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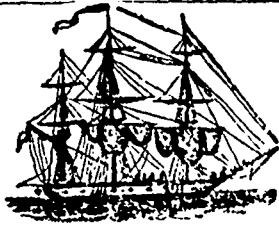
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. 1.]

MONTREAL, SATURDAY, 25TH JULY, 1846.

[No. 13.]

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 25TH JULY, 1846.

CORN LAW LEAGUE AND FREE TRADE ASSOCIATION.

The various items of intelligence received by the steamer *Cambria* have, long ere this paper reaches our subscribers, been read with avidity through the length and breadth of this Colony. Perhaps on no former occasion has such a press of interesting matter been conveyed at one period. The passing of the Corn Bill,—the rejection of the Irish Coercion Bill,—the dissolution of one Ministry, and the formation of another,—the total disruption of one of the most powerful political parties ever formed,—and the memorable speech, on retiring from office, of him who had been the founder and leader of that party—a speech in which, casting off the trammels which had bound him, he boldly enunciated those broad principles of freedom and equality which must hereafter be applied not only to the commerce but the general government of the country.—These subjects, important as they doubtless are, and destined to fill an important page in our country's annals, it is not within the scope or object of the present article to discuss.

But there is one interesting fact conveyed by this packet, which must not be passed over in silence: that is the dissolution of the Corn Law League, consequent on its success in obtaining the object for which it was originally founded. In the history of the various struggles for freedom with which the annals of our mother country abounds, we know of none commenced under greater difficulties and more admirably sustained to the end than that in which the Corn Law League has been recently engaged and has so signally triumphed. The triumph has been of truth over error, of reason over prejudice, of public principle over private and class interests.

When we look back to the original formation of the League, we cannot but be astonished at the mighty results which it has achieved. Founded in a provincial town, known only as the principal seat of the cotton manufacture, but not distinguished as having ever occupied a prominent position in the political history of England, having only very recently under the Reform Bill enjoyed the privilege of returning its representatives to the Imperial Parliament,—numbering amongst its members no names distinguished either in the political or literary world,—no scions of aristocracy or nobility,—none but plain manufacturers and tradesmen, men whose ideas were thought never to have extended beyond the loom or the spinning jenny,—few attached much importance to its labours, or dreamed of what they would produce. By degrees, however, the zeal, energy, and talent which were exhibited in its support produced their natural effects; and that which had in the first instance been looked upon with indifference or contempt, became the subject of apprehension to the giant monopolists, whom its object was to overthrow. Need we go on to point out its successive achievements,—how it enlisted in its support the whole manufacturing and the principal part of the commercial class, with at last a sprinkling even of the agricultural—how it influenced the electoral constituencies and sent its representatives to the senate of the empire, where at first they were received with haughty indifference or evident dislike by the leaders

of both the great political parties; but where by their singleness of purpose and their admirable talent and tact they succeeded in commanding the respect and attention of the most fastidious assembly in the world? They did more—they persevered in their efforts until, backed by the public voice, they succeeded in converting to their opinions the majority of that house of which but a few years before they formed in numbers so insignificant a portion. How great must have been the satisfaction and pride of RICHARD COBDEN, the man who had especially borne the burden and heat of the day, to receive at last the meed of approbation to which he was so justly entitled at the hands of that premier who but a few years since, in the plenitude of his power as minister, in the vain attempt to crush the representative of the League when just entering on his career, had actually accused him in that assembly of inciting the people to assassinate him! How great must have been the triumph of RICHARD COBDEN to find the Premier of England pass no measured eulogium on that League which but a few months since Lord BROUHAM stigmatized as an unlawful conspiracy! Nor, we rejoice to observe, are the people of England unmindful of the debt of gratitude they more especially owe to their unwearied champion: that gratitude they are about to mark in a manner more emphatic than by mere words, and surely never was tribute more justly earned.

The triumph of the Corn Law League is certainly calculated to inspire with hope all other associated bodies peacefully engaged in similar struggles for freedom. In many respects the Free Trade Association resembles its celebrated and successful prototype. Both had to contend in the first instance with the apathy of the public, the indifference, to use the mildest term, of politicians of every hue, and the opposition of classes who conceive their private interests in jeopardy. Both bodies have had their objects misrepresented through malice or ignorance, and both have relied on reason alone as the antidote for the calumnies with which they have been assailed. Both can appeal with confidence to their acts and declarations as demonstrative that their views are general in their application, and not intended for the aggrandizement of any individuals or classes apart from that of the community. Every argument in favour of the Corn Law League applies at least with equal force to the Free Trade Association. The latter body has to contend against a fiscal system impregnated with all the vices of that which the League in England has been mainly instrumental in overthrowing. But we must not disguise the fact that the difficulties in the way of the attempts at reformation of our commercial code are at least equally great with those which the League experienced in the mother country. Although no such plea can be set up here as a vested right to protection, founded on its existence for ages, yet we may be assured other pretexts will not be wanting. To strip the scanty plumage with which such arguments may be clothed is a work of comparative ease, but the problem remains unsolved—how is the public mind to be so acted on that the still small voice of reason may be heard amidst the clamour of interest or prejudice? This desirable object can only be attained through the press; and on its conductors mainly devolves the duty of enlightening the public on the great questions connected with the commerce of the country which will ere long force themselves on the consideration of our legislature.

We are aware that the members of the Free-Trade Association, and more especially the conductors of this journal, have been censured as taking too prominent a position in the present crisis: but certainly if ever there was an occasion when it behoved every member of the body politic to express his sentiments, it is the present. Who is there that will have the hardihood to deny that the commercial aspect of affairs is critical in the extreme? We have no desire to disparage the labours of our fellow-conductors of the press; but are they not all too much immersed in the party politics of the day, to pay that undivided attention to commercial subjects which their importance at this juncture calls for? What has been the conduct of those who are ordinarily classed amongst the leaders of the commercial world? Have they evinced their fitness for the position which they assumed, and which we would willingly assign to them? What, commercially speaking, were the fruits of the late session of the Provincial Legislature? How much of their time and labour was directed to a consideration of the changes in our commercial system which would become necessary in consequence of our altered position

with the mother country? Who amongst our Provincial Ministry, or in the ranks of the Opposition, has manifested such administrative talent as to justify the public confidence being implicitly reposed in him? Until these questions are satisfactorily answered—until it is shown that there are some persons at the helm of affairs competent to guide the political vessel through the rocks and shoals which beset her course, we shall not hesitate to raise our warning voice, disregarding of the taunts or obloquy with which we may be assailed; nor will we cease from the pursuit of our object, until the public mind is thoroughly aroused.

THE NAVIGATION LAWS.

At the present moment there is perhaps no object of equal importance to the well-being of this colony that can be sought for from the mother country, as that of bringing about a repeal of the British Navigation Laws, in as far as they affect our interests. Well may we exclaim, in the words of the memorial lately presented to Government by the Free-Trade Association, "This Colony is now labouring under the loss of protection on the one hand, and the crushing effects of the severest restrictions on the other." Protection, or preference for our products in the markets of the mother country, there is none now of any value; but all the restrictions that were imposed on us as an equivalent for those lost advantages, are left in full vigour, depressing our industry and paralysing our commercial enterprise.

