention some dozen more.

"In the preceding cases, foresight, prudence, experience and shrewdness availed nothing. These men obtained credit whenever they asked. To have refused them would have been in the opinion of every merchant, who gives credit at all, the height of folly. There was a time in the history of our country, when these men would as soon have committed highway robbery as been guilty of such treachery towards those who favored them with their confidence."

WHAT IS TO BE DONE TO SECURE THE WESTERN TRADE?

The following letter, which has been addressed to the editor of the *Kingston Chronicle and Gazette*, takes up similar views respecting our future policy, to what have been already expressed in our columns. We think we recognize the style of the writer:—

*From the South side of the Line, }
1st January, 1847.*

TO THE EDITOR OF THE KINGSTON CHRONICLE AND GAZETTE.

MY DEAR SIR,—During the year 1840, I addressed you a series of Letters, on the subject of internal improvements, and the course which in my opinion your Province ought to adopt, in order to make the St. Lawrence the granary for Great Britain, and the most popular route for the wonderfully daily increasing Western trade, and ventured to prophecy then, that *Great Britain will before long have to repeal, or at least, greatly to modify her corn-laws, &c., &c.,* and pointed out in what manner Canada could then secure to herself, the exclusive supply and transportation of all the bread-stuffs Great Britain might want at any time, &c.—that this object, which would have led to unexampled prosperity, might have been obtained by proper exertions, appears to me at this day, almost beyond a doubt. However, that chance is lost, and the question now is, or ought to be: What can be done by your Province to save as much of the Western transportation of bread-stuffs, &c., as possible, previous to 1849, when all the import duties on wheat, &c., into Great Britain, ceases? This is the question, if I understand your letter of the 19th ultimo correctly, which you put to me, and on which you desired my opinion.

The first that ought to be done, I should say, is the total repeal of all import duties on bread-stuffs, salt provisions, &c. This, in my opinion, cannot injure your farmers, as was apprehended by my worthy and much respected friend, "The Pittsburg Farmer," [see his answer to my coin-

munication in 1840]. This apprehension cannot now, I should suppose, have much influence on the minds of your farmers, for by this time, they have no doubt discovered, that by far the greater part of the bread-stuffs from the United States is exported to the British markets, where it comes at last into competition with the Canadian produce, and they surely must be aware of the great advantages arising to your people in general by having as much as possible of these rival bread-stuffs pass through Canada, and thereby benefit the numerous persons in whose hands the necessary transport charges through the Province must leave considerable earnings. Now, it strikes me that by throwing the St. Lawrence open *without delay*, to the free importation of bread-stuffs, &c., from the United States, while they are yet for two years subject to a discriminating duty in England, and the great demand continues to exist in Europe generally, for all kinds of grain and flour,—a great deal may be directed from the West, through Canada, particularly if our large vessels and proplellers, as is expected, can go to Montreal and Quebec in the course of the ensuing year. Two years may do much to make the St. Lawrence route known to, and popular to the Western people. Let this opportunity again slip by without making proper use of it, and your people may bid good-bye to the Western trade for a long while, perhaps for ever! To shew you, that this is the line of action by your Parliament, I will merely state, that since the change in the British corn-laws, the exportation from the United States, of vegetable food has doubled—in 1845 (fiscal year) the exportation of Wheat, Flour, Indian Corn, Corn-meal, Rye-meal, Rye, Barley, Oats, Peas and Beans, Ship-bread, Apples and Rice, amounted in bushels to about Nine Millions, and in 1846, it has, through expected high prices in Europe, and extraordinary exertions, been stretched to about Nineteen Millions in Canada; which had such an effect on the price of transportation, that the cost of transportation from the West was more than doubled, and in some instances more than trebled—every boat and vessel at all capable of conveying flour and grain, &c., was put in requisition, working hands were in such demand this fall, that at some of the ports on these Western lakes, 3s. and even 4s. per hour, our money; was paid to labourers assisting to discharge grain, &c., from vessels, and many of our sailors on these lakes exacted and obtained \$45 per month, wages; at the same time, freights from our Atlantic ports to Europe were enhanced at the same rate,—say about doubled! Should these facts, dear Sir, not convince your people of the policy of *removing all obstructions* to a trade whose natural course is down the St. Lawrence, the great advantages of which they have so long neglected.

