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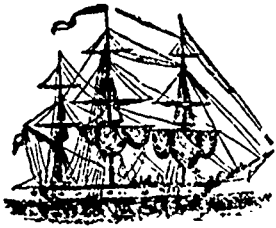
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# CANADIAN ECONOMIST.



## FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 5TH DECEMBER, 1846.

[No. 32.]

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## THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 5TH DECEMBER, 1846.

### NAVIGATION LAWS.

The *Montreal Gazette* continues his quasi defence of the British Navigation Laws against our attacks upon them, and we are glad to observe that the tone and temper with which he treats his subject are wonderfully improved. To what cause we are to attribute this manifest change we shall not stop to enquire; it is sufficient to notice the fact. It will certainly greatly facilitate the arriving at a correct conclusion on this question, that the reasons on both sides should be fairly stated, without any admixture of topics, growing out of the private piques or jealousies of the writers, on either side. To the country at large the differences of the editors of the *Gazette* and the "Economist" are of little consequence, but the question itself under discussion is all important: it involves, according to our view, nothing less than our future commercial existence; and the continuance of our connection with Great Britain as a loyal and attached Colony.

The *Gazette* apparently demurs to this conclusion, and treats our argument as though it was founded on the desire to withdraw from the protection of the mother country, instead of being, as it manifestly is, stated with a view to avert such an evil. Every attentive reader of the "Economist" must admit that, since the commencement of our career, the plain and obvious tendency of our writings has been more strongly to cement that connection which now subsists between this Province and Great Britain. Whilst other papers—and some even of those which have arrogated to themselves the titles of being *par excellence* British,—have denounced the new policy which Great Britain has adopted in her colonial relations—have held out the threat of separation from the mother country as the natural and unavoidable consequences of that policy—have advocated repudiation of our public debt to Great Britain, as a just return for her alleged breach of faith in withdrawing her protection from our products in her markets,—we have, to the best of our abilities, defended her policy as being founded on sound commercial principles: and whilst we could not but admit, that their sudden introduction might, and probably would, be attended with some temporary derangement of our trade, we have acquiesced in that "partial evil," believing that it would produce "universal good." We have done more: instead of foolishly seeking to counteract the policy of the British Government, we have sought to give effect to it, by adopting it in all its integrity. The British Ministry have freely admitted, that the withdrawal, by them, of protection from our products, will justify on our part the removal of any preference in our markets of British or foreign produce. We adopt this admission in its integrity, and with all its consequences, and we claim its application, alike to shipping as to manufactures: and we ask, what is there which places the one in a different category from the other? Are the greatness and prosperity of Britain based exclusively on the shipping interest, and do they not rest equally on the other great national interests? Are her ship-owners so weak as to need protection,

and her manufactures and agriculturalists so powerful as to be able to contend against the world? These are questions which press upon every reflecting mind, and we believe the result which must inevitably flow from their consideration, is, that the monopoly which British shipping at present enjoys is destined, ere long, to share the same fate with those of the British manufacturer and agriculturist.

Already significant symptoms of this approaching emancipation have manifested themselves in Great Britain: the chamber of commerce of Manchester, have memorialized the treasury on the impolitic character of the British Navigation Laws,—and in Jamaica also, a vigorous demonstration has been made against them—and there can be little doubt that, ere long, there will be but one cry throughout the British dominions, that of REPEAL.

We take the merit to ourselves of being—what the *Montreal Gazette* reproaches us with—the "leaders of the movement" in the "agitation" of the question in this Province; and we rejoice that the public attention has been directed to it, in a great measure through our instrumentality. The advocates for the repeal of the British Navigation Laws are also much indebted to the editor of the *Montreal Gazette*,—and the few influential writers who have coincided with him—for the valuable assistance which they have rendered in the admissions which the weakness of their cause has constrained them to make.

The editor of the *Montreal Gazette* in particular, who, as we last week observed, in the outset of the discussion characterized our demand for a modification of the British Navigation Laws, as "PREPOSTEROUS, UNREASONABLE, and ABSURD," subsequently admitted that he had great doubts of their wisdom; has at last discovered that "commercially speaking they are totally indefensible," and that "there can be no objection to the inhabitants of this colony petitioning as British subjects for their repeal." Thus then, the indefensible character of the British Navigation Laws in a commercial point of view, and our right to urge for their repeal, being admitted in the most unqualified manner, by the most able and at the same time the bitterest of our opponents, the controversy between us is narrowed down to the following questions:—

1st. Do the Navigation Laws press so heavily on the commerce of this country, as to justify us in making a special claim on the British Government for their repeal?

2nd. Are those laws so immutable in their nature, and so intimately interwoven in the national policy of Great Britain, as to render their repeal or modification highly improbable, and, as a consequence, any action on our part futile and unavailing?

The first question has been so fully discussed in our columns, during the last six months, that it would be a waste of labour to enter upon it again at any length. We shall confine ourselves to a recapitulation of the case which we contend we have made out, against the operation of the Navigation Laws in this country.

We have demonstrated that the main source on which we have to rely, for our future commercial prosperity,—for the maintenance of our public credit, by the payment of the interest on the public debt, and for the gradual liquidation of that debt,—is the rendering available to the largest extent of the improvements of our internal navigation;—that the alterations in the commercial policy of Great Britain have caused the competition between our canals and those of the United States to become so close as to render the utmost economy in the transport of produce through our waters a matter of necessity;—and that to insure the economy, it is expedient to do away with restrictions of every kind, and to grant every facility to foreign as well as British capitalists to invest their funds in our carrying trade. We have shown that the legal impediments in the way of foreign vessels conveying our products to the British dominions, have frequently been the means of enhancing freights in Canada to an exorbitant degree; and that this enhancement,—when the small medicum of protection which we now enjoy in the British markets shall have been withdrawn,—will have the natural tendency frequently of driving even our own produce from our own to foreign canals. We have shown that the restriction on the foreigner operates to a high degree as an inducement to use his own canals in preference to ours, both for the exportation and the importation of his produce; and that we are, by this suicidal policy, increasing the

revenue from tolls on foreign canals and diminishing that on ours. We have further proved, that the protection to the British ship-owner is by no means commensurate with the loss to our internal trade, inasmuch as it is merely removing the field of his competition with the foreign shipowner, from our own to foreign ports. We have proved that the British Navigation Laws hold out the strongest inducement, nay, actually compel us, and the inhabitants of Canada West, to draw our supplies of foreign goods through New-York, and the foreign canals, instead of through our natural inlet, the River St. Lawrence. We need only, in illustration of this part of our argument, point the attention of our readers to the rapid and progressive increase of our import trade with New York, and the diminution of that with Britain.

These positions—every one of which has in our columns been so distinctly set forth as to amount to a mathematical demonstration—are unassailed and unassailable: and, whilst each in itself would form a sufficient warrant for our application for the modification of the British Navigation Laws, and for the opening of the St. Lawrence; combined, they form an irresistible and overwhelming case.

From this synopsis, it is manifest that we differ *toto celo* from the Editor of the *Montreal Gazette*, that the burthen of the British Navigation Laws is light to this colony: and if possible we dissent still more strongly from his position, that the cost "falls almost entirely on the British consumers." This might be true if the British consumer were compelled to draw the whole or the principal part of his supplies from this market; but since he will have the whole world to choose from, it is obvious that the price in England will be regulated, not by the cost of importation from Canada alone, but also by that from other markets; and hence, any circumstance which may enhance this cost of transporting our produce, weakens our power of competition with other nations, and diminishes the value of such produce here. This we take to be so plain as to need no further illustration.

As regards the immutable character in public estimation of the British Navigation Laws, so strongly insisted on by the *Gazette*, a sufficient answer is to be found in the facts already adverted to in this article, of the incipient agitation against them. As the result of that agitation can only be matter of conjecture, we leave our readers to judge which is the more likely to prove correct, we, who anticipate that Great Britain will pursue her onward march, or the Editor of the *Gazette*, who conceives that she has come to a pause in her career.