Whilst a reciprocal state of things existed, we were content, although, on a review of our past circumstances, we candidly believe that England had the best of the compact. It was, in the language of Mr. Gladstone, "a mutual sharing of benefits, or rather a mutual bearing of burdens." But now the case is altered: the *benefits* are destroyed; but the *burdens* are left to oppress and gall the industry of our hard-working population. And what are the burdens? We cannot too often draw public attention to them. First, The differential duties; but next, and by far the most important, the restrictions imposed on our commerce by the ruinous operation of the British Navigation Laws. Let us not be misconstrued. Let no timid person turn upon us here, and accuse us of disloyalty, or a desire to weaken the springs of England's naval grandeur. To such we would reply, that our love of country cannot be shaken, nor ought it to be questioned. But we have a duty to perform to ourselves, as well as our successors; and craven must be the individual among us who refuses, at this crisis, to exert himself to obtain those comprehensive reforms that our peculiar situation renders manifest and necessary. At present we shall confine ourselves to the discussion of the most important of them,—*the repeal, absolute with reference to Canada, of the British Navigation Laws!*

Of what avail is it to the Canadian to raise abundant supplies of wheat and other staples for exportation while these laws are in force? Can he procure their conveyance to British markets on as favourable terms as the farmer of the United States can forward his? No. But why? Because the British Navigation Laws restrict him to the use of British ships, depriving him of every option, and compelling him to use such at exorbitant rates of freight, although foreign vessels could be procured on greatly reduced terms. The interests of the Canadian farmer—nay, of the Canadian people—are thus yearly sacrificed to an extent that, we venture to assert, they have no adequate conception of. Averse to making unsupported assertions, we will appeal to facts and figures to prove what we affirm respecting the intolerable effects of this monopoly of our carrying trade thus unjustly secured to the British shipowner. Let us compare the rates of freight between New York on the one hand, and Montreal on the other, and Great Britain, that have been current during the present summer; and the result will be seen to bear out what we have asserted.

Rates of Freight current at New York in the year 1846.

	To Liverpool.	per brl.	per bushel.
May 13.....	2s. 3d.	8d.	9d.
" 30.....	3s.	"	9d.
June 13.....	3s.	"	9d.
" 27.....	2s.	"	8d.
July 11.....	2s. 3d.	"	8d.
" 18.....	2s. 3d.	"	8d.
Average.....	2s. 6½d.		8½d.

Rates of Freight current at Montreal in the year 1846.

	To Liverpool.	per brl.	per qr.
May 18.....	4s. 3d.	8s. 3d.	per qr.
" 28.....	4s. 3d.	"	8s. 3d.
June 11.....	5s. 3d.	"	9s. 3d.
" 26.....	6s.	"	10s.
July 11.....	6s.	"	10s.
" 22.....	5s. 9d.	"	10s.
Average.....	5s. 1½d.		9s. 3½d. per qr.
			1s. 2½d. per bushel.

What do these tables exhibit? An average less to the Canadian producer of 2s. 7d. stg. or nearly 3s. 2d. cy. per brl. on his flour, and 5½d. stg. or about 7d. cy. per bushel on his wheat, by being restricted to the employment of British vessels. Canada will this year in all probability export fully 450,000 brls. flour, and 400,000 bushels wheat, besides other staples of great importance, but we will restrict our calculations to those main articles for the sake of clearness and brevity; and what amount of loss will be entailed on our producers in consequence of the laws complained of? A simple calculation will show it to be no less than £71,250 on flour, and £16,666 13s. 4d. on wheat, making a total £87,916 13s. 4d. on these two articles alone! Will it be believed that the country is in its senses, if it submit any longer to such manifest injustice, without making an effort to get rid of the laws that oppress it! Why should this colony make a yearly sacrifice of nearly £90,000 for the benefit of the British shipowner! We appeal to it then, as friends having one common interest, to be up and doing. Let the whole country arouse itself, and petition. Besiege the Imperial Parliament with petitions, while it is yet in session; let the country present, as it were, *one unanimous petition* against the continuance of these oppressive laws. Oppressive, did we say nay, iniquitous towards Canada, if their maintenance is persevered in after their effects are clearly pointed out.

Ere we conclude this article, we have a duty to perform to the monopolists themselves, the British shipowners, or the few representatives of that class who dwell among us. It is not our intention wantonly to injure even a hair of their heads. Poor men, we know their weakness: we know they plead that they cannot sail or build their ships as cheap as foreigners; that they cannot compete; and therefore must be protected! Out upon such cant, for it will not avail them. If the navigation laws are maintained, a supposition which we can scarcely conceive possible, still they will be forced to compete with their American rivals, because a continuance of this monopoly will drive the trade effectually from the shores of the St. Lawrence to those of the Hudson. The whole volume of the Western trade, including that of Western Canada, will be thereby impelled to the port of New York; and what then will be the consequence to British ships? Will they not then have to compete with Americans for the conveyance of our surplus produce? Ay, will they; and that too in Jonathan's own waters. Might it not be as well then, since this competition must ultimately be established, to allow him rather to come into Canadian waters to compete for this valuable trade, than to drive the trade by monopoly into his very arms. It appears to us that there cannot be two opinions about it. But here we must conclude for the present.

There are other phases of this important question which we shall advert to hereafter.

PROGRESS OF FREE-TRADE OPINIONS IN THE COLONY.

The question of Free Trade has at length become an all-absorbing one in this Colony, and we seldom take up a paper in which the subject is not treated after some fashion or other. This is, of course, gratifying to us, and would be still more so if we did not every now and then find these writers falling foul of the *Economist*, and abusing us, without rhyme or reason, for having been guilty of the presumption of pointing out the course which they admit it is necessary to follow. Now, this is rank ingratitude. To adopt our arguments, and then abuse us, is, we think even the Protectionists must admit, rather too bad. We have no objection to the severest test of criticism our opponents may choose to apply,—are open to conviction, if we have erred,—and will receive instruction at the hands of our opponents, if they can give it; but we must protest against being robbed of our fair portion, and called hard names in return. We cannot consent to see the cause of which we were for a period almost the sole advocate, progress and be told at the same time that we are very mischievous and presumptuous persons.

What has the *Economist* done that should not have been done at this crisis? We have been the first to proclaim the truths of Free Trade in this Colony. Some people have looked upon that as a sin; but even those persons must admit that the time was auspicious for such a work. We were on the eve of great changes, without being at all prepared for them. Every one saw the coming storm, but none knew how to meet it. What was to be done? Prepare the public mind for the change. Show that, bad as the prospect appeared, it was not so dark as the fears of many painted it; that Free Trade, fully carried out, was not such a terrible thing, after all; that there was something to be gained as well as something to be risked, and that in the end we might, (with the necessary prudence and energy,) find ourselves better off than before.

