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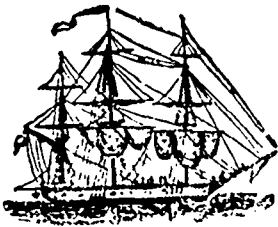
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CANADIAN ECONOMIST.



FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 14TH NOVEMBER, 1846.

[No. 29.]

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THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 14TH NOVEMBER, 1846.

NAVIGATION LAWS.

In our last number we adverted to some of the evils which this Province sustains from the British Navigation Laws, and the restrictions imposed on foreign vessels navigating the St. Lawrence. It is only by considering these two topics concurrently that we become fully alive to their collective importance. Thus, were England to modify her Navigation Laws, so far as to permit foreign vessels to convey to her shores the produce of countries other than those to which such vessels belong, unless she, at the same time, removed all impediments to foreigners navigating our waters, our object would be no nearer attainment than at present; and the only effect would be, to drive, not only the produce of the western part of the United States, but even that of Canada West, to the shipping ports of the Union,—where there would be the advantage in cheapness, which must inevitably flow from an enlarged and free competition amongst the ships of various nations,—rather than our ports, where no such competition could exist. On the other hand, were she alone to concede the free navigation of the St. Lawrence to the foreigner, without at the same time modifying her own Navigation Laws, the inducement to our neighbour to send his produce to a shipping port where he would enjoy the advantage of the competition to which we have just alluded, would act as a counterpoise to the advantage in point of cheapness which the St. Lawrence would probably possess over the other routes.

Attempts have lately been made by some of the press to prove that the average cost of the transmission of produce from this country to Britain is not—taking into consideration the extra expense of the voyage, arising from its greater risk, its longer duration, and its other unavoidable contingencies—materially greater than the cost from the shipping ports of the United States. Admitting for the sake of argument—what we have certainly sufficiently disproved—all that our opponents have asserted on this head, they cannot get rid of this overwhelming fact, that at certain times our freights are extravagantly high, in comparison to those of New York. Take as an instance, and that by no means a solitary one, the months of July and August last; when the cost of transmission from Montreal to Britain was six shillings, and from New York to Britain only one shilling and sixpence, per barrel of Flour. From what cause was the rate of freight so utterly disproportionate? Simply the want of vessels. How could this disproportion have been obviated? By allowing the competition of the foreigner in our ports.

Now, we ask, is not the frequent recurrence of such a disparity in the rates of freight in the two shipping ports a great drawback to the trade via the St. Lawrence, and a sufficient cause for the preference being given to that port which at nearly all times is crowded with ships from all countries? But it has been replied that this evil will to a certain extent correct itself,—that the rates of freight in New York will regulate those in Montreal and Quebec. But

how will this be done? Why, by diverting produce from our waters to those of the United States; thus ensuring competition at the expense of our inland communications, to the great loss to our forwarding merchants, and to the material diminution of our revenue;—for be it ever borne in mind, that to the tolls on the St. Lawrence Canals we look with confidence for a large portion of our national supplies. This is Free Trade with a vengeance! This is a stretch of liberality to which we have never arrived! We are prepared to go the length of encouraging a wholesome and open competition on our waters, and in our own harbours; but we have not yet got the length of seeking to give an advantage to the foreign canals in their competition with ours,—of aggrandizing the foreign revenue at the expense of our own,—or even of driving foreign and domestic produce to foreign harbours, the more successfully to compete with our own! These notable schemes for the advantage of the British shipowner—which, under the plea of protecting him, where he least needs protection, in his own waters, have actually the effect of driving him to foreign waters, to undergo there a competition where he is least able to sustain it—we leave to his *pseudo* advocates. If the British shipowner be not blind to his own interest, he will spurn such hollow protection, “which keeps the word of promise to the ear, and breaks it to the hope.” He will rely on the qualifications he possesses, in his skill, his industry, and his capital, which, free and unfettered, will enable him successfully to compete with any foreigner.