I might add many more suggestions, but as I should but repeat what I have said to you in 1840—which you inform me you have preserved—I must refer you to them

Very truly, yours, &c., &c.,

B.

ST. LAWRENCE AND ATLANTIC RAIL ROAD.

Proceedings of the Annual General Meeting of Proprietors in the Capital Stock of the St Lawrence and Atlantic Rail Road Company, held on Wednesday, the 20th day of January, 1847, at the Company's Office, No. 13, Little St. James Street, in this city, pursuant to notice.

The Hon. GEORGE MOFFATT, President of the Company, called the meeting to order.

ANDREW SHAW, Esquire, was called to the Chair, and Mr. THOS. STEERS was requested to act as Secretary.

THOMAS TAIT and ROBERT M'KAY, Esquires, were appointed by the Meeting to act as Scrutineers.

The President then read the Annual Report of the affairs of the Company, and the statement of the Receipts and Disbursements.

Moved by ROBERT M'KAY, Esq., seconded by J. G. M'KENZIE, Esq., and unanimously—

Resolved,—That the Report now read be approved of, adopted, and printed, in such form as the Directors may deem expedient.

Moved by BENJAMIN HART, Esq., seconded by ROBERT M'KAY, Esq., and—

Resolved,—That, in the opinion of this Meeting, the getting in of the Stock subscribed, and the general interests of the enterprise, would be materially advanced if interest were paid on the Capital paid in, from date of payment, as has been advantageously authorized and practised, in many similar cases, both in the British Dominions and in the neighbouring Country; and that the Board of Directors be instructed to ask from the Legislature the power required to that effect; and further, to exact interest upon the instalment or instalments in arrear, to be calculated from the date upon which they have, or may, become due, while applying for other amendments.

The Scrutineers returned to the Chairman a certificate, that the Honbles. George Moffatt and A. N. Morin, and Wm. Dow, Esq., were the three Directors duly elected in the place of those gentlemen whose term of service expired by rotation, and that J. G. M'Kenzie and Thomas Tait, Esquires, were duly elected as Auditors, pursuant to the Act of Incorporation.

The Chairman having vacated the Chair, and the Hon. Mr. Morin being called thereto—

It was Moved by THOS. TAIT, Esq., seconded by BENJAMIN LYMAN, Esq.,—

That the thanks of this Meeting be, and they are hereby, voted to Andrew Shaw, Esq., for his able and dignified conduct in the chair.

ANDREW SHAW, Chairman.
THOMAS STEERS, Secretary.

Montreal, 20th January, 1847.

The Directors of the St. Lawrence and Atlantic Rail Road Company, referring to the proceedings of the meetings of proprietors held on the 30th July, 22d August, and 12th September last, have the honor to submit their

ANNUAL REPORT:—

The Directors have the satisfaction to state, that in accordance with the resolution adopted at the General Meeting held in August, instructing the board "to put such portion of the work under contract as they may consider most expedient, completing the Rail Road to such point as the means at their disposal will permit," the road has been located from the St. Lawrence, through St. Hyacinthe, to a point in the township of Acton, in the midst of the hardwood forest, fifteen miles beyond that village, and about forty-five miles from the St. Lawrence, where an almost inexhaustible supply of the best fuel will be available to the city at prices much below those which have obtained in this market for many years past.

The Directors have also the satisfaction to state, that contracts for the grading and formation of this portion of the road have been made, with very responsible parties, at rates considerably under the estimates of the Chief Engineer, the contractors at the same time evincing their confidence in the enterprise by taking one-fourth of their payment in stocks at par.

Mr. Galt, a member of the Board, now on his way to England, has been authorized to make arrangements for the iron required; and the contractors having commenced operations near the Rouville Mountain a month ago, and the country through which the road leads being exceedingly favourable, the Directors fully expect that this portion of the undertaking will be completed and opened to the public in the course of next year.

It is usual to mark the commencement of great undertakings by some public demonstration, which the season of the year prevented on this occasion: it would have exceeded the bounds of any moderate expenditure to make the necessary arrangements on the ground, for the shelter and accommodation of the large number of persons who would have desired to be present, and under those circumstances the Directors thought it preferable to defer the ceremony until the opening of the road, when it will be their pleasing duty to reciprocate the hospitality extended to the members of this corporation by their friends in Portland.