Well, we have done, or attempted to do, this. Even our contemporaries,—though some of them may sneer,—will scarcely attempt to deny our labours in the Free Trade cause. Let them take their own fyles, and see how much they have contributed to

enlighten the public mind on this subject. They could prophesy ruin most admirably, and were not to be outdone in indignant expostulations against changes that would positively come in spite of them. If protesting could have stopped Sir Robert Peel's measures, they were just the men to stop them; but protesting would not do it. The changes have come, and if the community does not altogether despair—if a way has been opened through which we may still retain our trade, and continue our British connexion, we think we may, without boasting, claim some credit for having pointed it out.

We have asked for this Colony its fair instalment of the Free-Trade measure. We have shown what is the effect of discriminating duties on our commerce, and have endeavoured by actual calculations and rigid investigation, to point out how a lucrative carrying trade may still be retained for this Colony, and our connexion with the mother country be preserved, after the tariff has been struck down. Such services might at least, we think, save us from the reproaches of snarling journalists, who either could not or would not do any of these things.

But after all, we ought not, perhaps, to be surprised at the jealousy with which our labours have been regarded by a certain portion of the press. When we consider the little consistency exhibited by some, and the little knowledge exhibited by others, we ought rather to bless our stars that we have escaped so well. Besides, there is a little revenge concealed in the fact that our angry contemporaries are compelled to follow on our trail. They have—though somewhat unwillingly—learnt the lesson we wished them to learn, and are now as eager as we could desire in claiming perfect Free Trade for the Colony. However ungrateful, therefore, their conduct may be towards the *Economist*, it is favourable as far as the Colony is concerned; and, everything considered, that must content us for the abuse and ill-nature they have at different times bestowed on us.

If, however, our contemporaries will consent to alter their tone, and, whilst they avail themselves of our arguments, cease to speak slightingly of our services, we shall certainly consider that they have gained other knowledge besides the knowledge of political economy, and are becoming courteous and polite in the same ratio that they are becoming Free-Traders!

THE 'PILOT.'

We are pleased to see that the *Pilot* has at length formally admitted that the 3s frontier duty on wheat imported into Canada is wholly inoperative, as regards prices, to the Canadian farmer; in other words, that it cannot have the effect of enhancing prices in Canadian or English markets. We thank him for this formal admission, as we have no doubt it will have a wholesome effect upon the minds of the generality of his readers, the agriculturists in particular.

Our views on the general question of taxation, which he seems to have expected earlier, we shall place before our readers at our earliest leisure. It is a question that cannot be entered into hastily, and therefore we find it necessary to defer it.

We have a word to say, however, respecting a Free-Trade representative in the Provincial Legislature. The *Pilot* thinks we have erred in stating a candid and independent opinion on the merits of our present city representatives; but his opinions are drawn from wrong impressions. The Free-Trade Association is composed of men of all parties, who, to secure a great end, that is, Commercial Reform, agree, for the time being, to waive every other political consideration. Hence, at a future election, they will be prepared to support the best Free-Trade candidate, whatever his political biases may be on other questions. We are not a political party; we have only one single object in view, and so soon as that is attained our Association will be dissolved.

SIR ROBERT PEEL AND MR. COBDEN.

In resigning office, Sir Robert Peel took the opportunity of doing full justice to Mr. Cobden, by stating frankly that to him and him alone is attributable the success of the Free Trade measure. The avowal was honourable to the Premier, though as far as history is concerned, it adds no strength to Mr. Cobden's claims. That he has been the leader in this great movement is notorious, and nothing could rob him of the credit. Still the announcement of Sir Robert Peel, coming at the moment it did, was evidence of a generous mind, and in keeping with the high character of the man. For Mr. Cobden personally the acknowledgement must have been very gratifying.

The following is the concluding portion of the late Premier's speech in which this reference is contained:—

"I said before, and I said truly, that in proposing these (the Free Trade) measures I had no wish to rob the others of the credit justly due to them. Now, I must say, with reference to hon. gentlemen opposite, as I say with reference to ourselves, neither of us is the party which is justly entitled to them. (cheers). There has been a combination of parties, and that combination, and the influence of Government, have led to their ultimate success, but the name which ought to be associated with the success of these measures is not the name of the noble lord, the organ of that party, nor is it mine. (cheers).

The name which ought to be, and will be, associated with the success of those measures, is the name of a man who, acting, I believe, from pure and disinterested motives, has, with untiring energy, by appeals to reason (loud cheers), enforced their necessity with an eloquence the more to be admired because it was unaffected and unadorned (cheers), the name which ought to be associated with the success of those measures is the name of Richard Cobden. (Loud and protracted cheering.) Sir, I now close the address which it has been my duty to make to the House, thanking them sincerely for the favour with which they have listened to me in performing this last act of my official career.

Within a few hours, probably, that power which I have held for the period of five years will be surrendered into the hands of another—without repining—I can say without complaint—with a more lively recollection of the support and confidence I have received than of the opposition which during a recent period I met with. (Cheers) I shall leave office, I fear, with a name severely censured by many hon. gentlemen, who, on public principle, deeply regret the severance of party ties—who, on public principles, deeply regret that severance, not from any interested or personal motives, but because they believe fidelity to party engagements—the existence and maintenance of a great party—to constitute a powerful instrument of government.

I shall surrender power severely censured, I fear again, by many hon. gentlemen who, from no interested motive had adhered to the principle of protection as important to the welfare and interests of the country; I shall leave a name execrated by every monopolist, (loud cheers from the Opposition) who, from less honourable motives, maintains protection for his own individual benefit (continued cheering); but it may be that I shall leave a name sometimes remembered with expressions of good will in those places which are the abode of men whose lot it is to labour, and earn their daily bread by the sweat of their brow—a name remembered with expressions of good will, when they shall recreate their exhausted strength with abundant and untaxed food, sweeter because it is no longer flavoured by a sense of injustice. (Loud and vociferous cheering, during which the right hon. baronet resumed his seat.)

From the *Levee* of June 27.

VICTORY.

Our work is done. The great principle in whose name and power we leagued ourselves together, and which we undertook to see finally embodied in an Act of Parliament, has now received the seal of statutory enactment. The British Legislature has made its last Corn Law—has relinquished henceforth and for ever, the unholy office of restricting the people's food. By and with the assent and consent of the three estates of the realm, in Parliament assembled, FREE TRADE in the first article of human use and necessity is now part and parcel of the law and constitution of the country.