We have perhaps sufficiently alluded to the insidious attempt on the part of the *Montreal Gazette* to make the repeal of the British Navigation Laws, a political or party question; and to his weak attempt to cast upon his opponents the odium of being desirous of severing the connection with Great Britain. This is a stale device, which the supporters of existing abuses in this province have repeatedly practised, and sometimes not without effect: fortunately, in this instance the shaft flies harmless. The attempt, however, is not the less deserving of reprehension. The *Gazette*, with great parade, inserts for the third time a passage from the *Economist* in which we, in answer to his unauthorised assertion that the British Navigation Laws are "the price we pay for her protection, and that we must submit to them or be cast off by the mother country," reply, that "the price is too extravagant to be long quietly paid." And is such not the case? Were Great Britain herself to state that such were the terms on which alone she would protect us, should we not be entitled to remonstrate and to show that the bargain was a hard one for us? How absurd then, to stigmatise us as disaffected persons, rebels, or traitors, for merely expressing our opinion on the hypothetical alternative proposed by the Editor of the *Gazette*, and for following it up to its consequences! The age of constructive treason has fortunately gone by, but the learned Editor of the *Gazette* appears desirous of introducing the age of hypothetical treason!

To fill up the measure of our crimes, we have formed an "alliance" with *La Revue Canadienne*: thus we shrewdly suspect constitutes "the head and front of our offending." That men of every political party, and of both races, should combine to overturn the monopoly of the British shipowner, and to free us from the commercial thralldom under which this province must languish and decay, is indeed a conjunction which bodes ill for the cause which the *Gazette* advocates. To add to his chagrin, we distinctly assure him that no exertion on our part shall be spared to make that alliance more complete. Whatever differences there may continue to be on other subjects, we confidently trust that the two races will cordially unite in labouring for the REPEAL OF THE BRITISH NAVIGATION LAWS, FREE NAVIGATION OF THE ST. LAWRENCE, and for the introduction of the principles of FREE TRADE in our colonial legislation.

One word more, before we close this rather long article. The *Gazette* lays great stress upon the fact of the advocates of Free Trade, whether the writers of the *Economist* or of *La Revue Canadienne*, speculating on the consequences of the British Government denying what they claim as a matter of justice. We assert, and will ever maintain, the right of a British subject on all occasions to expose any hardship under which he suffers; and in the

instance of the Navigation Laws, we should be wanting to the great cause which we advocate, were we to shrink from declaring that the affections of the people of this country towards the parent state would be weakened, were she, after removing from us the protection which we have hitherto enjoyed, to continue to impose shackles on our commerce. We have little apprehension but that Great Britain will continue, with reference to the demands we now make, the same magnanimous course which she has hitherto pursued; at the same time, it is fitting that she should be informed how deeply the interests and feelings of the people of this country are engaged in them. That the fact of stating the consequences of the denial of any act, either of justice or of favour, can fairly be construed either as disrespectful, or as implying a desire to withdraw from the connection with Great Britain, we pointedly deny: on the contrary, we assert, that it is a constitutional practice, adopted on various occasions, by the highest authorities, and by the most loyal subjects. Mr BUCHANAN, whose discretion may perhaps be doubted, but whose loyalty, we presume, is unimpeachable, and who is, like the *Gazette*, a zealous advocate of existing abuses, in his letter dated 26th ultimo, points out the "annexation" of this country to the United States, as the inevitable consequence of the present policy of Great Britain.

Probably the Editor of the *Gazette* may demur to such an authority, and we shall therefore supply him with another, which the *Government organ* will sincerely repudiate. The address of the Legislative Assembly of 12th May last, reported from a committee of which the Hon. W. B. Robinson, now Chairman of the Board of Works, was Chairman, and voted *nem. con.*\* by the house, contains the following passage:—

"Should the inhabitants of Canada, from the withdrawal of all protection to their staple products, find that they cannot successfully compete with their neighbours of the United States in the only market open to them, they will naturally and of necessity begin to doubt whether remaining a portion of the British empire be of that paramount advantage which they have hitherto found it to be."

From this quotation, we draw the inference, that advocates of monopoly, and protectionists, are alone entitled to threaten separation from the mother country!

\* We must except from these remarks the Member for Montreal, the Hon. George Moffatt, who, at the time the report was brought up, objected to that portion of it.

## THE PROVINCIAL TARIFF.

In our last number, we investigated the question of the Sugar Duties, with the view of ascertaining, first, whether 12s. 6d. stg. per cwt., on raw and bastards, is too high for a revenue duty; and secondly, whether the same rate of duty should be levied on both kinds: and we arrived at the conclusion, that, judging from a comparison of the quantity consumed under a duty of 14s. 4d. stg. per cwt., and the previous more moderate duty of something under 9s. stg. per cwt., the middle rate of 12s. 6d. stg. could scarcely be considered as sufficiently high to check consumption.

On carrying our investigation a step farther, however, we have seen reason to modify that opinion, having discovered that although raw and bastard sugars met with increased consumption under the augmented rate of duty, the consumption of refined fell off at the same time in a much greater ratio.

The average consumption of muscovado and bastards, as shown in our last number, was as follows:

|                                       |                  |
|---------------------------------------|------------------|
| 1839, '40, and '41, average per annum | . 7,453,246 lbs. |
| 1813, '44, and '45, " " "             | . 9,301,362 "    |

During the same time we find the quantity of loaf sugar entered for home consumption was as follows:

|                            |                          |
|----------------------------|--------------------------|
| 1839, . . . 1,675,697 lbs. | 1843, . . . 613,801 lbs. |
| 1840, . . . 1,745,822 "    | 1844, . . . 1,751,926 "  |
| 1841, . . . 2,378,717 "    | 1845, . . . 1,736,502 "  |

|                |                |
|----------------|----------------|
| 6,300,236 lbs. | 4,105,229 lbs. |
|----------------|----------------|

|                        |             |
|------------------------|-------------|
| Average, . 2,100,079 " | 1,368,409 " |
|------------------------|-------------|

And in these respective periods, the duty charged on refined sugar was 1d. stg. per lb. for the first, and 2d. stg. per lb. for the second, besides an additional duty of 20 per cent if foreign or imported from a foreign country; and we may add, that this differential duty on foreign refined was by no means inoperative, as we see by the Parliamentary returns before us that it was paid in 1815 upon no less than 107,137 lbs., viz. 95,709 lbs. entered at the port of St. Johns, and 11,428 lbs. at various ports in the Western section of the province.

It would appear then from the foregoing, that, while the consumption of raw and bastard sugars increased during the second or more recent period to the average extent of 1,848,116 lbs. per annum, that of refined fell off at the same time to the average extent of 731,670 lbs. per annum: in other words, the consumption of raw

and bastards increased at the rate of about twenty-four per cent, and that of refined fell off at the same time at the rate of about thirty-five per cent per annum.

Thus it is plain that the high duty of 2l. stg. per lb. on loaf sugar has had the effect of materially diminishing consumption,—has probably caused many families from necessity to abandon the consumption of it entirely, and most to restrict themselves materially in the use of it,—which is clearly carrying a duty to an abusive and injurious extent, without benefiting the public revenue to anything approaching to an equivalent degree.

Whatever, therefore, may be thought with respect to 12s. 6d. stg. upon muscovados and bastards, it is clear that 2l. stg. per lb. is too high for a revenue duty upon refined. Indeed, we would at once propose a greatly reduced rate upon both descriptions, were it not that we should be laying our scheme open to premature criticism by laying it piecemeal before the public, having already been warned in this respect by the friendly hints of our readers. For instance, we are informed that the mere rough outline of a tariff which we submitted in our last number but one, is spoken of by our opponents as if it were a perfect scheme placed before the country, with the full authority of the Free Trade Association; while, in fact, we took the greatest pains to prevent any such misconception being put upon it,—except by those who might be wilfully determined not to understand it for what it plainly meant to be. It was in fact, we may as well reiterate, nothing more than what it plainly professed to be—a mere sketch, to show “that the Differential Duties might be instantly and completely abandoned without deranging the finances of the country, or giving a violent shock to mercantile credit or arrangements.” And to make it the more complete and likely to carry conviction along with it, we took the tariff of the country as it now stands for our guide, and, merely assuming it to act uniformly upon all goods imported for consumption, whether British or foreign, showed that a larger revenue could thereby be collected than the country actually requires.