It is doubtless very kind and very patriotic of our Protectionists to take the British shipowner under their fostering care, more especially at a time when the public voice in Britain is making itself so distinctly heard against the continuance of the monopoly which he enjoys, at the expense of the agricultural, the manufacturing, and the commercial classes. It is certainly sufficiently amusing to hear our Protectionist papers accuse the advocates of Free Trade here of desiring nothing short of separation from the mother country, for daring to advocate those principles which day by day are becoming more widely diffused in Britain, and which must inevitably before long prevail there. In this very paper will be found a Memorial from the Chamber of Commerce at Manchester,—that body which formed the cradle of that Anti-Corn-Law League, which produced so wondrous a revolution in the British commercial system,—denouncing the injustice and impolicy of the British Navigation Laws. And is it likely that the efforts of that powerful association will be relaxed, or that they will cease their agitation, even should the British minister shew himself indisposed to yield to their representations? Those who entertain such opinions know little of the spirit which animates that body. Armed with the intelligence of the people of England, they are irresistible; and as the Cobdens, the Brights, and the other leaders of the League, overcame the giant monopoly of the agriculturists, so will the leaders of the new agitation most certainly overcome the monopoly of the shipping interest.

We wait to hear the opinion of our Protectionist contemporaries on this new agitation. They, who have stigmatized us as traitors for daring to ask for a modification of the British Navigation Laws, can scarcely apply milder epithets to those who, in the mother country, are contending for a similar object. Perhaps, however, according to their ideas,

“That in a *Briton's* but a *choleric* word,
Which in a *Colonist* is rash blasphemy.”

To us, viewing, as we do, the modification of the British Navigation Laws as the most important question of the day for this Colony, we need hardly say, that the attention it is exciting in the mother country is a source of the most heartfelt gratification. The effect, we are convinced, will here be almost miraculous. Those who have hitherto stood aloof from us,—nay, have ranked themselves amongst our opponents,—will ere long be found on our side: indeed, we look for nothing less than the complete conversion, and return to our ranks, of our distinguished contemporary of the *Gazette*. All the difficulties which the ingenuity of his fertile imagination conjured up, like phantoms, to affright us from our onward course, will, we doubt not, dissolve, “like the baseless fabric of a vision,” the instant the *fiat* of the British minister shall have gone forth—or even the opinion of any powerful party in Britain shall have

been pronounced—in our favor. As neophytes are notoriously the most zealous advocates of their recently-espoused opinions, we fully anticipate that we shall have from his pen a glowing eulogium on our Board of Trade, for their promptitude in urging on the attention of the British Government the modification of the British Navigation Laws. Nay, we do not absolutely despair, that our humble selves and our exertions in the same cause may be honored with the meed of his approbation.

FACTS AND FIGURES.

The *Quebec Gazette* and the *Gazette* of Montreal afford us another opportunity of placing statistics before the country, which sooner or later must convince every reflecting man, we think, that the Navigation Laws embarrass our commerce and sacrifice our interests to a degree in comparison with which the effects of every other restriction dwindles into insignificance.

Our opponents assert, in the first place, that British ships not only compete with foreign vessels in every quarter of the globe, but that in the trade of the United States, in particular, they are actually driving American vessels out of their own ports by their general superiority and cheapness.

Of the falseness of this assertion we shall take pains to satisfy even the most sceptical of our readers—not, be it remembered, with the view of disparaging our national shipping, for nothing can be further from our wishes, but to enable our readers and the public to judge fairly between our statements and those of our opponents.

Every one knows how large a percentage of the whole trade of the United States is carried on with Great Britain and her dependencies, and one would naturally suppose if British not only competed with American vessels, but were actually driving them out of their own carrying trade, that a very large share of the whole trade of the Union would be done in British bottoms.

Our readers will judge for themselves as to this point from the following facts, compiled from a Report of the "Commerce and Navigation of the United States for the fiscal year 1815," laid before Congress in its last session by the Secretary of the Treasury, and for which we are indebted to that eminently useful and very able periodical, *Hunt's Merchant's Magazine*. That Report shows that the Exports of the United States for the year stated were carried in the following proportions:—

In American vessels.....	\$86,942,442
In Foreign vessels.....	27,704,164

The Imports show a still greater disparity, viz:—

In American vessels.....	\$102,428,481
In Foreign vessels.....	14,816,083

Summed up, the result stands thus:—

TOTAL IMPORTS AND EXPORTS.	
In American vessels.....	\$189,370,923
In Foreign vessels.....	42,520,247