It has taken a long time to do. First, seven years of popular agitation; and then, five months of Parliamentary conflict! Never was a public and social wrong more deeply rooted and ingrained in the institutions, habits, and prejudices of a country, and in the pride and supposed interests of a dominant class, than was that which, in the commencement of the year 1839, we pledged ourselves to wrench from its place in the British statute-book. Future generations will marvel that it should have cost so much to achieve an end so simply right and rational—to win legislative recognition for such palpable rudiments of common justice and common sense. Yet, now that all is over, we are not disposed to complain, with any bitterness, of the tardy action, either of popular intelligence or of Parliamentary forms. Delay itself has not been without its compensatory advantages. It marks deliberation and settled purpose. It serves to indicate, to the obtusest perception, the finality and irrevocableness of a national act, which the national judgment has so slowly and cautiously matured. Nobody has been taken by surprise. All opinions have had fair play—all parties have had free speech. Neither violence nor hurry has shared in effecting this great consummation. The act to which Her Majesty's most gracious and glad assent yesterday gave the force of law is, most emphatically, the work of the national intelligence, the expression and embodiment of national conviction—of a conviction wrought very gradually, spread over many years, tested and confirmed by a long course

and wide variety of national experiences, and successively embracing larger and larger classes of minds, until at length it has reached that maturity and universality which constitute a moral necessity for the statesman to recognize and obey. It is too little to say, that what is so done can never, in the nature of things be undone;—the bare notion of the possibility of undoing it is one that can never enter a sane mind. A legislative revolution so slowly and gradually elaborated, and so tranquilly consummated, bears the unmistakable stamp of legitimacy, inevitableness, and finality. Its credentials are in its history. It is certified against all attempts at reaction and counter-revolution—guaranteed against all political casualties. There it is, and there it will be, in all its grandeur of principle, beneficence of tendency, and fruitfulness of result—as truly an integral element of our national being as the steam-engine, the printing press, or the House of Commons.

That this vast and beneficent change in our national policy has not been effected with absolute national unanimity—that, even to the last, a few voices are feebly raised, in dissent and “protest,” against the dictates of policy and justice—is too much in the ordinary course of things to excite any strong emotion either of surprise or indignation. We should, of course, have liked to see it otherwise; but it is impossible to be angry with men whose offence carries with it its own punishment. It is penalty enough for the would-be tavers of the people’s bread, that they are doomed to sulk while the country rejoices, and that their share in the legislative revolution of the age has been only that of unavailing and impotent obstruction. We cannot be hard upon them. The retribution of history will be sufficiently prompt and painful to answer all the ends of justice. That the Stanleys, and Richmonds, and Buckinghamians think proper to commit themselves by formal and solemn “protest” against an act of legislative wisdom and moral right which places this country in the front rank of the world’s civilization, is much more their business than it is ours. If noble lords will register themselves in the archives of the empire, in the singularly disadvantageous character assumed by these protesting peers, there is no help for it. The time is not distant when their lordships will regret having taken pen in hand for so silly a purpose, and will vainly wish that it were possible to erase from the journals of their house, and from the memory of their country, all record of the fact, that in the year 1846 they deprecated food as a nuisance to be abated—obstinately resisted the people’s claim to earn and eat their bread in their own way—and pledged their credit and reputation to absurd predictions of the misery and ruin consequent on an “mundation” of edible products. As we are, however, in no mood for re-opening a closed controversy, and would like to part pleasantly from our old opponents, we content ourselves with wishing them, one and all, a speedy conversion to wiser and happier views, and moral courage to proclaim such conversion to the world. We have much faith in the efficacy of “three years’ experience.”

Of an event so wide and far reaching in its bearings, both present and future, as that which it is this day our happiness to record—an event which will ever constitute one of the great dates in the history of this country—it is difficult to speak fitly and adequately, on the spur of the moment. Our readers are probably, with ourselves, disposed just now rather to enjoy the “great fact,” than to theorise on its consequences and tendencies. The tone of congratulation is that which best befits the hour of victory. And from our hearts do we congratulate all classes and parties of our countrymen on the achievement of a blessing in which, quite irrespective of their share in the toils and sacrifices of the conflict, ALL will substantially participate. To those tried friends and fellow-laborers who have borne with us the burden and heat of the day—who have fought with us this fight from the beginning—battled for a trace, just, and generous principle, through evil report, and through good report—and lived to see it espoused by the collective statesmanship of the empire, and finally written on the statute book; to those more recent converts who, by their timely and efficient aid, have fairly won that equal share of the meed and honour of success which a high authority assigns even to laborers who begin their working day only at the eleventh hour; to all ranks and orders of the industrial community of Englishmen, who, whether conscious or unconscious of their own enfranchisement, are this day liberated from the bondage of a most grievous yoke, and from the pressure of a most fatal hindrance; to the hard-working agriculturist, in particular, who are now again placed in their true and natural relations to their countrymen, and re-enter on equal terms the great fraternity of British producers; to the landowning gentry and aristocracy, who have cleared themselves of the odium of enacting laws for their private pecuniary advantage, and making a class “interest” of national impoverishment and misery; and to the statesmen who have, once for all, cast off a responsibility too vast and onerous for any human rulers to sustain, and are no longer charged with the awful task of “regulating the supply of food to the people;” to ALL our countrymen, of every rank and degree, do we tender our most fervent congratulations on a triumph which opens a new career of progress to our common country, widens and brightens the horizon of our national future, and more than any other act or event of this age, re-asserts for England her old prerogative of TEACHING NATIONS HOW TO LIVE.

PASSING OF THE CORN BILL.

Thursday night, the 25th of June, 1846, must be memorably marked in the political calendar. On that night Sir Robert Peel carried, in the House of Lords, his bill for the ultimate repeal of the Corn Laws, and his bill for the further revision of our commercial tariff. And on that night, the same minister was defeated in the House of Commons by a majority of SEVENTY-THREE. Such a concurrence of events on the same night in both houses of the Legislature is unparalleled in our political history. It shadows forth the enormous difficulties of Corn Law repeal, and yet the power of that political opinion which has compelled it; and though Sir Robert Peel has fallen on a Coercion Bill (“true ‘tis pity, and pity ‘tis true”) there is no reason to suppose that he could have much longer retained political power. He has redeemed all his past errors by sacrificing his political life for the service of the people; and the gratitude of a commercial people, emancipated from the stern grip of monopoly, will follow him into private life, and attest, as Mr. Cobden did, on Thursday night, their sense of that “steady perseverance, unswerving firmness, and great ability,” with which he has conducted to a triumphant conclusion the most “magnificent reform” of modern times.

It was agreed that there was to be no division in the House of Lords on the third reading of the Corn and Customs’ Bill. It was felt to be useless; and the whole debate was therefore dry and empty. There was a speech from Earl Wicklow; the Earl of Ripon, briefly defended the financial course of the Government; the Duke of Cleveland deplored; Earl Stanhope abjured; Lord Feversham lamented; Lord Gage vancinated; and the Duke of Richmond threatened. Then came the question, “That this Bill do pass.” “Content,” exclaimed some voices; “Non-content,” replied others; and then the Lord Chancellor gravely said, “the Contents have it.” So the Corn Law repeal bill was passed; and will probably have received the royal assent before our paper is in the hands of our readers.

Below the bar of the House of Lords it was interesting to mark the groups that were awaiting the final sanction of the legislature to the long and arduous struggle that has so incessantly absorbed public interest and attention for the last seven years. Members of the House of Commons crowded around the bar—amongst whom we remarked with more than joyous aspect, the hon. member for Durham, Mr. Bright, engaged probably in exchange of congratulations with Mr. Gibson; the veteran member for Salford, Mr. Brotherton, Mr. Thornley, Mr. Moffat, and many other well-known Free Traders. A little behind the front ranks Lord John Russell stood, apparently in jocular conversation with the hon. member for Stockport, and as the words “that this bill do pass,” fell from the lips of the Lord Chancellor, a suppressed cheer ran through the ranks of the Free Traders within the strangers’ gallery; amongst the foremost of whom we observed the Chairman of the League, Mr. George Wilson, Mr. Rawson, the Treasurer of the League, Mr. Paulton, Mr. Lees, and several members of the Council.