Although it has not been deemed expedient to place a greater extent of the road under contract than the subscribed stock will afford the means of completing, the contracts made for the formation of the portion from St. Hyacinthe to Acton, bind the contractors to continue the work thence to Sherbrooke, on the same terms, so soon as the company is in a position to undertake it.

The survey has been extended to the Province Line, but is yet incomplete, and will be resumed next season, when the point of junction with the Atlantic coast may be determined. So far, the grades are much more favourable than indicated by the preliminary survey, and are yet, on further examination, expected to be materially improved.

In Maine, about thirty miles of the road have been placed under contract. Their survey towards the Boundary Line has been even more favourable than our own, and the Board have the pleasure to say, that entire confidence exists there of the uninterrupted prosecution of the undertaking.

The Directors regret to state that the difficulties with the English Scripholders have not been brought to a conclusion. Under the arrangement authorized by the meeting of proprietors held here in September, the deposits, less 7s 6d sterling per share retained to cover preliminary expenses, had, at the last date, been refunded by the London Committee to the representatives of one thousand five hundred and sixty-five shares, and it is painful to add, that the dissatisfaction is not confined to those who refused to sign the share-book. Some of those who have signed are clamorous to be released from the fulfilment of their engagement, and claim exemption on the ground of some implied admission on the part of the London Committee. It is not, however, pretended that any assurance to this effect was given by the Committee, and the Directors never having intimated or admitted that parties in England, having signed the share-book, could be placed on any other footing than the shareholders in this country, they have felt it necessary to state, distinctly, to the London Committee, for the information of the parties in question, that they neither possessed authority themselves to entertain their pretensions, nor conceived that they could be entertained by the shareholders generally. While on this subject, however, the Directors cannot refrain from adverting to the manner in which their position towards the shareholders in England has been embarrassed, and the prospects of the Company damaged, by the continued neglect of certain shareholders in this country to pay up the first instalment. Those who fulfil their engagement, justly complain of those who have not, and a knowledge of the amount in default has drawn from the London Committee a declaration to the effect, that while it continues to exist, they can neither recommend the Stock to their immediate friends, nor to the English public. The Directors are wearied with the efforts they have made to induce payment of the arrears: a sum of about £7,000 cy. still remains to be collected, and another instalment having been called in, it will be impossible for the Board, in justice to those who obey the call, to delay legal proceedings against the defaulters.

The Act of Incorporation fixes the 30th November as the annual period to which the Company's accounts are to be made up. A statement of the receipts and disbursements made up to that date, and a memorandum of the subsequent transactions, are laid on the table for the information of the meeting, and the Directors will afford any further information required.

Very little augmentation to the subscribed stock of the Company has been made since the statement submitted on the 22nd August last. The total number of shares entered on the books is 7,676, but of these 2,633 were subscribed in England, of which 1,565 have been withdrawn, receiving back the deposit of £4 stg. per share, less 7s. 6d. a share as already stated, and on the remaining 1,068 no dependence can be placed as available means until the difficulties with the shareholders have been finally adjusted, which, the Directors venture to hope, will be effected with Mr. Galt's assistance on his present visit.

The position of the Company's affairs may, therefore, be thus briefly stated:—4,043 shares have been subscribed in Canada, including 100 contingent on the road passing through St. Hyacinthe; 750 shares more will be absorbed in the contracts for the portion of the road under construction; and of the 2,633 subscribed in Great Britain, 700 will probably remain on the list: making a total of 5,493 shares, and forming a capital of £274,650, while the disbursement to this time, for preliminary expense, surveys, and management, amount to £6,409 19s. 21 cy., and the cost of the road from the St. Lawrence to Acton, with locomotives, cars, &c., ready for work, is estimated at £274,687.

Under this view, it would appear that the whole subscribed capital of the company will be required in the course of year and next year, unless further shares are, in the meantime, taken up, or a loan negotiated to ease the burden which the present shareholders will otherwise have to sustain.

In framing the Act of Incorporation, the usual clauses empowering the Company to borrow money were omitted. An application will be made to the Legislature, in the next Session, to supply this omission, and for the amendment of the Charter in other respects, of which notice has been given.

The Directors who retire by rotation at this time, but who are eligible, under the provisions of the Act, for re-election, are Messrs. Morin, Torrance, and Moffatt.