With this explanation then we revert to the question before us, and will endeavor to illustrate, by another example, the effects which the enhanced duties of 1842 have had upon the consumption of sugar.

Classing all the sugars entered for consumption under one head, we find that the average quantities stand as follows under the two periods, viz. :—

|   | 1839 to 1841. | 1843 to 1845. |
|---|---------------|---------------|
| Raw and Bastard, . . . . .              | 7,453,246     | 9,301,362     |
| Refined, . . . . .                      | 2,100,079     | 1,368,409     |
| Total average consumption p.ann. . lbs. | 9,553,325     | 10,669,771    |

Increase in the latter period 1,116,446 lbs., or a little over 11 per cent per annum. Now taking into consideration the increase of population in the second period—the general prosperity that prevailed—and the improved habits of the people at large,—it seems to us that, had the duty remained as before, a much larger increase in the consumption of sugar might reasonably have been expected than seems to have taken place. It is true, we take no notice whatever of the quantity of maple sugar produced during the years in question, nor do we consider it of much importance to do so, as we believe the quantity produced of the latter does not vary much from year to year, and if we are right in this assumption, it obviously could not materially vary the aggregate result.

Altogether, then, after a careful summing up of the question, we think it will be generally conceded, that the sugar duties might be reduced without detriment to the revenue on the one hand; and, on the other, with well-founded hope of positive benefit to the commerce and general interests of the Province at large.

The *Gazette* has appeared since the foregoing was written, and we observe that our contemporary affects to have fallen into the error to which we have already alluded.

He affects (and we trust our contemporary will observe that we thus give him credit for better judgment and keener penetration than he chooses to display) to treat our rough trial scheme as if we had really put it before the public as a Free-trade Tariff, while, on the contrary, the only purpose it was intended to serve (that, however, being a very important one), was to demonstrate to the public that differential duties might be instantly abandoned without endangering our revenue—an object which we consider it has fully accomplished, even by our contemporary's own admissions.

He next affects to be unable to comprehend how a duty of six pounds sterling can be levied upon a hundred pounds currency worth of imported goods. Our contemporary may affect such ignorance, but we will do him the justice to say that we scarcely think the public will give him credit for sincerity in appearing so obtuse. That an officer of customs, trained for a life-time in one routine of practice, might, at first view, fall into the error affected by our contemporary, we are ready to admit, being fully alive to the general force of long established habits; but that our subtle contemporary the genius of the *Gazette* could fall into such an error with his eyes open, is past all belief.

Finally, however, we will admit that our statement would have been clearer, had we stated “6 pounds sterling per cent.” instead of simply “6 per cent.,” but as all the other rates of duty were stated in sterling, we scarcely thought that that particular rate would be seized upon as an exception and supposed to be currency.

All the other points raised by our contemporary are manifestly irrelevant and out of place, and it would therefore be a mere waste of time and paper to discuss them at present.

When we put our digested scheme before the public, we shall be prepared, and happy, to discuss it, in all its bearings, with our contemporary, or any other journal in the Province.

Meantime, we shall merely add that our contemporary has compromised his judgment in many ways in the article before us. We have room, however, for only one example. He says, “The duty on tea is raised to a point at which experience shows that there is large smuggling.” Now, if there be smuggling at all, which he offers no opinion upon one way or other, it must obviously be across the frontier—we suppose he will admit that,—and the duty at present levied on teas imported by the frontier being 2l. per lb.—how can we be accused of raising it to a smuggling point? We fear our contemporary's spleen has obscured his intellect.

THE POST OFFICE DEPARTMENT.  
No. 5.

From all the recommendations of the Commission, what has resulted? In what particulars have the authorities of Her Majesty's Post Office in St. Martin's-le-Grand acted on them, or against them, or not acted at all? This is our next question. Alas, that the answer to it must be so little satisfactory; that the answerer must perforce add another instance to the long catalogue of sad cases, wherein the labor of the mountain has but brought forth the mouse.

It was unfortunate, as every one thought at the time—and the result has amply shown that on this point every one was right,—it was unfortunate that the instructions from home to Lord Sydenham directed him to place an officer of the department on the Commission. With those instructions before him, Lord Sydenham no doubt did the best he could, in naming the Deputy Post Master General for Canada as the Departmental Member of the Board. To have named any one else would have been to set a subordinate officer to investigate into, and pass judgment on, the doings of his chief; a position even more anomalous than that in which Mr. Stayner was actually placed, when named as a Commissioner upon himself. Nor are we disposed to doubt Mr. Stayner's desire to acquit himself faithfully of this next to impossible charge. That he has been a faithful and efficient public servant, no one who reads the Report can doubt. But neither can any one who reads the Report doubt that his presence at the Board was in fact, as might have been expected, and as indeed was expected, a most unfortunate thing. The Report, now that it is printed, shows (what was generally surmised before) that there was at the Board an “antagonism” between Mr. Stayner and his colleagues; an antagonism, to our judgment, in its origin at least, rather of position and feeling than of opinion, but which, like most other antagonisms, led from bad to worse. Appended to the Report is a protest by Mr. Stayner, almost as long as the Report itself; and to this are attached remarks by Mr. Downing, the chief Commissioner; a letter of corrobative comments by Mr. Davidson, the third Commissioner; and a number of documents, in evidence on one or other of the points in controversy.

As to the tenor of this controversy all that need here be said is, that it had very little indeed to do with the substantial merits of the leading recommendations of the Report; that in fact, the comparative unimportance of the points drawn by it into question, may be said rather to confirm the Report as a whole, than to shake it.

Still, it can have had no such tendency with the authorities before whom the Report went for final judgment. To them, it could only make the whole business perplexed, doubtful and unsatisfactory. And perplexed, doubtful and unsatisfactory, so far as we can see, has been their whole course ever since, about it.

Before the Report was made, another king had arisen “which knew not Joseph.” Lord Sydenham, the first Governor hereabouts who had ever taken any pains to understand the subject, perhaps the first who could have taken such pains to any purpose, was no longer living. Lord John Russell, the first Colonial Secretary who had ever shewn himself able and disposed to second such enterprise on the part of Colonial Governors, the Colonial Secretary who had acted with Lord Sydenham in undertaking the reform of the British American Post Office, had given place to Lord Stanley. It was to a new Governor in Canada, a new Colonial Secretary, and new Lords of the Treasury, in Downing-street, and a new Post Master General in St. Martin's-le-Grand, that it fell to decide and act, if decide and act they could or would, upon the conflicting representations of the majority and minority of the Commissioners. From Canada, it would seem as if the Report was sent home without having been so much as first considered by the Provincial Executive. Sent home, it re-

mained till the other day a secret and mystery to every body here so that no public response could be made to it. In England, if they attended to it all, it must have been rather to lose themselves in a maze of official correspondence about the long controversies of the Protest, than to carry into action the views of the Report, or indeed any other set of matured views for the reform of the Department whatsoever.

A summary review of what has been, and what has not been, done, (so far, that is to say, as we or any one else out of the Department can learn, through the veil of mystery which surrounds it, still as much as ever,) will show that our language is not a whit too strong. In very truth, it cannot be. The fact is, that the changes which have been made since 1812 in the Department, so far as this Province is concerned, have done, to say the least, as much harm as good. What they may have wrought for the Lower Provinces we cannot pretend to say. Probably enough, from the multitude of their abuses, and the obvious nature of most of them, and the fact that as regarded them the Commissioners left no controversy for decision, the action taken for the Lower Provinces may have resulted in more of improvement, and less of mischief, than here. But *here* it has done as much harm as it has good, and perhaps more. It has resulted in a state of things, certainly not better as a whole, and as certainly in a variety of particulars worse, than that which the Commissioners found existing and described.