The Customs’ Bill was passed in a similar way; and after this serious and important work, the House of Lords adjourned, and the House of Commons pursued its course of defeating the Government.

The long protracted debate on the Coercion Bill was dragging along, when messengers from the Lords announced that their Lordships had agreed to the Corn and Customs’ Bills, *without amendments*. The members on the Opposition benches marked their satisfaction by a loud burst of cheering. The debate then went on, its dulness redeemed by an excellent speech from Mr. Charles Buller, and a sparkling one from Mr. Shiel. It was fitly concluded by Mr. Cobden, whose speech, short and pithy, placed the whole question in so clear a light, and so clearly expounded the *rationale* of the ministerial defeat, that it will be read by every man desirous of understanding it. Then came the important division—

For the second reading of the bill..... 219
Against it..... 292

The Government, therefore, being defeated by a majority of SEVENTY-THREE.

After the division in the Commons a considerable number of Free Traders remained in the lobby of the house, and as Sir Robert Peel passed through to the cloak room he was greeted with several rounds of most enthusiastic cheers—*League*.

(From the London Times.)

HAYDON AND SIR ROBERT PEEL.

Our columns of yesterday detailed the particulars of one of those terrible catastrophes which occasionally burst upon the nation and startle the most gully and unheeding by a transient but fearful glimpse of the miseries that are doing their deadly work below the smooth surface of our social state. A gentleman of high talent, and untiring industry, exemplary temperance, and fervent piety, has fallen by his own hand, having been unable to preserve his reason amidst the complicated embarrassments of mental trouble and intellectual toil, or under the prospect of overwhelming difficulties and imminent distress. It is impossible to peruse, without feelings of inexpressible pain, the notes which this unfortunate gentleman has left of his daily hopes and emotions, his successive struggles and disappointments, through the last months of a cheerless professional existence. With exertions and efforts of the most exhausting kind—exertions of the intellect under circumstances of harassing and distracting trouble—he had completed a laborious task, to which he looked with the natural confidence of his profession and position as promising a release from his perplexities, and a recompense for his pains. He offered to the public the first of a series of paintings on a noble and national subject, conceived, at least, with grandeur, and directed towards the highest objects of his art. When the days of trial came he saw his hopes dashed and his efforts spurned; while the patronage which would have ransomed his pencil and restored his peace, was lavished on a rival exhibition, of the most puerile and offensive character. The display of a disgusting dwarf attracted

hordes of gapping idiots who poured into the yawning pockets of a Yankee showman a stream of wealth one tittle of which would have redeemed an honourable English artist from wretchedness and death. It is terrible to think, that in the London "season" of this century, in the heart of the greatest city, and under the eyes of the wealthiest people in the world, such should have been the lot of a gentleman who, if he wanted those plant qualities which sometimes supersede both talent and merit in worldly success, had almost merit and talent enough to compensate the deficiency, and failed in no other of the requisites for competence and fame. These are the events which impel even sober-minded men towards the conviction that this condition of society should no longer exist, whatever be the cost of the change.

One circumstance connected with this melancholy transaction was disclosed at the request which must leave a deep impression on all who heard it. The unhappy man, as his troubles closed around him, attempted a few despairing applications to the rich and powerful of his friends. One of these appeals met with an instant reply, and secured kind commiseration and unflinching aid. The person who thus answered a call of distress without the delay of an hour was the Prime Minister of this kingdom. From the midst of criminations and controversies, under a pressure of unexampled burdens, in the hour of peril and in the day of defeat, Sir Robert Peel found time for an act of charity. And if this should be among the last acts of his official life, it will be more to his comfort in his chamber, that he cheered the last moments of a dying artist with the means of leaving a little legacy to his desolate family, than if he had carried all his measures over the heads of an exasperated house, and crushed his combined foes with the sweep of a conqueror into a helpless and humiliated mass.

SOLON'S INTRODUCTION OF FOREIGN CORN INTO ATHENS.—By every means he (Solon) sought to increase agricultural produce, not with the vain hope of rendering the domestic supply of corn equivalent to the demand, but because he perceived in native agriculture a natural and certain source of national wealth and mercantile prosperity. Far from desiring or designing, by artificial means, to keep down the demands of the population to the native supplies of food, or depreciating commercial progress when it outstripped the tortoise pace of agricultural improvement, Solon proposed a variety of measures, the avowed scope of which was inseparably connected with a more rapid increase of population. He believed that the more skilled, industrious and intelligent hands the city contained, the better. If the country could feed them all, well; if not, they could provide themselves with subsistence elsewhere. Egypt, Sicily, and the inexhaustible realms washed by the Euxine, would be only too glad to supply the domestic deficiency; and they were capable of doing so had the demand been an hundredfold greater. But the policy of Athens, Solon clearly saw, was to give every possible facility to the introduction of foreign corn. He went even further, and rendered it compulsory on all ships that entered Piræus laden with corn to discharge two-thirds of their cargoes there—so great was his anxiety that the cost of the necessities of life should, under all possible contingencies, be kept down by an abundant supply. It is easy to condemn such a restriction on commerce; at least it must be admitted to have been intended *in favorem vitæ*. Let us now glance briefly at some of the results of the system. Agriculture steadily improved. The estates, liberated from the palsy grasp of usurious mortgage, became better distributed in course of time, and small properties cultivated by their owners multiplied. The national importance of this was well understood by the statesmen of after years. It rendered invasion more terrible, but it rendered its success hopeless. As for the apprehension that population would outstrip production, or production over-supply the wants of the population, we are happily spared in Grecian history, all dissertations upon that score. If any fears of the kind ever arose, they were speedily dissipated. The impetus given by trade to population reacted upon industry by a constant augmentation of demand. Instead of trying to make corn grow upon light soil never intended by nature for the purpose, the science of the Greeks was applied to discovering to what better uses it might be turned. Nor was it unsuccessful. Improvements, which no wheat crop would repay, apparently became common. Every species of gardening, both for ornament and use, was popular. Planting of every kind was carefully attended to. Vineyards and olive-yards were formed wherever it was practicable. The richer lands still yielded wheat and barley remuneratively, nor does it appear that the total quantity grown at home diminished. But the general demand kept far ahead of the domestic supply; in Demosthenes' time, there was no state in Greece which consumed annually so much corn; for the great object of securing always a plentiful supply of provisions at a moderate price was gained. Periods of scarcity sometimes recurred, but they were rare, and almost without exception the result of long protracted war—a cause, we know, sufficient to create them in exclusively agricultural, as well as in commercial countries. There is no proof, however, that corn was ever so scarce at Athens as it was at Rome during Hannibal's occupation of Campania. So long as Athens was at peace the price of food could never rise exorbitantly; and except on one or two occasions of utter and unforeseen discomfiture in war, her people knew nothing of the privations which are caused by inadequate supplies of food.—*W. Turrens McCullagh's Industrial History of Free Nations.*