That is, of a trade reaching the enormous sum of two hundred and thirty-two millions of dollars annually, the gigantic share of forty-two millions worth! or less than a fifth of the whole! is wrested from the Americans by all the foreign vessels put together that trade with the American Union! Verily, this is a glowing picture of the terrible effects of the vaunted competition of British vessels. Under its effects the American will certainly, ere long, be driven off the sea; more especially when it is considered that of the *fifth* thus seized by foreign vessels, only a *share*, perhaps a half of the whole, or in other words, a *tenth* of that small percentage can fall to the share of British bottoms! Verily, our opponents—a monopolist shipowner on the one hand, and the Administration organ on the other—must either have extensive imaginations, or pliant consciences, to suffer them to indulge in such unfounded assertions.

But to apply these facts to our own condition, is it not warrantable to infer that, if these American vessels, which can preserve *four-fifths* of their trade to themselves in spite of open competition with British and all other foreign vessels, were allowed to compete here for our carrying trade, they would either drive British vessels entirely out of it, or, what is more likely and at the same time more to be desired,—so materially lessen the average rate of freights as to leave us nothing to envy—nothing to complain of? We think it cannot admit of a doubt. But all we ask for is simply to be allowed to use them when they can be

got cheaper; that is, when freight is scarce and dear, let us have the right of going to a large American shipping market which we can reach in a day or two, instead of compelling us to go to a market some 3300 miles off,—a restriction which throws insuperable difficulties in our way, and, as already proved, subjects us to enormous sacrifices.

The next point advanced by our opponents—the cost of navigating a British vessel in the Quebec trade—is quite irrelevant to the point at issue. The figures given on this point in the *Quebec Gazette* may be right, or they may be wrong. They have no bearing upon the question at issue. If British can be sailed as cheap as American vessels, they have obviously nothing to fear from competition; if they cannot, then this colony is manifestly laid under contribution for the benefit of the British shipowner. Whether he is, and to what extent, we leave the public to judge for themselves, after carefully digesting the statistical facts we have from time to time laid before them.

One word more, and we have done. The *Quebec Gazette* disingenuously cavils at the data we employed in reasoning in our twenty-seventh No. as to the probable losses entailed upon the colony as respects timber freights. We have looked into our calculations, and see nothing to alter. We agree with our monopolist contemporary of Quebec, that 10 brls. of flour are the equivalent of a load of timber. Now let him make the necessary abatements (supposing, for the sake of the calculation, that produce could be shipped in the common run of timber vessels) from the 4s. 9d. for a brl. of flour, to place an A1 vessel here on a footing with the inferior vessels usually employed in the timber trade at Quebec, which are for the most part either "unclassified" or classed under a "diphthong," and we venture to assert, when he puts all the necessary abatements together—such, 1st, as the lighterage to Quebec; 2nd, the usual, we may say, the invariable difference made by merchants here when they send produce to vessels at Quebec (rarely less than 3d. per brl.); and lastly, a sufficient allowance for the extra charge for insurance—that he will find that the net result multiplied by 10, his own figure, will come near being the equivalent of 36s. 6d. per load. If not, let him show us the difference, and we will give him the benefit of it in our next calculation.

In conclusion, we subjoin the following table, shewing the export trade of various states of the American Union, and the proportion of each carried in foreign bottoms. It may be useful for our Quebec friends as well as ourselves in our future endeavors to expose the evils which maritime restrictions subject us to.

	AMERICAN VESSELS.	FOREIGN VESSELS.
Maine.....	1,114,721	140,284
Massachusetts.....	8,789,843	1,561,187
New York.....	28,744,775	7,430,523
Pennsylvania.....	3,271,714	302,648
Maryland.....	4,105,830	1,116,147
Virginia.....	1,906,554	198,927
South Carolina.....	6,670,433	2,190,515
Georgia.....	2,723,983	1,833,152
Alabama.....	6,615,568	3,922,660
Louisiana.....	18,910,178	8,247,287
Florida.....	1,193,003	321,742
	84,046,602	27,261,573

Meantime, we recommend these important facts to the consideration of our opponents, both at Quebec and elsewhere.