We will fully establish this proposition in our next. The recital will require more space than we can give to it in our present number; and we think it important to present it to our readers as a whole.

### "SOCIÉTÉ EN COMMANDITE."

"Qu'en aille pes. prenant un mal de des circonstances transitoires pour la condition de la commandite, ou soupçonner le contrat ou l'effort dans des entraves trop fortes. La commandite est un des instruments les plus actifs du crédit et de l'association, car c'est par elle que les petits capitaux, attirés vers l'industrie et le commerce viennent y chercher un emploi meilleur, et que 'ou son des couches inférieures de la nation' peuvent se former des aggregations de capitaux et d'intelligences favorables au développement de leur bien être. Il faut donc se borner a la regler et a la maintenir."—*De Langlois.*

The time has now passed when it was considered treasonable to see anything in a foreign country worthy of imitation, even of approval; when the great proof of loyalty to the Government consisted in a blind preference for the institutions of one's own country over every other; a preference based, of course, not upon any proper comparison of their respective merits, but upon the *certain knowledge* that that system of government, and all its laws and customs, were the perfection of human jurisprudence. Things have now, certainly changed; the continual and daily increasing intercourse between different countries (intercourse which can but receive an immense development from the progressing acquaintance with the true and infallible principles of political economy), the constant comparisons that are thereby forced upon their inhabitants of the condition, as well as the wants, of other states with those of their own, will soon soften, if not utterly efface, those feelings of jealousy and contempt for one another which formerly existed, and change them in a great measure into a spirit of generous rivalry, which cannot but be productive of the most beneficial result—that of binding together the various branches of the human family, and making them feel that they are made for one another, and not for themselves alone.

As we colonists are now enabled, to a certain extent, to seek the best markets for our commercial undertakings, we might also endeavour to procure for ourselves, wherever we may find them, institutions producing good fruits. Yet, if in the former operation, great care be requisite in considering whether the importation be of a nature to suit the wants of our population, much greater caution is necessary in examining whether an institution, producing, perhaps, the happiest results in another country, be also adapted to our own; the more so, that in the one case the evil caused by a mistake is but of a temporary and partial nature, while, in the other, it must be very serious, in not only creating opposition to an institution which may be good in itself, but in exciting distrust and hostility, to all similar attempts in after time. All plants are not suited to all climates, nor are all institutions, be they civil or commercial, nor are all individual undertakings, fitted for all countries alike. Care and discrimination must, therefore, be used in the choice of subjects for transplantation.

Can we not, looking first to the countries with which our commercial relations are more frequent, find in them something worthy of imitation? Leaving political institutions of course aside, could we not find in our nearest neighbors, for instance, that spirit of sturdy self-reliance and energetic enterprise which has brought them so young in years, to the front rank of nations? Of these very qualities do we, perhaps, stand most in need here; and if they sometimes degenerate there into a spirit of hazardous speculation, they would, undoubtedly, only need being tempered with our characteristic caution and prudence to produce the desirable *juste-milieu* of temperament which could not

but make us go *a-head* permanently. It has, indeed, been unfortunately too much the habit with people here to expect everything from Government and nothing from themselves; such a spirit must soon destroy every proper feeling in a community, which is, by it, kept, as it were in a perpetual tutelage. When all ameliorations and undertakings, great, small, and trivial, are left to Government, people soon get into the belief that it must do everything—that *that* is its business, its duty, and that they have but to make known their wants. Why, for both, busy themselves with private undertakings and associations, when Government is there to supply every want, affording them thus such an honorable pretext for enjoying the beatitudes of inertia! Now, if we would be anything on the face of the earth if we ever expect to take our place amongst the nations—we must, *at once*, shake off that slothful dependence upon Government, trammelled by which we can no more hope to progress than a child to walk, if continually kept in leading-strings. Government, undoubtedly, has its duties; and among them none more important than that of drawing out and exciting the spirit that, after all, can be but latent in the breast of every man, by the encouragement, in all manner and ways, of education, of agriculture, and of industry, in every shape. Not the least powerful among its means of so doing, is the facilitating association, or rather the throwing no obstacles in its way not absolutely required by the security and safety of the public.

In this laudable spirit we see enacted, so long ago as 1829, by the Legislature of Massachusetts, a general law incorporating all manufacturing companies established in accordance with its provisions. If these have the essential requisites of prudence and liberality, a fair field is thrown open to private enterprise, which is thereby freed from the costly, and sometimes vexatious, preliminaries necessary upon individual application to a Legislature. No act of government can give more impetus to the spirit of association than a general law of this kind. The States of Massachusetts and New York, also, possess laws regulating the establishment of companies on the principle of limited partnership; they are much more restrictive in character than the French law; and if, on the other hand, they be a little less liable to fraud, they do not, by any means, allow to the principle that full expansion of which it is capable.

The commandite system of partnership has not, so far, been looked upon favorably in England, owing to the idea that it was particularly open to fraud; serious instances of which, in France, were pointed to as necessary effects. It could easily be shewn that as much deception and ruin as was ever seen, has been caused by royal chartered institutions. The Banque Royale de France, in the eighteenth century, Law's Great Mississippi Scheme, and the famous South Sea Company, were of this class, and to go no farther back than our own days, have we not seen thousands upon thousands ruined by railroad schemes and Banks? And yet they were incorporated by royal charter or legislative enactment.

The French system possesses one feature peculiar to it; namely, the power of dividing the stock into shares, transferrable without endorsement, and payable by instalments. By the American law, the entire subscribed stock must be paid up, and cannot change hands at any time. This has, of course, the effect of preventing almost entirely the formation of companies by small shares; and although such a restriction may be necessary in countries where speculation requires rather being tempered than otherwise, in a country like ours, where that spirit is *quite steady* enough, and the habits of the people and their means taken into consideration, it may be thought that the greater liberty allowed by the French law is better adapted for the promotion here of industrial and manufacturing operations. The American system certainly takes away from the commandite its leading feature, that of gathering together for one object the small and scattered capitals which would otherwise remain useless and idle. Small and scattered, they are impotent; united, they become all-powerful.

The French law allows the carrying on any business whatever by a *commandite* partnership; by the American law, Banking and Insurance are excluded; with propriety, certainly, as regards the latter hazardous business, and, indeed, the former also, if, by Banking, be implied the issue of notes, a power which is wisely restricted in all countries, and in none with greater necessity than in the States. The evils which would inevitably result from private companies being allowed to carry on banking, in that extended sense, might, however, be avoided, by confining the mere issue of notes to specially authorized institutions, or to one government institution, as was projected by that practical statesman, the late Lord Sydenham. In France, the issue of notes is confined to the Banque de France, and the ordinary business of banking is left free.

Both systems agree as to the formalities required in the formation of the companies, and the restriction to the general partners of the transaction of business. Both require a certificate (or deed of partnership) to be drawn up, containing the name of the projected firm; but while the French law requires the publication of the names of the general partners alone, and of the amount of the stock "en commandite," the American law requires moreover that the certificate be signed by all the parties, both *general and special* partners, and it must also contain the nature of the business to be carried on—the names of the partners, distinguishing the *general and special*, and their residences—the amount of capital subscribed by each special partner, and the periods of commencement and termination of the

partnership: the certificate must also be acknowledged by all the parties thereto before a proper officer, and, so acknowledged, must (as in the French system) be entered, and recorded in a book kept for the purpose, and open to public inspection. It is furthermore requisite, by the American law, that with this certificate be filed an affidavit of one or more of the general partners, to the effect that the whole of the subscribed stock has been actually paid in. The partnership is not formed until all these formalities are complied with, and a false statement in any particular makes the special partners liable as general partners; the terms of the partnership must also be published in some newspaper named for the purpose. Any change in the original deed, whether in name, capital, or business, is tantamount to a dissolution of the partnership, and the same formalities must again be complied with as at first starting; the same with a renewal of partnership. The name of the firm must include those, and those only, of the general partners; and the use therein of that of a special partner renders him a general partner. All suits must, of course, be directed by, and against, the general partners. Interest and dividends may be paid, but the payment of such must not in any case reduce the original amount of capital; and if it be shewn that such payment had that effect, they must be returned with interest. A special partner may from time to time examine into the concerns of the partnership and may advise; but he can, in no case, transact business, not even as agent or attorney, without subjecting himself to be treated as a general partner.