The point fixed upon for the present terminus of the road on the St. Lawrence is in the immediate vicinity of the steamboat wharf above the village of Longueuil. But it would be of vast importance to the Company, and a great convenience to the public, if the road could be brought to the city; and the proprietors are no doubt aware of the project entertained by some of our enterprising citizens of throwing a bridge across the St. Lawrence, at some point between the town and the Lachine Rapids. The Directors have, in consequence, given notice of an application to the Legislature for authority to construct a branch to pass over the bridge when erected, and terminate within the limits of the city, at a point to be hereafter selected.

The Board has received the pleasing information of a charter having been granted, by the State of Maine, for the construction of a Rail Road to branch from the great artery at Lewiston, about 30 miles on this side of Portland, to Waterville, on the Kennebec River; and the requisite stock for the organization of the Company having been subscribed, the work is to be commenced forthwith. A charter has also been granted for the extension of this road to Bangor, one of the largest and most thriving towns of the state, which will undoubtedly be commenced soon; and a further extension of the line is contemplated in the direction of New Brunswick. This will not only open an extensive market for Western produce passing hence over the St. Lawrence and Atlantic Rail Road, but it will give to Canada a direct and expeditious communication with the Lower Provinces.

The whole State of Maine is now supplied with Western produce by the circuitous routes of New York and Boston, through the Erie Canal, Hudson River, the Western Railroad, and by coasting vessels requiring numerous transshipments. On the completion of our road, the immense supplies required for the country in question will reach their destination, and be delivered almost at the door of the consumer, with only one transshipment.

In conclusion, the Directors beg leave to reiterate the assurance already recorded in previous Reports, of their entire confidence in the ultimate success of this great undertaking. The ardor of its friends may be chilled by the want of that measure of support and active co-operation which the intrinsic merits of the enterprise should promptly obtain; but, apart from the great benefit which will accrue to this city in particular, and more especially to the landed proprietors thereof, the Road is, in the all but unanimous opinion of this community, as well as in the opinion of men elsewhere extensively engaged in the business of the country, essential to our position, under the circumstances in which we shall be placed by the altered commercial policy of the Parent State, and eventually it will be completed, and amply remunerate the shareholders as an investment.

All which is respectfully submitted.

GEO. MOFFATT, *President.*

Office of the St. L. & A. Railroad Co.,
Montreal, Jan. 19, 1847.

PRODUCTION AND CONSUMPTION OF SUGAR.—The whole production of the sugar-growing countries of the world, in 1844, is set down at 778,000 tons, of which 200,000 tons were furnished by Cuba alone. In the following year, Cuba produced only 80,000 tons, but the increase from other sources was so great, that the total produce amounted to 769,000 tons, which was very little short of that in 1841. The consumption of sugar in the whole world is estimated at 840,000 tons, of which the United Kingdom consumes about 250,000; the rest of Europe, 425,000; the United States of America, 150,000; and Canada, and the other British colonies, 15,000. The growth of the United States does not exceed 100,000 tons, or about two-thirds of the consumption, and the deficiency is supplied by maple-sugar and foreign importation. The difference between the total production of tropical sugar and the consumption of the whole world, is chiefly made up by the manufacture of sugar from beet-root, which now annually extends to 80,000 tons. The surplus stock held in Europe at the end of each year, has been about 130,000 tons; and, notwithstanding the necessity of keeping a large surplus is diminished by the increased celerity of communication, it is considered that a stock of 130,000 tons, upon an annual consumption in Europe alone of 675,000 tons, is not more than a moderate provision against the vicissitudes which attend the growth of the article.

LEAD MINES AND TRADE OF THE WEST.—Dr. Owen, who has been appointed by the Government to make an examination of the mineral lands of Iowa and Wisconsin, states, as the result of his inquiries, that the region produces at this moment nearly as much lead as the whole of Europe, with the exception of Great Britain, and that it has indisputable capacities of producing as much lead as all Europe, Great Britain included.

The arrivals at New Orleans, annually, have been as follows, viz :

1828,	pigs, 183,712	1838,	pigs, 251,733
1829,	146,203	1839,	295,634
1830,	251,805	1840,	317,596
1831,	151,251	1841,	434,467
1832,	122,933	1842,	473,556
1833,	180,662	1843,	571,946
1834,	203,100	1844,	639,269
1835,	251,773	1845,	732,125
1836,	295,644	1846,	785,494
1837,	244,090		

The lowest price paid for lead sold in New York, within ten years was 2½ cents, twelve months' credit, and the highest 8 cents, sixty days; the former in 1830, and the latter in 1838.