A NEW DIVISION OF PARTIES.

"We had hoped that all parties in Canada would unite in favour of a policy which is for the interest of the whole people, but it is vain to hope to enlighten those who are blinded by ignorance and prejudice."—*Montreal Pilot*, of yesterday.

In England the old distinctive appellations of party appear to be fast disappearing. Instead of Tory, Whig, and Radical, we find the terms Free-Trader and Protectionist almost invariably used to indicate the division of parties. Everything seems to be brought to this practical test. Cheap or dear food, these are the two great ideas of the day. The question proposed to the elector in the Registration Court and at the hustings turns upon this. It is no longer a question of men. The day when a mere name could excite the public, has passed away. How can we best improve our social condition? behold the enquiry of every class of politicians in England. Party clamour fades away before this test, and the efforts of demagogues and leaders are impotent to obstruct the onward tendency of the age.

That this influence should fail to be felt in Canada, is not to be supposed. Here, as elsewhere, there are grave questions to be decided which must occupy the public mind, and influence public opinion. Although there are none of those complex abuses here which exist in the mother country, and which render

the work of reform so tedious and perilous, there are prejudices in favour of old laws and customs which are not less inveterate, and scarcely less difficult to be dealt with. In short, whether it be from the desire to imitate, or the love of opposition, it is certain that there is a class of persons in this country, as in England, who stick out for protection, and that the abuses the Free-Traders complain of will not be yielded without a struggle.

It follows from this, that *politically* the influence of these parties will be felt; to what extent, the future will show. It is probable that the next political struggle will turn mainly on this question, and that Free Trade and Protection will be the rallying cries of the two parties. But how will this assort with old distinctions? Will it square with the present political standard of parties? Will it not confuse and confound old political calculations? Where will it place the present leaders? How will it affect their followers? These are questions which naturally suggest themselves, and of the practical solution of which a vast deal depends.

Much as we have striven to place Free Trade out of the category of ordinary political questions, the time is approaching when we hope to see it exercise a great and salutary influence on the country. It is so much more intelligible than any other question that has ever been proposed, that it is impossible good should not come out of its agitation. Instead of dealing with merely speculative questions of Government, it goes at once to the very root of a nation's prosperity, and enquires how the social condition of the people may be best improved. It descends from the imaginary to the practical, and uses the most common terms to convey the most important truths. It is a question every man may judge of for himself, by the simple aid of common sense—a question of figures and reason, respecting which none can be ignorant if they choose to enquire.

Now, can any thing be suggested in which the Colony has so great an interest as this question? Is there any other question on which such safe guides can be found?—any which may be taken up with so little fear of personal animosity, and with so little risk in the carrying out?

We sincerely believe not. On too many other questions, Canadian opinion has been in opposition to the wishes of the mother country; in this, it only follows the course the mother country has pointed out. We are in the rear, not in advance. Up to the present time, we have only *talked* of Free Trade, and have done nothing. Very soon the opportunity will be presented us, and it will be then seen whether we have profited by the example which the mother country has set us. We shall soon have to deal practically with our commercial affairs, as England has dealt with hers, and it is a great thing to learn whether our public men are equal to the task. Is there a majority in our Legislature to claim an alteration in the Navigation Laws, so that we may be allowed to avail ourselves of the spirit of enterprise of other countries in the conveyance of inward and outward freights? Shall we have a thorough revision of the Tariff, in accordance with the invitation held out to us by the Parent State? Will there be more disposition manifested by those who have hitherto been called Liberals to get rid of the Agricultural duties, and so let public considerations arise above the question of mere political party influence?

These, we repeat, are important questions, and we trust that the public on all occasions will keep them before those who solicit their suffrages. If it is a matter of importance to know what are the opinions of a Member of Parliament on questions of education and local government, can it be less important to know his opinions on a subject which involves the very commercial existence of the country? Let the first questions then be, "Are you in favour of unrestricted commerce?"—"Do you desire the Free Navigation of the St. Lawrence?"—"Are you opposed to the existence of the Navigation Laws?" On the answers to these questions let the determination of the voter, as to whether the candidate is a proper person to represent the country in Parliament, mainly depend.

THE 'MONTREAL PILOT' AND THE NAVIGATION LAWS.