DR. CHANNING ON FREE TRADE.—The time is come when the merchants of our country are particularly called on to take yet more generous views of their vocation, and to give commerce a universality as yet unknown. I refer to the juster principles which are gaining ground on the subject of Free Trade, and to the growing disposition of nations to promote it. Free Trade is this is the plain duty and plain interest of the human race. To level all barriers to free exchange; to cut up the system of restriction, root and branch; to open every port on earth to every product; this is the office of enlightened humanity. To this a free nation

should especially pledge itself. Freedom of the seas; freedom of harbours; an interchange of nations, free as the wind; this is not a dream of philanthropists. We are tending towards, and let us hasten it. Under a wiser and more Christian civilization, we shall look back on our present restrictions, as we do on the swaddling bands, by which, in darker times the human body was compressed. The growing freedom of trade is another and glorious illustration of the tendency of our age to universality.

THE MILE.—There is a great difference in the number of yards in a mile, in different countries. The following table will be useful:—England, or America, 1760 yards; Russia, 1109; Italy, 1476; Ireland and Scotland, 2200; Poland, 4400; Spain, 5028; Germany, 4866; Sweden and Denmark, 7223; Hungary, 8800.

The following are the statistics of a banquet at Lille, given on occasion of the inauguration of the Northern Railroad.—25,000 plates, 600 decanters, 6,000 wine and other glasses, 300 salt-sellers, 300 fruit-dishes, 200 round and oval baskets, 512 round dishes, 140 oval ones, 450 other pieces of gilt china. If the information be correct, 900 dishes were to be served in the first course, and a corresponding number in the others. At dessert it is stated that there were 180 iced cheeses, and the same number of dishes of oranges, strawberries, cherries, and pine-apples; and all sorts of sweets were in the same proportions. No less than 2,400 pounds of ice were said to have been used.

Mr. Gladstone's despatch is an important feature in our new commercial era. Responsible Government fairly carried out is the charter of her political freedom. Free Trade, even at some temporary sacrifice, delivers her from what is, after all, a miserable field for her ample capabilities. When the population was confined almost entirely to Lower Canada, the trade in timber and in ashes formed the chief means of purchasing manufactures for the inhabitants. But the rapid filling-up of the Upper Province, and the extended cultivation of our broad fields, renders a change necessary, and the Free-Trade measures of the mother country have just come in time to relieve Canada from her trammels. The Home Government will doubtless throw open the trade of the St. Lawrence and the Lake navigation. Canada, no longer confined to the ice-bound port, will extend her commercial intercourse on every side, and take up that place which she is evidently destined to fill. The mineral riches of the province will be brought out, cheap and rapid communication be completed, cheap postage be established. For every shilling lost by withdrawing the few thousand pounds of annual protection, a pound will be gained by the enlargement and activity of every industrial pursuit. The Home Government, have guided the colonial bark through the dangerous shoals of Protection, will rejoice to see its sails fairly unfurled on the wide ocean of a free and unfettered intercourse with the civilized world. This is the true way to make prosperous colonies, and an attached and grateful people.—*Toronto Globe.*

Whatever degree of weight may be attached to Mr. Gladstone's arguments, all must admire the spirit which dictates them, and the language in which they are couched.

It is useless, now, to contend against the propositions of Her Majesty's Government, because these propositions, there can be little doubt, have by this time received the assent of all branches of the Imperial Parliament. And it is folly to brood over the injury which Canadian interests have sustained or may sustain through the operation of these propositions, because, as their results cannot be averted, it is but time lost to lament over or to anticipate them. Let us take the most hopeful view of the future, and exert ourselves to make it prosperous.—*Niagara Chronicle.*

GENERAL INTELLIGENCE.

ENGLISH NEWS.—The steamship *Cambria* arrived at Boston on Friday se'nnight, bringing the intelligence of the final passage through the House of Lords of the New Corn-Law Bill, and the defeat of Sir R. Peel's Ministry on the Irish Coercion Bill. Both events occurred on the same evening, the 25th; and on the 30th Sir Robert formally announced his resignation to the House, in a speech which has commanded admiration wherever it has been perused. In this speech, he paid a high compliment to Mr. Cobden; and stated it to have been his full intention, after the passing of the Coercion Bill—which he concludes to be absolutely necessary for the protection of life and property—to have proceeded in the work of rendering full justice to the Irish people. On the resignation of the Peel Ministry, the Queen sent for Lord John Russell, to whom was confided the task of forming a new Administration. This Administration consists of all those who were in the previous Ministry, of 1841, with some additions. Lord John Russell is at the head of the Treasury, and Earl Grey has the Colonies. Lord Palmerston has gone to his old office for the Foreign Department, and Sir George Grey is Home Secretary. Mr. Macaulay is Paymaster-General, and Lord Morpeth has the management of the Woods and Forests. The Chancellor of the Exchequer is Mr. Charles Wood; Secretary at War, the Hon. Fox Maule. The Duke of Wellington continues Commander-in-Chief, of course without a seat in the Cabinet. The other posts have been all filled up, and the Ministerial arrangements are complete. This was the state of things at the time of the sailing of the *Cambria*, and we need scarcely say that the excitement which prevailed in consequence. On the one hand was a great political change; and on the other, the greatest

commercial revolution the world has ever known. As was to be expected, the passing of the Corn Bill was the signal for the release of an enormous quantity of produce from bond. In Liverpool, during four days, nearly a quarter of a million sterling was received for duties, which were at the lowest figure of the sliding-scale. The consequence was a fall in prices.

On Monday, the *Great Britain*, which sailed three days after the *Cambria*, arrived at New York, but nothing very material had occurred in the interval. In fact, the public mind had scarcely recovered from the surprise and excitement occasioned by the events of the previous days.

The weather in England had been warmer than had been recollected for many years; and the prospects of the harvest were everywhere most cheering.

We learn by these arrivals of the dissolution of the famous Anti-Corn-Law League, which has achieved such immense benefits for the people of Great Britain. Having accomplished its object, its members have laid down their offices, and the Society has been dissolved. The *League* newspaper, their public organ, has also been stopped. At the same time, in gratitude to Mr. Cobden, the people are raising a testimonial for his acceptance, which is to amount to £100,000, and towards which £25,000 have already been subscribed.

SCARCITY OF LAZOURERS.—Farmers are this year obliged to make a considerable advance in the rate per acre paid for mowing, owing to the difficulty of obtaining mowers. We hear that in some parts of Middlesex 7s. per acre is being paid for cutting meadow grass, which is 2s. 6d. above the average rate paid last year.—*London Globe*.

A convention was made between England and Prussia on the 16th June, 1846, by which an international copyright of books, prints, &c. &c., has been established.