This restriction also exists in the French law, but its introduction, or rather its re-establishment, in the code, met with considerable opposition from several of the Tribunals of Commerce, and even in the Council of State, when under discussion. It was contended that the prohibition would have a bad effect, uselessly, in preventing, for instance, clerks in a house from placing their savings with their employers, or heads of houses from leaving with younger hands their establishment, reserving to themselves a certain control in their management. After long and serious deliberation, the restriction was maintained, the probable advantages being outweighed by the more than probable frauds that would thus have had an opening made for them.

The general partners are, of course, liable to one another as well as to the special partners, for any mis-application of funds, &c.; and any partner is liable for an act of fraud, not only civilly, but also to indictment. Sales, transfers, judgments confessed, and such like transactions, among the partners, are necessarily void as regards creditors, and the concurrence of a special partner in any such act renders him liable as a general partner. In case of bankruptcy, a special partner ranks, in all cases, only when all the creditors are satisfied. No dissolution of partnership is valid except that settled in the deed of formation, unless notice thereof be filed and published in the same manner as the formation itself.

It may be said, in conclusion, that although we have here in full force the law under which could be established any company "en commandite," with almost all the advantages that are enjoyed under the present French law, there can be no doubt but that a declaratory act embodying the old jurisprudence, (with, perhaps, some slight modifications, such as one contained in the "Code Français,") would be of great advantage, inasmuch as the requirements would then be clear and beyond the possibility of contestation: nothing beyond that is wanted. It will have been seen that the American "Limited Partnership" is founded upon, though different from (in being much more restrictive), the French "Commandite," although one term is generally translated by the other. It may also have been shewn that the latter is, from its greater freedom, the better adapted to our state of society, which, as has already been said, requires more *spurring* than *curbing*.

A new era is dawning upon this country; the protection (it can hardly be called fostering) with which it has been brought up is now withdrawn; we are left to fight our own battles, commercially, among nations; upon the rising generation, then, rests the responsibility of giving a right direction to our first steps. We must follow with firm and unflinching step the straight path pointed out to us, and illumined by the true and infallible principles of Political Economy, withstanding the allurements of those political syrens, the Protectionists, and in the firm persuasion that all that any country requires (and Canada is inferior to none in natural riches and capacity) is "a fair field and no favor" in all things.

Nothing more, but nothing less.

JEAN BAPTISTE.

Montreal, Nov. 23, 1846.

### DIFFERENTIAL DUTIES.

We have much pleasure in inserting the following communication, exhibiting the demoralizing tendency of restrictive laws on commerce. Experience has shewn that whenever the practice of smuggling finds its way amongst a people, it is as surely followed by a decline of virtue. Our correspondent traces these effects, and exhibits it at last weakening the most sacred moral obligations, and loosening the bonds that hold society together. The simple fact

that the people at large do not support the law in its enactments against the smuggler, but look on the latter in the light of one who is running a risk to benefit them, and consequently entitled to their gratitude and support, is the best proof of the gross error legislators commit when they attempt to interfere with the natural course of trade. By so doing, they bring the law into disrespect, and weaken that reverence for authority which it is so necessary should be maintained.

Our correspondent informs us in a private letter—and the fact is a most gratifying one—that Free Trade principles are slowly and surely making their way through the section of the Province in which he resides, and he adds a confident hope and belief that at no distant day public opinion will be unanimously in favor of them.

There is one argument which has been almost entirely overlooked in the discussion upon the propriety of the repeal of the differential duties, which, in my opinion, should alone be sufficient to decide the question, putting altogether out of sight the able and unanswerable arguments adduced in former numbers of the *Economist*. I refer to the immoral tendency of these laws upon the yeomanry of the country.

With a frontier of 1,200 miles in extent, the facilities for smuggling are so great, that, large as is the quantity of goods annually introduced into the country in this way, it is only surprising that the quantity is not ten times greater. Referring more particularly to the District of Johnstown, with which the writer is more intimately acquainted, I have no hesitation in saying, that at least a third part of the goods brought over from the United States are clandestinely introduced by parties who make a regular business of it, generally men of unprincipled and determined character, and who are able easily to elude the slight surveillance which a deputy custom-house officer, unaided, can exercise over a distance generally of eight or ten miles, and frequently of fifteen or twenty miles; or if he should, by some fortuitous circumstance, happen to come upon a smuggling party, he is prevented from making a seizure, either by the strength or alertness of the smugglers, who know well, that if they can only get the goods once into the country, however short the distance, they are safe, as they will be concealed, and, if necessary, *protected*, by the people, who have very generally a sympathy for the smuggler.

To such an extent does this feeling exist, that in some of the townships in rear of the district and along the line of the Ottawa, no custom-house officer dare appear for the purpose either of search or seizure. This is a fact too well known to be disputed. Hence the number of seizures is inconsiderable, and the difficulty and expense attending them is so great that almost all efforts are abandoned by the deputies; and I have been assured that, for the last three or four years, the amount of fees received upon goods seized and sold, will not amount to more than £20 for the whole District. When it is recollected that immense quantities of goods are smuggled in winter for the lumber trade on the Ottawa, it proves conclusively, that long as the temptation exists, so long will the revenue of the country be defrauded,—the morals of the people injured,—and the honest importer undersold and driven out of the market by men who are always ready to engage in any undertaking in which the prospect of gain and the excitement of an illicit traffic are connected.

But the evil does not stop here; and it is to this that I desire more particularly to direct the attention of the Legislature and the public, because the consequences to the country are of far greater importance than the loss inflicted on the revenue by the evasion of the duties. When an important seizure has been made by an officer of customs, from a person notoriously engaged in the traffic, and it is judged expedient to enter into proceedings at law for the purpose of inflicting the fine imposed, it has been found, in almost every case, that no jury will render a verdict in favour of the Crown, however clear the proof adduced; consequently, a conviction is seldom or never procured, and the parties escape the just punishment of the law.

If this were the only evil resulting from such a state of public opinion, it would be comparatively of secondary importance; but when we consider the fact that the jury, composed of the yeomanry of the country, are led, through a mistaken and false sympathy for the accused, to perjure themselves, and declare that he is not guilty when they have the clearest evidence adduced of his guilt.—I say, that this is sufficient to show the impolicy, to say the least of it, of continuing laws which induce, in the first place, persons to be guilty of infringing them, and, in the next, juries to perjure themselves, by acquitting when they should condemn. Then what follows a trial of this kind? The same individuals who composed the jury for the trial of the smuggler, are called upon to try a man for arson, or murder, or highway robbery: having thrown away the principles of justice in the first case, are they not likely to be guided in their decision in the others by no higher standard of morals? Are they likely to be just in the trial of the thief, when they have been unjust in the trial of the smuggler? Once undermine the principles of justice, and where is the safety of the public and the value of the laws? This then, I assert, is a strong argument for the repeal of differential, and in fact of all exorbitant or even high duties, and for the construction of a tariff based upon the principles of *moderate* and equal duties. Public opinion, as exhibited in the case I have above cited, as in every other where this law is brought into practical operation, is evidently in favour of moderate duties. Placing out of view the many unanswerable arguments in favour of low duties, which I believe will invariably be found more productive to the revenue than high duties, I believe that the subject to which I have adverted is one which deserves the serious consideration, not only of every supporter of Free Trade, but of the statesman, the Legislature, and the country at large, and such I trust it will receive.