The following is an extract from a very able article which appeared in the *Montreal Pilot* of the 10th instant, in answer to some views expressed by the Editor of the *Montreal Gazette*, on the subject of the Navigation Laws:—

"The *Gazette* admits that it would be a boon to us if England were to abrogate the Navigation Laws in our favour (and of course in favour of our fellow-subjects in other colonies). He has great doubts of the wisdom of these laws, thinks that 'commercially they are totally indefensible.' Now really it appears to us passing strange that a Canadian journalist holding such opinions, should refuse to join in

demanding the boon which is sought for by the great majority of his fellow subjects. It must be obvious to every one that the *shipping interest* in England will make good use of the articles of the Protectionist papers in Canada to shew that there is a division of opinion in our community, that many influential papers, including the Ministerial organ, think our demand a very unreasonable one, and moreover of little importance. But the *Gazette* says, "probably they are considered a necessity for Britain herself." So were the penal laws against the Roman Catholics, so were the Test and Corporation acts, the Corn Laws, and Slavery. All these obsolete laws were vindicated on the plea of "political necessity." The *Gazette*, however, know that such men as Cobden and Bright do not defend the Navigation Laws. In arguing the question, our contemporary constantly refers to the interests of Britain and the interests of Canada, as if all people in those countries were agreed on the subject. So in like manner Mr. Thorne and other protectionists cry out, Why do not the Canadians build ships of their own? We have never been able to see what difference it would make to the Canadian farmer whether Canadian or British shipowners should benefit by high freights. The craft used by the forwarders are all Canadian built, and yet we hear complaints enough from the agricultural interests of the forwarding charges. The true way of considering the question is as British subjects *equally interested* with the mass of the people of Great Britain and Ireland in sweeping away a monopoly which is injurious to all. The *Gazette* argues in the following extract (the italics are our own) that British consumers will suffer from this monopoly, because if the restrictions add to the cost of freight in her ports, it will be paid by them:—

"When we have no favour at home we must then find, in competition with all the producing countries of the world, the best market we can find among all the consuming countries in the world. If then, Britain continues any restrictions which add to the freight of her purchases, they will add to the cost in her own ports, and be paid by her own consumers; not by the seller, who can take his produce to wherever he can meet with more favourable terms, if he is not indemnified by the higher price for the higher charge of freight. This is a fundamental axiom of political economy, the very basis of the whole doctrine of Free-trade."

"So far as this is a good argument, it strengthens our position that English consumers will join us in our demand for the removal of this monopoly. Heretofore they have been engaged with grievance of a still graver character. But the argument that the consumer pays everything is a very false one when applied to commodities, the supply of which depends in a great degree upon causes over which human beings have no control. In the case of manufactured goods, the consumer must, as a general rule, pay all the charges attending their production and transport, such as labour in manufacturing, freight, &c. &c. If these charges be not paid with a fair profit on his capital, the manufacturer will seek other modes of investing it. The country where manufactures can be carried on cheapest would naturally monopolize the supply under a free trade system. But the supply of corn depends in a great degree upon Providence.

"The farmer cannot tell until harvest time, nor even then, whether he will be sufficiently remunerated for his labour, and when the time for selling arrives, he must take the market price, whether it be remunerative or not. He occupies a widely different position from the manufacturer, and he will go on labouring, provided the soil and climate are favourable, trusting to Providence that his crops will be good, and the demand proportionate. Under a free trade system, the large markets will, of course, be regulated by the comparative demand and supply throughout the world. But let us consider how, under that system, particular countries may be affected by Navigation Laws. Flour, with reference to the general demand and supply, may be worth 30s. per barrel in the London market, and merchants will give corresponding prices at Odessa, Dantzic, New York, and Montreal, taking into consideration all the charges, the principal of which is freight. On whom, then, would the charge of an increased freight, caused by Navigation Laws, fall?—on the consumer in England or the producer (suppose in Canada)? Surely the *Gazette* must admit that it would fall on the producer, unless all were equally exposed to the influence of those laws,—in which case, it would probably fall on both. We need not, however, argue on a point which will at once be admitted by every practical man. Let the *Gazette* ask the shippers of breadstuffs if they are never induced to give a higher price by an offer of cheap freight, and whether they are not often deterred from shipping by high freights. We do not contend that consumers are uninterested in the rates of freight: on the contrary, every thing calculated to bring the producer and consumer nearer together, is of benefit to both. It is no argument to tell us, as the *Gazette* does, to carry your flour elsewhere than England 'if you are not indemnified by the higher price for the higher charge for freight.' England, we hope, will long continue to afford us our best market: when she ceases to do so, there will soon be an end to our connexion with her. It is, however, a poor argument to tell us that because English consumers pay Canadian producers the highest price for flour, therefore both parties are to pay extra freights to English shipowners."