PORTLAND RAILWAY.—The following is from the last *Sherbrooke Gazette* :—

"We learn from a gentleman connected with the surveying party, that the survey of the line between Melbourne and Montreal is nearly completed, and that a much more favourable route has been found than the one surveyed last summer. The new line, which leaves the St. Francis a few miles below Melbourne, runs in almost a direct course to St. Hyacinthe, without scarcely any elevations or curves, and with a gain of several miles in distance. The survey from Montreal to St. Hyacinthe is already completed, and will be finished from Melbourne to that place in about a week, when the survey from Melbourne to the province line will be commenced. We understand that the line from Montreal to Melbourne is to be located and ready to be put under contract by the 30th, when the stockholders meet in Montreal."

AMERICAN BUTTER.—Among the late importations of articles of food which have taken place from America, two importations of butter may be especially mentioned: one by the *Great Britain* steamship of 295 packages, the produce of the States; and the other by the *Rory O'More*, from Montreal, 127 packages, the produce of Canada.

By a Proclamation which has been issued, His Excellency the Governor-General has appointed Sarnia, Dalhousie, Gananoque, Brockville, Maitland, Stanstead, together with all duly-constituted warehousing ports in the province, as ports "for the grinding of foreign wheat in bond for exportation."

We understand that, by a recent Post-Office regulation, printed reports of the Municipal Councils are allowed to pass by the post through the British provinces in North America at a rate of one penny an ounce, and to the British West Indies with addition of the sea postage; the packages in either case not exceeding sixteen ounces in weight.—*Toronto Patriot*.

NOTICE.

In consequence of its being represented to us that there is a great desire manifested in many parts of the Upper Province to obtain the "ECONOMIST," and that with a very little exertion our circulation could be immensely increased, we have this week despatched Mr. William Hodge, of the Free Trade Association, on a tour through the principal Cities and Towns of the West, and we trust that those favourable to the objects we have in view will exert themselves to assist him, and that through their united efforts we shall have the pleasure of adding some hundred fresh names to the Free Trade cause.

We would also notify the public that a few complete sets of the "ECONOMIST" can be had, and that all orders left at the Office, in St. Sacramento Street, will be attended to.

Those readers of the *Economist* who are in the habit of advertising would do well to make use of our columns. If the object is to meet the eye of the merchant, no better medium can be found. All classes of mercantile men read us—those who support us, and those who abuse us.

SHIPPING INTELLIGENCE.

PORT OF MONTREAL.

ARRIVED.

JULY 21.

Brig *Leo*, Rees, Liverpool, Cuivillier & Sons.
Brig *Ianthie*, Hunter, Glasgow, I. Buchanan & Co.
Brig *Diadem*, Osman, Halifax, Tobin & Munison.

23RD.

Schooner *Kate*, Brenegan, Liverpool, Harrison & McTavish.
Brig *George Clarke*, Veatheill, Gibraltar, Maitland, Tylee & Co.

CLEARED.

JULY 22.

Barque *Ottawa*, Spencer, London, I. Buchanan & Co.
Schooner *Ivan Bruneau*, Liverpool.
Barque *Wilson*, Stoup, Liverpool, Dougall, Harrison & Co.
Ship *Mandane*, Hutchinson, Liverpool, A. Shaw.

23RD.

Brig *James Reddin*, Beck, Glasgow, Blackader, Wilkes & Co.

THE MARKETS.

ENGLISH.

Our dates from England reach to the 7th instant. The crops were still promising to be early and abundant; and the Corn and Tariff Bills had become *Law*. In consequence, prices of Breadstuffs had declined, but the business going forward was extensive.

FLOUR—was quoted in London at 26s. to 28s. per barrel. In Liverpool, large sales had taken place, at 21s. 6d. for Fine; 25s. to 25s. 6d. for extra Fine; and 26s. to 26s. 6d. for Superfine; which were the closing rates when the Mail left.

WHEAT—was selling at 6s. 6d. to 7s. for Red, and 7s. 3d. to 7s. 6d. per 70 lbs. for White.

ASHES.—Upon a fair demand, prices were with difficulty maintained. Pots were selling, at 22s. to 23s., and Pearls at 22s. to 22s. 6d.

The Scotch Markets varied so little from the above, that they do not require a separate notice.

(Written for the Economist.)

NEW YORK.

20th July, 1846.

FLOUR.—Since the arrival of the news by the steamer—holders have asked and obtained an advance of 6c. to 10c. on Genesee and other qualities. We quote Genesee, at \$4 12c. to \$4 19c., and \$4 for all good Michigan and Indiana. For the last two days but few boats have arrived, and with the usual receipts we doubt if the advance will be maintained.

WHEAT.—The demand has not been active. Prime Genesee is held at 95c. to \$1, and Red at 81c. to 84c.

ASHES.—There continues a steady demand for Pots and Pearls, at \$3 50c. and \$4 to \$4 06c.

PROVISIONS.—Beef continues very dull, and we have no sales to report. Ohio Pork is without animation at \$8 for Prime, and \$9 50c. for Mess. Lard is dull at 5c. to 6c.

FREIGHTS—to Liverpool, 2s. 9d. to 3s. per barrel for Flour.

EXCHANGE—7½ to 8 per cent. on London.

W. LEA ROBERTS, Broker, 101, Wall Street.

MONTREAL. Friday Evening, 24th July.

ASHES—Both Pots and Pearls are dull. We quote the former at 21s. to 21s. 9d., and latter at 20s. to 21s. 3d.

FLOUR—The Market is dull, and the stock large, but the large holders of best brands are not sellers.—The news by the *Cambria* and *Great Britain*, is not of a character to improve prices. We notice the sale of 500 barrels "Glasgow Mills," at 21s. 500 "Pickering," at 20s. 3d.; and 1000 of "Aberdeen," A.T.K., and "Guelph Mills," at 20s. 3d., all for cash.

WHEAT—Arrivals are considerable. We note a sale of 5000 bushels Superior, at 4s. 5d., 2500 at 4s. 3d., and 3400 at 4s. 3d., all cash.

PROVISIONS.—Very few arrivals from Upper Canada, and Prime and Prime Mess rather firmer since our last report. We quote 80 barrels former at \$9; and 30 at 9½, latter nominal at \$10. We have considerable arrivals of Mess from Ohio;—the demand is not active. We quote a sale of 180 barrels Ohio inspected Mess, at \$13, and 200 half-barrels Montreal inspection, at \$7, and 50 barrels at \$13½, cash.

TALLOW—in good demand, and sales of 120,000 lbs. at 5½d. per lb., 3 months.

FREIGHTS—are not so firm. Flour to Liverpool, 5s. 6d. to 5s. 9d. Wheat, per quarter, 9s. 6d. to 10s. Ashes, per ton, 35s. to 37s. 6d.

EXCHANGE—is in limited request on London, at 8 to 8½ per cent., 90 days. Drafts on New York 1½ per cent.

FIRE AT ST. JOHN'S, NEWFOUNDLAND.

THE COMMITTEE appointed at the PUBLIC MEETING held on Saturday the 4th instant, to solicit aid for the sufferers by the late Fire at St. John's, Newfoundland, respectfully give notice that Contributions in Money, Provisions, Clothing, and Bedding, will be received at the Office of Mr. FRANCIS CAMFON, No. 11, St. Francois Xavier Street, where one or more Members of the Committee will be in attendance every day between the hours of Ten o'clock, A.M. and Four o'clock, P.M.