MENTOR.

Brockville, 27th November, 1846.

## SIR ROBERT PEEL AND FREE TRADE.

The inhabitants of the town of Elbing, in Prussia, having some time since addressed a letter of congratulation to Sir Robert Peel, on the successful termination of the efforts of the late Premier for the establishment of Free Trade, have recently received the following reply to their memorial:—

Your address, in which you express your approbation of the great measures of financial and commercial reform which I have considered it my duty to lay before Parliament, I have received with very great pleasure. The object of the income tax was not only to make a good deficit, but also to lay the foundation of a more just system of taxation, by putting an end to duties before levied on raw materials, as well as these vexatious regulations of the Excise—and the duties on many kinds of produce necessary to the comfort of the working classes. The bill having for its object the limitation of the paper currency, has in no way affected public or individual interest, nor has the country been thereby deprived of the advantages of a paper circulation; but in placing the issue of this medium of exchange under certain reasonable restraints, the bill has been the means of checking abuse in times of great critical importance to the commercial interests of the country, as well as of unusual speculation. The bill has given to paper money a settled value in making it always exchangeable with specie. I learn with pleasure that the intent and effect of these measures have been properly appreciated by distinguished politicians of other countries.

That part of your address wherein you admit the principle of commercial legislation, which, by order of Parliament, is now in force, has afforded me above all things the most lively satisfaction. The measures proposed for the diminution of custom-house duties have been brought forward without any similar concessions having been offered by foreign countries; they have been proposed because the general interest of the country demanded it. Their effects are sufficiently advantageous to fully justify the steps we have taken, for it is contrary to the principles of political economy to purchase at a dearer rate articles of inferior value; and the authors of this measure have thought that the principles of their commercial legislation would be adopted by other nations. Difficulties and obstacles may arise; and financial embarrassment, which appears to be the strongest argument in support of the protective system, will, in certain countries, be advanced as a reason for continuing it. Individuals who profit by high duties are favourably listened to by the government; in other cases they form the most numerous part of the population, or at least a powerful party in the legislative assemblies.

Interests are thus represented *en masse*; but this isolated interest cannot long offer resistance to the arguments and manifest interest of the great social body. The public finances labour under a double disadvantage; first, by the prejudice with which they are regarded, and the consequent support offered to smuggling; and, secondly, by the great expenses incurred in its suppression; so that, eventually, it will be seen by those who are responsible for the financial condition of their respective countries, that it is prudent and politic to replace, by such moderate duties as will permit the commerce and revenue of the country to increase, those high duties which either diminish, or altogether prohibit, the importation of foreign produce, and sustain certain branches of trade at the expense of the public finances.

The social condition of that country which maintains with the greatest rigour the protective system, will be opposed to the state of another which has adopted liberal principles, and the conviction of the value of such principles will not obtain, unless by the encouragement of the freedom of exchange amongst all the nations of the world; the well-being of each individual will be increased, and the will of Providence will be fulfilled—that Providence which has given to every country a sun, a climate and a soil; each differing one from the other, not for the purpose of rendering them severally independent of each other; but on the contrary, in order that they may feel their reciprocal dependence by the exchange of their respective produce, thus causing them to enjoy in common the blessings of Providence. It is thus that we find in commerce the means of advancing civilization, of appeasing jealousy and national prejudice, and of bringing about a universal peace, either from national interest or from Christian duty.

I have the honour, &c.

ROBERT PEEL.

Now that the commercial season has finished, we shall be enabled to find more room in the *Economist* for the contributions of our Free Trade friends, whose exertions are more particularly required at this moment against the meeting of Parliament, when the whole commerce of the country will have to be brought under review, in order to take advantage of the invitation of the mother country, to assimilate our policy to the more liberal spirit of the day. We trust, therefore, that we shall receive increased assistance from without. At the same time, we would express our thanks to those correspondents who have already so liberally contributed to our aid, and more particularly to the author of the letters on "Joint-stock Companies," and the writer of the Post-Office communications.

## GENERAL, PROVINCIAL, AND LOCAL INTELLIGENCE.

Another public dinner was given to Mr. Baldwin, on the 16th ultimo, by the electors of the County of Norfolk. The report of the Honble. Gentleman's speech occupies five columns of the local newspapers, and refers principally to political topics, the allusion to the commerce of the country being very slight and unimportant.—The *Montreal Gazette* states that Mr. Keefer, the engineer in charge of the Welland Canal, was in the confident hope of so far completing the repairs on that work, as to commence passing fifty vessels on Saturday last.—Mr. Shepherd, agent of the Montreal Mining Company, has published his Report. It gives a general description of the features of the mining, with a more particular account of each locality. In the course of his remarks, Mr. Shepherd speaks of this locality as likely to rival Swansea, in South Wales, and to maintain the superiority of Great Britain as a mineral kingdom. He also draws a flattering picture of the progress made by the American companies. Factories, foundries, and furnaces, he says, are springing up along the sea-board to meet the increasing demand for this important metal. In the small State of Massachusetts, two millions and five hundred thousand pounds are annually manufactured; and in the smaller State of Connecticut, one house alone, in a small village, manufactures four hundred and sixty-nine thousand five hundred pounds annually, into brass wire. Mr. Shepherd also acknowledges the services of Mr. Logan, the Provincial Geologist, whose incessant and arduous labors in this immense field for investigation will not only, he says, enhance the value of the public domain, but secure for him, in the scientific world, a well-earned reputation "as enduring as the rocks and waters."—The Court of Queen's Bench of Montreal, have decided against the right of Mr. J. E. Mills to exercise the office of Mayor, on the ground that his election was decided by the vote of a person not legally eligible, and who has been since unseated as a Common Council-man. There seems to be a difference of opinion as to the effect of this decision—whether it restores Mr. Forrier, or leaves the office altogether subject to a new election.—We regret to learn that there have been some losses at sea, consequent on the late gale. The ship *Mersy*, and the ship *Reliance*, both went ashore on the 24th ult., at Grand Ance, three miles above Matane. The *Empire*, it is said, experienced a similar fate at Little Matane, and the *Harland* is in the same situation, at Pislet. Fears are also entertained for the whole fleet of 23 or 24 vessels, that were in company when the gale came on. On the Upper Lakes, also, there have been a great many disasters, accompanied with loss of life. But the most serious occurrence yet known, is the loss of the steamer *Atlantic*, from Boston to New York, which was driven ashore near New London, in the gale of the 26th; and as far as is yet ascertained, twenty-nine lives were lost.—The last vessel to sail from Quebec, this fall, the brig *Marquis of Normandy*, got under way on Monday evening at a little after 5 o'clock, with a fine westerly breeze.—Mr. Isaac Buchanan has published another letter. It is addressed to Lord Eigin, and prophesies the loss of the Colony in consequence of Free Trade.—The weather has again moderated, and the river is as yet free of ice. The *Prince Albert* is still making daily trips to Laprairie, but the Quebec boats have been all laid up for the season.—There is no later news from Monterey. It is understood that the American Government is preparing an expedition, under General Scott, to take possession of Tampico as a new basis of operations. A kind of negotiation for peace had commenced between Mr. Buchanan and a Mexican agent. The President, it was rumoured, would make a large demand on Congress for money and men. He seems to have confirmed the "annexation" of North Mexico, by appointing civil administrators of justice.

## STATISTICS OF SHIPPING AT QUEBEC.

During the season of navigation which has just closed, there have arrived at Quebec, from sea, 1,439 vessels, forming an aggregate of 573,208 tons; the crews of these vessels average about 15 men each, making 21,585 seamen. Of these—including new vessels—1,362 have cleared at Quebec, 90 of which were from Montreal, having partly loaded there, and had to have the remainder of their cargoes brought down in lighters, owing to the shallowness of Lake St. Peter, and consequently had to re-clear here; thus leaving 1,272 that have loaded at Quebec.