MANUFACTURE OF RAILROAD IRON IN THE UNITED STATES.—It is stated in the *Miners' Journal*, that during the year 1844, the first bar of railroad iron was manufactured in the United States. We also learn, from the same source, that the following establishments are in operation, or almost completed:—

Names.	Location.	Tons per annum.
Montour Iron Company,.....	Danville, Pa.....	9,000
Wyoming,.....	Wilkesbarre, Pa.....	9,000
Trenton,.....	Trenton,.....	9,000
Mount Savage,.....	Maryland,.....	9,000
Providence,.....	Providence, R. I.....	9,000
Hunt,.....	Philadelphia, Pa.....	6,000
Great Western,.....	Pittsburgh, Pa.....	6,000
Seibert & Wauwright,.....	Philadelphia, Pa.....	6,000
Grey,.....	Boston, Mass.....	9,000
Phoenixville,.....	Phoenixville, Pa.....	9,000
Trenton,.....	Connecticut,.....	6,000
Fall River,.....	Connecticut,.....	9,000
Moore & Hoven,.....	Norristown, Pa.....	6,000
Ellicott's,.....	Baltimore, Md.....	6,000
Yarmouth,.....	Yarmouth, Mass.....	5,000
Lackawanna,.....	Luzerne County,.....	6,000

Total Tons,.....119,000

The *Miners' Journal* adds:—

“Of the above-mentioned works, all are in operation, except four or five, which are now in process of construction, and nearly finished. It will be seen that they are of sufficient capacity to make 119,000 tons of railroad iron per annum, equal to 2,258 tons per week, or 332 tons per day. For a mile of railroad, with a heavy track, about ninety tons of iron are required. It will be seen, therefore, that iron enough can be manufactured in the United States to lay four miles per day, or twelve hundred miles per year. When we reflect that only two years have elapsed since the first ton of railroad iron was made in this country, it seems almost incredible that so much has been accomplished in so short a time.

“In producing the amount of railroad iron mentioned above, 300,000 tons of iron ore are used. It is impossible to state accurately the number of hands employed in manufacturing the iron from the time the ore is dug until the rails are finished at the rolling mill. Many thousands, however, are engaged in this department, and its prosperity is intimately connected with that of a large portion of the laboring classes in the State, and while it is estimated that five tons of coal are used in the manufacture of every ton of railroad iron, giving an aggregate of 595,600 tons of coal used for this purpose, nearly all of which is anthracite, the fact is sufficient to show the important relation which this branch of the iron business holds to the anthracite coal trade of Pennsylvania, and how disastrous would be the effects upon that trade, if these establishments should, from any cause, be compelled to suspend operations.”

IRON TRADE, &c. OF GREAT BRITAIN.—The exports of British iron from the United Kingdom in the year ending the 5th January last, were, 77,361 tons of pig, 153,882 tons of bar, 10,269 tons of bolt and rod, 22,236 tons of cast, 1,919 tons of wire, 2,374 tons of anchors, grappels,

&c., 11,738 tons of hoops, 6,463 tons of nail, 56,161 tons of all other sorts (except ordnance), 2,250 tons of old iron for manufacture, and 7,015 tons of unwrought steel. Prussia, Germany, the United States, Russia, and the British North American Colonies, are the best customers. The quantity of British hardwares and cutlery exported from the United Kingdom in the 5th of January last, was 20,754 tons, and the declared value £2,182,999. The United States of America took by far the largest quantity, the value being £719,324. The British North American Colonies received to the amount of £200,475; Germany, of £159,459; the British territories in the East Indies, of £119,896; and the British West Indies, of £80,483. The value of the British machinery and mill-work exported from the United Kingdom in the year ending 5th January last, was £904,961.