July 11, 1846.

SITUATION WANTED.

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

Montreal, 25th July, 1846.

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Writing Paper, Note Paper,
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Drawing Materials, &c. &c.

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June 20.

R. & C. CHALMERS.

1846.

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

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

BIRMINGHAM AGENCY.

THE SUBSCRIBER.

AGENT for SAM'L A. GODDARD & CO. is to be found in the Rooms of the FREE TRADE ASSOCIATION, No. 3, St. Sacerment Street.

WILLIAM HEDGE.

Montreal, 30th May, 1846.

NEW HARDWARE, CUTLERY, &c.

THE Undersigned is NOW RECEIVING, per "ANNE," "AMITY," "MARK PALMER," and other vessels, his Spring supply of HARDWARE, CUTLERY, &c. which is very extensive, and will be sold low for Cash, or approved Notes. An early call is solicited.

JAMES FOX,

16th May, 1846.

No. 19, St. SACRAMENT STREET.

NEW WHOLESALE WAREHOUSE.

171, Notre Dame Street.

A. & J. ARTHUR, having now completed their arrangements for carrying on a WHOLESALE DRY GOODS BUSINESS, in the Premises lately occupied by Messrs. Jas. Arthur & Co., beg to announce that they are now receiving a large and complete assortment of Seasonable Goods, all personally selected from the various markets of the United Kingdom.

A. & J. A., from their long experience in the Retail Trade of this country, connected with their knowledge of the Home Markets, foster themselves that their Stock, on inspection, will give every satisfaction.

9th May, 1846.

OFFICES AND STORES TO LET.

Apply to

MACDOUGALL & GLASS, BROKERS,

St. Francois Xavier Street.

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. Sacerment Street.

FOR SALE.

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

ALSO,
Patent Sperm Candles, from the Manufacturer.

STEPHENS, YOUNG & CO.

2nd May, 1846.

FOR SALE BY THE SUBSCRIBERS:—

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

HARRISON & MACTAVISH.

2nd May, 1846.

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

9th May, 1846.

ALISON & CO.

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

9th May, 1846.

ALISON & CO.

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

9th May, 1846.

ALISON & CO.

ON SALE AND TO ARRIVE.

SEVEN THOUSAND Gallons LINSEED OIL,

10 tons Pure Dry WHITE LEAD,
15 do. WHITING,
5 do. PUTTY,
50 gallons COPAL VARNISH,
5 tons SPANISH BROWN,
5 do. VENETIAN RED,
3 do. YELLOW OCHRE,
3 do. Best FRENCH do.

ALSO, IN THE "SOUTHER JOHNNY," "DOUGLAS," "PALMYRA," and "LADY SEATON,"

A large supply of GENUINE DRUGS, CHEMICALS, and SALTS, which will be sold on favourable terms.

WILLIAM LYMAN & CO.

2nd May, 1846.

192, St. Paul Street.

SUPERIOR PICKLES.

THE Subscribers have received by the PALMYRA, from London, a very Choice assortment of PICKLES, SAUCES, &c from the celebrated house of CROSSE & BLACKWELL, Soho-square, Purveyors in ordinary to Her Majesty, to which they most respectfully invite the attention of the Nobility and Gentry of Montreal. The Sauces of Messrs. Crosse & Blackwell having for many years commanded the most liberal patronage of the aristocracy of England, it is confidently hoped that they will give ample satisfaction here as articles of the most recherche and elegant description.

BENJ. WORKMAN & CO.

172, St. PAUL STREET.

6th June.

Corner of Custom-House Square.

"CANADA" WINDOW GLASS.

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

2nd May, 1846.

EDWIN ATWATER,

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.

Montreal, 9th April, 1846.

D. P. JAMES,
W. W. JAMES.

THE Subscribers have constantly on hand:—

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

A few Boxes Patent Hone Honey, and a Choice Assortment of DRY GROCERIES, for the supply of Families.

D. P. JAMES & CO.

Corner of St. Paul & St. Gull Streets.

FOR SALE, EX "ALBION."

ONE Case MOODKEE ROBES and other FANCY DRESSES, from London, shipped per Clyde, for expedition.

2nd May, 1846.

ARMOUR, WHITEFORD & CO.

REMOVAL.

DONOGHUE & MANTZ have REMOVED their Printing Establishment from Great St. James Street, to the new building, No. 112, Notre Dame Street, two doors East of the French Cathedral. Montreal, 9th May, 1846.

OFFICE OF CROWN LANDS.



MONTREAL, 9th December, 1845.
NOTICE.—To be Sold by Public Auction, at the Court House, Three Ravens, on TUESDAY, the FOURTH day of AUGUST, one thousand eight hundred and forty-six, at the hour of ELEVEN in the forenoon

The REAL ESTATE known as the ST MAURICE FORTRES, situated on the River St Maurice, District of Three Rivers, Lower Canada, comprising the whole of the Iron Works, Mills, Furnaces, Dwelling Houses, Store Houses, Out Houses, &c., and containing about fifty five Acres, more or less. The purchaser to have the privilege of buying any additional quantity of the adjoining land, (not exceeding three hundred and fifty acres,) which he may have at the rate of seven shillings and six pence per acre.

The purchaser will also have the right of taking Iron Ore during a period of five years, on the ungranted Crown Lands of the Fiefs St. Etienne and St. Maurice, known as the lands of the Forges, which right shall cease on any portion of the same from the moment the said portion is sold, granted, or otherwise disposed of by the Government, who, however, shall be liable to no indemnity towards the purchaser for such a cessation of privilege. Also, the right (not exclusive) of purchasing Ore from Grantees of the Crown, or others, on whose property Mines may have been reserved for the Crown.

Fifteen days to be allowed the present Lessee to remove his chattels and private property.

Possession to be given on the Second day of October, one thousand eight hundred and forty-six.

One fourth of the purchase money will be required down at the time of sale, the remainder to be paid in three equal annual instalments, with interest. Letters Patent to issue when payment is completed.

Plans of the Property may be seen at this office. N.B.—No part of the Purchase Money for the Forges will be received in Scrip.

D. B. PAPINEAU,
C. G. L.

PEOPLE'S LINE OF STEAM BOATS.

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

Quebec, 6th May, 1846.

JOHN WILSON.

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, Coenties Slip, New York; O. T. Hunt, 193, River Street, Troy; W. A. Travis, Whitehall; William Coote, St. John, C. E.; J. C. Pierce & Son, St. John, C. E.; Mathewson & 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.

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 ASSISTANCE.

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.

1st May, 1846.

MONTREAL.

"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 7/6d. each subsequent insertion. Ten lines and under 3s. 9d. first insertion, and 1s. each subsequent insertion. Above ten lines 4d. per line first insertion, and 1d. per line each subsequent insertion. The usual discount is made where parties advertise by the year, or for a considerable time. The price of a square of 24 lines is £4 per annum.

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.