There were 30 vessels built at Quebec, during the year ended 1st ult., forming an aggregate of 19,751 tons, of these 24 were square-rigged, forming 19,369 tons, which, added to the tonnage of arrivals this year, 573,208 tons, makes 592,577 tons of shipping that have loaded in the ports of Quebec and Montreal, this year.

The number of arrivals at this port, from sea, is 36 less this year than last—but the tonnage this year exceeds that of last by 13,496 tons.

The number of arrivals at Montreal were, in 1845—202 vessels, tonnage 51,295; and in 1846—221 vessels, tonnage 55,968.

IMPROVEMENTS IN THE NAVIGATION OF THE ST. LAWRENCE.

The Canal which surmounts the Gallops rapids was opened to the trade on the 25th ult., on which day the mail steamer "Gildersleeve" passed through on her upward passage to Kingston. The short canal at Farren's Point will be opened in the spring, at the commencement of the navigation, and the remaining two canals, Rapides Platt and Point Iroquois, will be completed and thrown open very soon afterwards, thus completing the entire line of Canal Navigation from Lachine to Kingston, so that propellers and barges can return to Kingston by the direct route, instead of, as heretofore, by the circuitous one of the Ottawa River and Rideau Canal.

We are glad to learn that the entrance lock from the river at Montreal to the Lachine Canal is in such a state of forwardness as to ensure its completion early next summer. All the new locks from that point upwards are finished, with the exception of hanging some of the gates, which are all completed. The Basin, from the entrance lock at Lachine to the coffer dam, is finished, and the upper and east coffer dam is completed, so that the whole basin can be drained, and the work commenced early enough in the spring, it is hoped, to admit of a month or six weeks being devoted to the work before the usual time of opening the Canal arrives.

The Contractors and Engineers feel confident of completing the whole during the ensuing summer, so that the enlarged canal and basin may be used during the latter part of the business season next year. Both above and below this city, we believe, the most active and energetic efforts are making by the department of Public Works, not merely to complete the great chain of communication with the Lakes, which is hereafter, we trust, to be the leading instrument of the prosperity of the province, but to afford those lesser facilities essential to developing the resources of particular localities.—Gazette.

RATES OF COMMISSION

Recommended for general adoption, and allowed by the New-York Chamber of Commerce, when no agreement exists to the contrary.

| ON FOREIGN BUSINESS.  |  | Per Cent. |
|---|--|-----------|
| Sale of merchandise.....  |  | 5         |
| Sale or purchase of stocks.....   |  | 1         |
| Sale or purchase of specie.....   |  | 1/2       |
| Purchase and shipment of merchandise with funds in hand; on the aggregate amount of costs and charges.....                  |  | 2 1/2     |
| Drawing or endorsing bills, in all cases.....   |  | 2 1/2     |
| Vessels, selling or purchasing.....   |  | 2 1/2     |
| Freight procuring.....  |  | 5         |
| Collecting freight, or general average.....   |  | 2 1/2     |
| Outfits or disbursements, with funds in hand.....   |  | 2 1/2     |
| Effecting marine assurance in all cases, when the premium does not exceed 10 per cent., on the amount assured.....          |  | 1/2       |
| Effecting marine assurance in all cases, when the premium exceeds 10 per cent.; on the amount of premium.....               |  | 5         |
| Collecting dividends on stock.....  |  | 1/2       |
| Collecting delayed or litigated accounts.....   |  | 5         |
| Adjusting and collecting insurance losses.....  |  | 2 1/2     |
| Receiving and paying moneys, from which no other commission is derived.....   |  | 1         |
| Remittances in bills, in all cases.....   |  | 1/2       |
| Landing and reshipping goods, from vessels in distress; on the value.....   |  | 2 1/2     |
| Receiving and forwarding goods, entered at the Custom-house; on the value.....  |  | 1 1/2     |
| And on responsibilities incurred.....   |  | 2 1/2     |
| ON INLAND BUSINESS.   |  |           |
| Sale of merchandise.....  |  | 2 1/2     |
| Purchase and shipment of merchandise, or accepting for purchases, without funds or property in hand.....                    |  | 2 1/2     |
| Sale or purchase of stocks.....   |  | 1         |
| Sale or purchase of specie.....   |  | 1/2       |
| Sale or purchase of bills of exchange, without endorsing.....   |  | 1/2       |
| Sale or purchase of bank notes, or drafts, not current.....   |  | 1/2       |
| Selling and endorsing bills of exchange.....  |  | 2 1/2     |
| Vessels, selling or purchasing.....   |  | 2 1/2     |
| Chartering or proceeding to other ports to load.....  |  | 2 1/2     |
| Procuring or collecting freight.....  |  | 2 1/2     |
| Outfits or disbursements.....   |  | 2 1/2     |
| Collecting, general average.....  |  | 2 1/2     |
| Effecting marine insurance, in all cases, when the premium does not exceed 10 per cent.; on the amount insured.....         |  | 1/2       |
| Effecting marine insurance in all cases, when the premium exceeds 10 per cent.; on the amount of premium.....               |  | 5         |
| Adjusting and collecting insurance losses.....  |  | 2 1/2     |
| Collecting dividends on stocks.....   |  | 1/2       |
| Collecting bills, and paying over the amount, or receiving and paying moneys from which no other commission is derived..... |  | 1         |
| Receiving and forwarding goods; on the value.....   |  | 1/2       |
| The same when entered for duty or debenture.....  |  | 1         |
| Remittances, in all cases, in bills.....  |  | 1/2       |

The above commissions to be exclusive of the guaranty of debts for sales on credit, storage, brokerage, and every other charge usually incurred. The risk of loss by fire, unless insurance be ordered, and of robbery, theft, and other unavoidable occurrences, if the usual care be taken to secure the property, is in all cases to be borne by the proprietor of the goods. When

bills are remitted for collection, and are returned under protest, for non-acceptance or non-payment, the same commission to be charged as though they were duly honoured. On consignments of merchandise, withdrawn or re-shipped, full commission to be charged to the extent of advances or responsibilities incurred, and half commission on the residue of the value.

BILLS OF EXCHANGE.

By a revised law of the state of New York, the following damages on bills drawn or negotiated in this State, and protested for non-payment, are allowed, namely:—

Bills drawn on the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Pennsylvania, Ohio, Delaware, Maryland, Virginia, or District of Columbia, three per cent.

North Carolina, South Carolina, Georgia, Kentucky, or Tennessee, five per cent.

Any other State or Territory of the United States, or any other place on or adjacent to this continent, and north of the Equator, or any British or other foreign possessions in the West Indies, or elsewhere on the Western Atlantic Ocean, or any port or place in Europe, ten per cent.

THE MARKETS.

MONTREAL. Friday Evening, 4th Dec.

Business of all kinds is about over for the season. We omit our Prices Current for this week, and shall hereafter occasionally do so, when we have a press of original matter

Boats continue to arrive by the river, from Kingston, to winter here; but after to-day, they will not come below Lachine, from which place their cargoes will have to be brought by sleighs.

Some small sales of Flour have been made since our last, at 27s. 6d. for fine; and a parcel of Wheat, of middling quality, at 6s.

Nothing doing in Salted Provisions. Hogs in carcase begin to come in freely; and Hogs of 200 lbs. average command \$5, and 250 lbs. \$5 50 per 100 lbs.

NEW YORK, 28th November, 1846.

Flour,—in consequence of cold weather, had advanced to \$5 25 to \$5 37 1/2 for best brands.

GRAIN.—Very little change since our last report. Best samples of wheat bring \$1 03 to \$1 09; Corn, 64 to 73 cts.; Barley, 59 to 61 cts.; Oats, 35 to 39 cts.

PROVISIONS—are dull. Stock of Pork, 40,000 brls. Ohio Mess, nominal at \$9 75; Prime, \$7 1/2 to \$8; Mess Beef, \$8; Prime, \$6, and dull; Lard, 7 1/2 cts.