EMIGRATION FROM GREAT BRITAIN AND IRELAND.—The total number of emigrants in 1845, was 93,501; in 1844, it was 70,686. The emigration in 1845 exceeded that of 1844, by 22,825. The amount of emigration in 1845 exceeded the amount in any one year since 1825, (inclusive,) except 1832 (103,140 emigrants;) 1840 (90,743;) 1841 (118,592;) and 1842 (128,344.) In 1843, the yearly total sunk from the last mentioned enormous sum to 57,212, but has since been steadily increasing again. The increase in 1845 over 1844, is principally in the emigrants to the United States and the British North American Colonies. To the former there emigrated, in 1844, 43,660 persons; in 1845, 58,538 persons; the emigrants to the latter amounted, in 1844, to 22,926, and in 1845, to 31,803. The emigration to the Australian Colonies decreased; in 1844, it was 2,229; in 1845, only 830. To the Cape of Good Hope there was an increase from 161 in 1844, to 496 in 1845. Emigration from the United Kingdom to the West Indies has also increased, from 596 in 1844, to 851 in 1845.—Of these emigrants, only 5,604 were cabin passengers.

THE PORTLAND RAILWAY.—We are happy to find that the suggestion we threw out in our last number, as to paying interest upon the capital stock of this Company as paid in, at the rate of six per cent. per annum, in semi-annual dividends, has been promptly adopted by the shareholders. We congratulate the Company on this decision, and we trust the Legislature will promptly and unhesitatingly grant the alteration in the Charter which it is understood to require before the decision can be acted upon.

COPPER MINE SPECULATIONS.—The following extract, from Mr. Evans's General Agricultural Report for 1846, gives, we fear, too true a statement of the tendency of the public mind in this country:—

“The last year has opened, in Canada, a new object of speculation—the mines on the shores of Lake Superior; and, as an individual, I regret exceedingly that skill and capital is likely to be applied to work, or seek for, the mines in the Far West, while the state of agriculture at our doors, and at the very boundaries of our fine city, is neglected; and not a dollar would be expended to promote the improvement of agriculture, though there is a thousand chances to one that the general improvement of the surface of our naturally fine lands would promote general prosperity more than the most successful working of mines under ground. There is not any objection to working mines, if they are likely to be profitable, but, from my own experience, I know that almost any speculation would rather meet the countenance and support of the wealthy and educated classes of this community than any general plan for the improvement of agriculture.”

GENERAL, PROVINCIAL, AND LOCAL INTELLIGENCE.

The newspapers present scarcely anything of interest. The English mail, which sailed on the 5th, is now due, and is hourly looked for. Lord Elgin will, it is expected, arrive by it, and his presence will doubtless impart some spirit into the jaded political controversies on Responsible Government, &c., now being carried on.—The citizens of Quebec are proceeding with the scheme of an electric telegraphic communication with Halifax with great spirit, and a large portion of the stock is already subscribed for.—The packet ship *Rochester* arrived at New York on Sunday last, bringing three days' later intelligence from Europe. The most important item, in a commercial point of view, is a further advance in the price of bread-stuffs of from 2d. to 3d. per 70 lbs: Indian-corn is quoted at 6s. per quarter;—a most enormous price, and entirely occasioned by the temporary scarcity of the article.—Both in Ireland and France, riots, occasioned by the high price of food, are spoken of.—The public mind has been for the last week strongly directed towards the war in Mexico. Reports had reached Washington that Santa Anna, who was understood to be at San Luis de Potosi with his army, was advancing in strong force on Santillo, where he would find the American force much weakened by detachments; and if an engagement then took place, the result would be critical. It would appear, however, by later advices, that this report is incorrect, and that Santa Anna is still at San Luis with the main body of his army.—The weather for the last two or three days has become very cold, and the crossing is now good in front of the city. At Quebec the thermometer has been from 15 to 17 degrees below zero, and on Thursday last the mercury must have fallen, we should imagine, as low in Montreal.

FORWARDING NOTICE.

1847.

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

UPWARDS.

Pig Iron, Brick, Coal, Salted Fish, Pitch, Tar, and Rosin,	1s. 0d. per cwt.
Bar Iron,	1s. 3d. "
Heavy Hardware, Groceries, Crockery, Rod, Hoop, and Sheet Iron, and Boiler Plate,	1s. 6d.
Dry Goods, Glass, and Powder,	2s. 0d.
Salt, in bags or barrels—per bag or barrel,	1s. 6d.

DOWNWARDS.

Flour, per barrel,	1s. 6d.
Pork and Beef, per barrel,	5s. 3d.
Tobacco, per hind,	10s. 6d.
Butter and Lard, per keg,	0s. 9d.
Wheat and other Grain, per 60 lbs.,	0s. 0d.