SPEECH OF Mr. MERRITT, M. P. P., AT THE TORONTO AGRICULTURAL INSTITUTION.

We find the following reported speech of Mr. Merritt, at the late Toronto Agricultural Show. It was elicited by a toast, uniting the names of Great Britain and the States. There is no one who has paid more attention than Mr. Merritt to the commerce of this country, and although we may differ with him on some points, we are willing to bear testimony to the general soundness of his views, and the perseverance with which he has exerted himself to perfect the internal communications of the country.

On this occasion Mr. Merritt, after some opening observations, spoke as follows:—

"It was well known that he had not been an advocate for free trade. He had never sought it but for the colonies, but now foreign nations would be placed in the same position with the colonies of the empire; and he now believed, that this change would redound to the interests of Canada. The chairman would recollect when the whole commerce of Canada, and the western world passed down the St. Lawrence. How had they lost it? It was lost in 1824, by the wisdom *per se* of that enterprising people, the Americans, in the formation of the Erie Canal, by which the trade was diverted from its former channel. He had exerted himself to the utmost to bring back this trade from the artificial, to what all must concede was the natural channel. They deserved credit for accomplishing so much, with what were then limited means. They had accomplished it, and were now enjoying the benefits of a revenue derived from inland communication. The first motion he brought forward after being elected to the Assembly, was one for the improvement of the communication by way of the St. Lawrence. He was proud of this, believing as he did that the God of nature had not given us these splendid lakes and rivers, but to form the great highway. The narrow channel created by them was 360 miles, that created by the Canadians only 66; was it then to be said they could compete with us? No! The freight from hence to Quebec, would be \$2, of which one was toll. Was this argument visionary? No! but grounded on facts, for it would be found that the freights from Detroit to Oswego, would be \$2, of which \$1 would be paid as toll on the Welland Canal. When the canals should be completed, the produce would be sent down in large vessels, bringing back goods for the merchants here and westward at the price of ballast. He knew that they had gone in debt for their construction. How could they pay it? Why, by the tolls. He felt that nothing could equal the St. Lawrence and its canals. Mr. Thorne says he would not open it to them. Why you would be out of your senses not to do so. "Tis they would be paying your tolls—they would be paying the interest of your debt. The receipts this year had been £30,000; last year they were only £20,000; but he looked confidently forward to its being £100,000, within ten years. He spoke with confidence, having noted its progress for a long period. The gross receipts on the Erie Canal, last year, were \$2,600,000; and this year the tolls had increased \$200,000. He brought in four resolutions to the House on this subject, which had not been adopted. Had they been adopted, he believed the revenue would have been materially increased; ours would have been the cheapest market, and they would have carried it in. He had intended to say more, but this he would say, that there was a misapprehension as to the free navigation of the St. Lawrence. Why not allow American vessels from Oswego to Boston? They have opened to us; why not we to them? Why not bring them here? He would have them look at the country westward of Lake Erie, larger in extent than the Atlantic coast, ready to send its produce this road if permitted. All he would ask, was that they should be placed on the same footing as those in the States."

OPENING OF THE PORTS.

(From the London Economist.)