TALLOW continues scarce, and sells on arrival at 9 to 9 1/2 cts. FREIGHTS to England continue brisk: Flour, 5s.; Wheat & Corn 15d. to 16d. in bulk. To Glasgow, 5s. 6d. for Flour has been paid.

CANALS OF NEW YORK.—FLOUR AND GRAIN.—The aggregate receipts of Flour, Wheat, Corn and Barley, at tide water, from the commencement of navigation in 1845 and 1846, to and including the third week in November, have been as follows:—

|                     | FLOUR.<br>Brls. | WHEAT.<br>Bush. | CORN.<br>Bush. | BARLEY.<br>Bush. |
|---------------------|-----------------|-----------------|----------------|------------------|
| 1846, . . . . .     | 2,858,600       | 2,800,005       | 1,514,113      | 1,379,852        |
| 1845, . . . . .     | 2,308,237       | 1,384,223       | 32,274         | 1,071,888        |
| Increase, . . . . . | 550,363         | 1,416,682       | 1,511,839      | 307,964          |

By reducing the wheat to flour, the quantity left at tide water this year compared with the corresponding period of the last year, shows an excess equal to 888,689 brls of flour.

BUFFALO. 25th November, 1846.

We have been visited with a regular old fashioned North East snow storm, and no boat has arrived or departed since yesterday. Very little can be said in relation to the produce market. Holders of Wheat and Flour generally speaking are sanguine of an improvement in the Eastern markets after the close of the canal, which this cold snap and fall of snow must as a matter of course facilitate, and 75 cents for prime quality Cleveland, 73 for Milan and Sandusky, 72 for Wabash, 70 for Wisconsin, and \$4 for good common brands of Flour is about what the market may be quoted. Corn of late has come to hand a little more freely than was anticipated, and the stock now in store must be in the neighbourhood of 50,000 bushels. Buyers for perhaps 20,000 bushels could be found at 30, but dealers are asking 35c., and failing to procure this price are engaged in storing.

Lake Imports, Third Week in November.—The imports have been pretty large during the past week, but were confined principally to a few leading articles. The table below embraces the aggregate of Flour, &c, landed from 15th to 23rd, inclusive:

|                |              |                |               |
|----------------|--------------|----------------|---------------|
| Flour. . . . . | bbls. 93,932 | Wheat. . . . . | bush. 227,298 |
| Beef. . . . .  | 935          | Corn. . . . .  | 59,674        |
| Pork. . . . .  | 295          | Hides. . . . . | 1,970         |
| Ashes. . . . . | 342          | Seed. . . . .  | 1,410         |

Butter, Cheese, Lard, &c, have much diminished, and can now only be expected in small invoices. The receipt of Flour as above exceeds that of any former week this month, making an aggregate import for the first three weeks of Nov., of 215,000 bbls.—Buffalo Commercial Advertiser.



**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 54, 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, to the River commonly called La Pote Riviere de 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 enter the 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.

**ST. LAWRENCE AND ATLANTIC RAILROAD.**

**NOTICE.**

**THE STOCKHOLDERS** of the St. Lawrence and Atlantic Rail-Road Company, having, at their Special General Meeting, held on the 2nd instant, unanimously resolved upon the immediate commencement of the Rail Road, whereby the Subscribers for Shares of Stock conditional upon that resolve (received subsequent to the 30th ultimo) have become absolute, the New Stock-holders are required to PAY the FIRST INSTALLMENT of £1 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, 23th 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 (Isle St. Paul), and from said Island to the North bank with right of way across the said Island, and from the North bank of the River to a convenient terminus on the Canal.

- |                  |                   |
|------------------|-------------------|
| H. STEPHENS,     | ANDREW SHAW,      |
| HUGH ALLAN,      | JAMES GILMOR,     |
| JASON C. PIERCE, | WM. EDMONSTONE,   |
| D. DAVIDSON,     | MOSES HAYS,       |
| WILLIAM DOW,     | JOSEPH MASSON,    |
| JOHN LEVINGO,    | ROBERT MACKAY,    |
| WM. LANE,        | O. BERTHELET,     |
| J. H. SMITH,     | H. J. BAILL,      |
| J. PROTHINGHAM,  | A. LAPOINTE,      |
| JNO. YOUNG,      | B. BART,          |
| JOHN E. MILLS,   | JOSEPH BOURRET,   |
| J. H. HORTON,    | A. M. DELISLE,    |
| D. L. MACDONALD, | W. FRYSINGER,     |
| BENJ. JAMES,     | W. C. MERRITT,    |
| R. CORSE,        | JOHN J. DAY,      |
| DAVID TORRANCE,  | GEO. ELDER, JUNR. |

Montreal, September 14 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.

MACKPHERSON, CRANE & Co.  
HOOKER, HOLTON & Co.  
H. JONES & Co.  
R. U. INNES,  
Agent Quebec Forwarding Co.

Montreal, November 19, 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  |
| Ashes..... | 7 6  | per barrel  |
| Wheat..... | 0 10 | 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. U. INNES,  
Agent for the Quebec Forwarding Co.  
MACKPHERSON, CRANE & Co.  
HOOKER, HOLTON & Co.

Montreal, Nov. 14, 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.

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

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

**BUDDEN & VENNOR.**

**ENGLISH CROWN AND SHEET WINDOW GLASS.**

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

**BUDDEN & VENNOR.**

Montreal, 25th September, 1846.

**NOW OPENING, AND FOR SALE**  
By the Subscribers:

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

August 24.

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.

ALPORT & GLASS.

Quebec, 3rd Sept. 1846.

**NOTICE.**

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

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

HARRISON STEPHENS,  
JOHN YOUNG,  
ROMEO H. STEPHENS.

Montreal, 31st August, 1846

**NOTICE.**

**THE** BUSINESS heretofore 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:** Twankay, Young Hyson, Gunpowde and Souchong, in boxes,  
Malasses, Heavy,  
Martell's Cognac Brandy,  
Sicco Marsala Wine,  
Boiled and Raw Lardseed Oils,  
Olive Oil, English Glue,  
Plug Tobacco, Pimento, and Pepper.

ALSO,  
Patent Sperm Candles, from the Manufacturer.

STEPHENS, YOUNG & CO.  
20th 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,  
2nd May, 1846. 193, ST. PAUL STREET

**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, CORNFISH,  
INDIAN MEAL, BUTTER,  
PORK, CHEESE,  
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 & St. Gill Streets.

**FOR SALE.**—2000 barrels PRIME MESS PORK, of excellent corn and quality.  
9th Aug. 1846. ALISON & CO.

**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, Counties Slip, New York; J. H. Hooker and L. A. Carleton, 151, River Street, Troy; H. A. Holcomb, 101, Pier, Albany; J. C. Pierce & Son and William Coote, St. Johns, C. E.; Oliver Bescomb and A. S. Eddy, Whitehall; J. H. Hooker, 15, Long Wharf, Boston.

GEORGE BENT, MONTREAL.

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

1846. Northern Line. 1846.

**TRAVIS & CO. PROPRIETORS.**

**MERCHANDIZE**, &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, Counties Slip, New York; D. F. Blount, 193, River Street, Troy; W. A. Travis, Whitehall; William Coote, St. Johns, C. E.; J. C. Pierce & Son, St. Johns, C. E.; Matthewson & Sinclair, 160, St. Paul Street, Montreal, C. E.

Mark Goods—Care of Travis & Co.

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

**PEOPLE'S LINE OF STEAM BOATS.**

**THE** Public are informed that WILLIAM BRISTOW, Esquire, is appointed Agent, or 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.

**REMOVAL.**

**DONOGHUE & MANTZ** have REMOVED their Printing Establishment from Great St. James Street, to TRAVELER'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 75d. each subsequent insertion. Ten lines and under 3s. 9d. first insertion, and 1s. each subsequent insertion. Above ten lines 4s. 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.