Other Property in proportion.
Insurance, extra—
MACPIERSON, CRANE & Co
HOOVER, HOLTON & Co.
H. JONES & Co.
December 11th, 1846.

St. Lawrence & Atlantic Rail-Road.

NOTICE TO TIMBER CONTRACTORS.

TENDERS will be received at the Office of the ST. LAWRENCE AND ATLANTIC RAILROAD COMPANY, till the 9th day of JANUARY next, for the following description of TIMBER, for the superstructure of the Road from the St. Lawrence River to a point in the Township of Acton,—a distance of about 45 miles; to be delivered before the 1st August, 1847, on the line of the Road, at such points as the Engineer shall designate, namely:—

LONGITUDINAL SILLS, Sawed, 8 by 12 inches square, in lengths of 18, 27, and 36 feet, to consist of best quality merchantable Pine or Tamarac Timber. Also, Oak or Tamarac Plank for Cross Ties 2 1/2 inches thick, 6 inches wide, and 8 feet long. The whole to be good sound merchantable Timber, and Plank, free from black knots, shakes, and flaws, and in no case to be Sapling Timber. The Timber to be delivered at Points not exceeding one-fourth of a mile apart, at the following Division of the Road, viz.

FIRST DIVISION, extending from the St. Lawrence River to the Richelieu, at Beloit.
SECOND DIVISION, extending from the Richelieu River to the Village of St. Hyacinthe.
THIRD DIVISION, from St. Hyacinthe to the Point above mentioned in the Township of Acton.

Persons Proposing will state—1st, The amount and kind of Timber they will furnish, and upon which of the above Divisions they will deliver it. 2nd, The price per running foot of Sills of each kind of Timber, 4th, The price of each Cross Tie of Oak or Tamarac.

Persons offering to contract for Timber or Ties who are unknown to the Engineer or to the Directors, will be required to accompany their proposals with references as to character and ability, and in all cases where any proposal shall be accepted and a Contract entered into, the Contractor will be required to give the names of responsible persons as sureties for the faithful performance of the Contract according to the terms agreed on.

For further information, apply at the Company's Office, No. 18, Little St. James Street.

THOMAS STEERS,

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

NOTICE IS HEREBY GIVEN that application will be made by the COMPANY of PROPRIETORS of the CHAMPLAIN and ST. LAWRENCE RAILROAD, at the next Session of the Provincial Parliament, for an Act to amend and extend certain provisions of the Act 2 Wm. 4th, chapter 58, entitled, "An Act for making a Railroad from Lake Champlain to the River St. Lawrence" and particularly the provisions of the 47th Section of the said Act, so as to authorize the said Company to extend and construct a Branch of the Champlain and the St. Lawrence Railroad from some point on the present line of the same West of the River commonly called La Petite Riviere du Montreal, in as direct a line as may be found practicable to any point upon the River Saint Lawrence at which a Bridge shall be constructed under the authority of any Act to be passed by the Legislature over the said River to communicate with the City of Montreal, and also to empower the said Company to carry their said Branch Railroad over such Bridge and thence to the City of Montreal, upon such terms and conditions as shall be fixed by Legislative enactment.

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

RAIL-ROAD OFFICE, }
Montreal, November 2, 1846. }

NOTICE.

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

MACPIERSON, CRANE & Co.
HOOVER, HOLTON & Co.
H. JONES & Co.
B. H. INNES,
Agent Quebec Forwarding Co.
Montreal, November 19, 1846.

ST. LAWRENCE AND ATLANTIC RAIL-ROAD.

NOTICE.

THE STOCKHOLDERS of the St. Lawrence and Atlantic Rail-Road Company, having, at their Special General Meeting, held on the 2nd instant, unanimously resolved upon the immediate commencement of the Rail Road, whereby the Subscriptions for Shares of Stock conditional upon that resolve (received subsequent to the 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, 25th August, 1846.

NOTICE.

WE the Undersigned hereby give notice, that application will be made by us at the next meeting of the Legislature to obtain a CHARTER for the purpose of CONSTRUCTING A BRIDGE ACROSS THE ST. LAWRENCE, say from the South side of said River to a point on St. Paul's Island (the St. Paul), and from said Island to the North bank with right of way across the said Island, and from the North bank of the River to a convenient terminus on the Canal.