A year ago a strong case admittedly existed for suspending the Corn Laws, and opening the ports for the free admission of all kinds of food; and Sir Robert Peel was only deterred from doing so by a division in his Cabinet, too strong to overcome, and which led to its dissolution. But whatever reasons existed then, exist much more strongly now for such a step. Scarcity was then only probable and prospective—now it is certain and present. Although the Corn Law has, in the meantime, undergone an important change for the better, under ordinary circumstances, yet it is some important respects much less favourable for such a crisis as that which we are now approaching. As long as grain is moderate, or even does not reach a very high price, the present law is infinitely preferable to the old one, but as soon as general scarcity, in spite of the greater facilities offered by the present law, raises the price to such a rate as we have known it for many months together within the last few years, then is it much worse than the law which it superseded. As long as wheat is 5s. or 6s. a quarter, the present duty is only 4s. which under the late law would have varied from 18s. to 12s.; but when wheat rises to 73s. a quarter, then under the present law the duty still continues at 4s., while under the late law it would have fallen to 1s. There is, no doubt, much in the moderate scale of duties under the present law, to prevent prices from rising so high; nevertheless, such a general and extensive scarcity may arise, and there is too much reason to believe has now arisen, when, in spite of the greater facilities afforded by the new law, prices will advance so high that the new duty will be greater than the old one, unless, indeed, some extraordinary encouragement be given, in the mean time, to still more abundant foreign supplies. This is, in short, exactly the emergency which Lord John Russell foresaw would arise in the event of a fixed duty being adopted, when it would be imperative to suspend it,

The present corn-law is, indeed, so far a fixed duty, that wheat is never admitted under it below a duty of *four shillings*; and the reasons which appeared to the noble Lord to provide for a suspension of a "fixed duty," in times of great scarcity, apply with equal force to the present law. But it may be said that Lord John Russell proposed, as a self-acting test of that scarcity, in consequence of which the law should be suspended, a certain high "six-week average price," which has not yet been attained. In framing a general law, with a view to the future and usual state of things we know no better test that could have been proposed, than that of price; but, after all, it was only as the best general test of scarcity that it was proposed. And if, in the course of events, more unquestionable and striking tests of general scarcity exist, the noble Lord will only be acting on the same principles, if he adopt them, as the reason for immediately opening the ports, in conformity with the same principle. Now, surely, no one will, at this moment, ask for more striking tests of scarcity than those which every where surround us—whether we look around our own immediate doors, throughout the various counties in England—whether we extend our view to the state of Scotland—whether we include within our range of observation what we are compelled to do in Ireland—or whether we extend our view to the state of at least *three-fourths* of Continental Europe. But, if it be said that scarcity shows itself rather in inferior food than in wheat, the duty upon which we seek to abolish, then the reply is obvious, that the more abundant the higher class of food can be rendered, the less will be the pressure for the inferior food which is so deficient in quantity.

But we are aware that there is a class of politicians—and who, if we mistake not, are represented in the Cabinet—who hold, that it is just when the price of wheat becomes very dear that the duty can be levied without any charge to the consumer; that to remit the duty at such a time, is in short only to make the foreign grower, or the importing merchant, a present of the duty which would otherwise go into the exchequer. We will not waste time now in showing how utterly futile such an objection would be at any time; for whatever force it could have in the estimation of any one, under ordinary circumstances, it can have none at the present crisis. The only ground on which it is contended that the duty in reality would be paid by the foreigner, is, that the natural price of grain is so much lower in the Baltic than in this country, that the same quantity would come whether it was free of duty or not. That, in short the usual inequality of the price of wheat between this country and the continent is such, that a small duty might be imposed without placing the English merchant in foreign ports at any disadvantage with foreign competitors in his purchases. This argument cannot be used at the present moment, for great as have been the advantages for some time past to import wheat into England, we find that at Dantzic and Hamburg, the French and the Belgians have competed in the purchase of wheat almost to the entire exclusion of the English buyer. Nay, such is the equality of prices here, and in some of the neighbouring countries, that home-grown wheat has been purchased in several of our country markets for shipment to France. Now as the only source from which any unimportant supplies can be derived during the winter and spring will be the United States of America, it is not difficult to see that the smallest duty chargeable upon the import of flour and wheat into this country, may divert shipments from the ports of Liverpool and London to those of Rotterdam, Antwerp, and Havre, even though, at the same moment, the consumer in England should be paying a higher price than the Dutch, the Belgians, or the French. A duty, however small, imposed upon importation here, is a direct premium given to the surrounding markets. Let us, too, never forget that in such a case we have nothing to do with price—all our aim should be to obtain QUANTITY.