- | | |
|--------------------------|--------------------------|
| H. STEPHENS, | ANDREW SHAW, |
| HUGH ALLAN, | JAMES GILMOTR, |
| JAMES C. PIERCE, | WM. EDMONSTONE, |
| D. DAVIDSON, | MOSES HAYS, |
| WILLIAM DOW, | JOSEPH MACKAY, |
| JOHN LEMMING, | ROBERT MACKAY, |
| WM. LUNN, | O. BERTHELET, |
| J. B. SMITH, | H. JORDAN, |
| J. FROTHINGHAM, | A. LAROCQUE, |
| JNO. YOUNG, | H. HART, |
| JOHN E. MILLS, | JOSEPH BOURRET, |
| L. H. HOLTON, | A. M. DELISLE, |
| D. L. MACDOUGALL, | W. ERATINSER, |
| BENZ LYMAN, | W. C. MCKENZIE, |
| R. CORSE, | JOHN J. DAY, |
| DAVID TORRANCE, | GEO. ELDER, Junr. |

Montreal, September 14, 1846.

NOTICE.

ON and after the 15th instant, the Subscribers will charge the undermentioned RATES OF FREIGHT, from Kingston and places below, to Montreal.—

Flour,	3 0 per barrel
Pork,	4 6 per barrel
Artes,	7 6 per barrel
Wheat,	0 10 1/2 per 60 lbs.

And other articles in proportion.
Insurance, as usual, will be charged on all property downwards, in addition to the Freight.

H. JONES & Co.
R. H. INNES,
Agent for the Quebec Forwarding Co
MACPIERSON, CRANE & Co.
HOOVER, HOLTON & Co.
Montreal, Nov. 14, 1846.

NOTICE.

THE Partnership heretofore existing between **HARRISON STEPHENS, JOHN YOUNG** and **ROMEO H. STEPHENS**, under the Firm of **STEPHENS, YOUNG & CO.**, was this day DISSOLVED by Mutual consent.
All Debts due to and by the said Firm, will be settled by **JOHN YOUNG** and **BENJAMIN HOLMES.**

HARRISON STEPHENS,
JOHN YOUNG,
ROMEO H. STEPHENS.

Montreal, 31st August, 1846.

NOTICE.

THE BUSINESS 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.

FOR SALE.

TEAS—Twankny, Young Hyson, Gunpowder and Souchong, in boxes,
Molasses, Heavy,
Martell's Cognac Brandy,
Sicily Marsala Wine,
Bulled and Raw Linned Oils,
Olive Oil, English Glue,
Plug Tobacco, Pimento, and Pepperc.
ALSO,
Patent Sperm Candles, from th. Manufacturer.
STEPHENS, YOUNG & CO.
26th August, 1846.

"CANADA" WINDOW GLASS.

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

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

THE Business heretofore carried on by **D. P. JAMES** will, from this date, be continued by the Subscribers, under the Firm of **D. P. JAMES & CO**
D. P. JAMES,
W. W. JAMES.
Montreal, 9th April, 1846.

THE Subscribers have constantly on hand.—
FLOUR, **INDIAN MEAL,** **CORFISH,**
PORK, **BUTTER,** **CHIESE,**
SALMON, **LARD.**

A few Boxes Patent Hive HONEY, and a Choice Assortment of DRY GROCERIES, for the supply of Families
D. P. JAMES & CO.
Corner of St. Paul & McGill Streets.

NOW OPENING, AND FOR SALE

by the Subscribers:

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

August 22. **ALISON & CO.**

COMMISSION AGENCY.

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

ALFORT & GLASS.

Quebec, 3rd Sept. 1846.

BIRMINGHAM AGENCY.

THE SUBSCRIBER,

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

WILLIAM HEDGE.

Montreal, 30th May, 1846.

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

Consulting Physician,—**DR. CRAWFORD, Montreal.**
RYAN, CHAPMAN & CO.
Agents for Canada.

1st May, 1846. **MONTREAL**

DONOGHUE & MANTZ have REMOVED their Printing Establishment from Great St. James Street, to THAYER'S BUILDINGS, No. 142, Notre Dame Street, two doors East of the French Cathedral.
Montreal, 9th May, 1846.

JOHN LEEING,

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 75d. 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 when 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.