And if it be necessary, for that object, to give to the foreign producer a high price we must consider that a greater evil can only be thus obviated. Moreover, at the present moment, there is another reason which should operate with such objectors as we now refer to, for withdrawing their opposition to such a measure. If we had a large quantity of corn in bond, they would contend that to relinquish the duty would be only to add to the profit of the lucky speculator who happened to hold it, altogether forgetful that such a step would prevent a large quantity from being shipped to other markets, where, though the price to the consumer was not higher, yet it was so to the importer, from the fact that no duty interposed between them, as has already to a great extent taken place; and the equally important fact that the profits thus thrown into the hands of the merchant by his lucky adventure, afford him not only the means, but the inducement, at once to embark in fresh enterprise to increase supplies. Politicians who grudge the profits of commercial speculation, are ill calculated to preside over a country suffering from scarcity and famine. To such, however, it may be a source of satisfaction, that owing to the almost total absence of any stocks of grain in bond, no risk would be run of enriching the speculator at the cost of the exchequer.

But if the test of scarcity be sufficient to satisfy every one of the imminent danger in which the country is placed—and an admission of this is, indeed, the only justification for the present policy pursued towards Ireland—then we hold it to be impossible that any Government, and much less the present one, can refrain from the adoption of every possible means which will facilitate the increase of supplies, or render those which we have more efficient. It is utterly impossible that any Government, and much less the present one, can subject the country to the enormous sacrifices which it is called upon to make in order to feed the poor in Ireland, and leave the smallest vestige of a duty upon the importation of food of any kind, or the slightest restriction upon the mode in which it is consumed, inconsistent with the strictest economy which private interest might dictate.

That the opening of the ports for the free admission of food of all kinds—that the permission to use sugar or molasses in our breweries and distilleries, if only as a means of economising at the present crisis the consumption of grain—are measures which would be forced upon the most unwilling Government by an overwhelming necessity during the coming winter, but which will be cheerfully and willingly adopted, as being only in accordance with their general principles by the present cabinet, we

have not the slightest doubt—that the ancient and mistaken policy of interference and restrictions, with a view to secure abundance and economy, will be sternly and uncompromisingly resisted, and that the modern and true policy of non-interference will be faithfully and fully carried out, by sweeping away everything which acts as a restriction on free enterprise, by the present ministers, we have the fullest confidence. But we would anxiously press upon their attention the fact that the great value of such measures will be derived from their being adopted at once. Let the Government proclaim in even more distinct terms than they yet have done—for there is much misgiving on the subject—that under no circumstances that can occur, will they interfere with private enterprise, by assuming in any way, direct or indirect, the character of traders. Let them at once publish to the world, that the ports of Great Britain will be open until after the harvest of 1847 for the free admission of grain and animal food of all kinds—let it at once be known that sugar and molasses, after payment of duty, may be used for any purposes which private interest may dictate—let them, in short, remove every restriction which limits supply, or interferes with the most economical or beneficial use of commodities; and having done this, they may then rest satisfied that everything in their power has been done to alleviate the most perplexing difficulties over which any government has of late years had to preside. But to be efficient, no time should be lost. Under the most favorable circumstances much delay must take place, before any such determination can be made known in those distant countries, where they may be expected to produce such an effect on public opinion as will conduce to the benefits which we are entitled to expect from them.

And what can the Government see to deter them from such a course. An indemnity from Parliament must be sought, and the necessity of an early meeting of Parliament for that purpose, which in some respects we would rather avoid, must be encountered; but can any one dream that such an indemnity would not be given? Who could refuse it? Lord John Russell's usual supporters, and Sir Robert Peel with his one hundred and twelve, could not but vie with each other in bestowing commendations upon the policy of the Government. And even Lord George Bentinck and his followers, what could be their objection? During the whole of the last session they never ceased to proclaim that such would have been their own policy, during the far smaller emergency in which the country was placed a year ago; how then can they object to it now? In short, there is nothing which at this moment could redound so much to the credit of the Government and the advantage of the country, as the immediate adoption of this policy, which we contend cannot under any circumstances long be postponed, without creating the most intense suffering and dissatisfaction.

Finally, we earnestly call upon every commercial community, upon every chamber of commerce, upon all who wish to alleviate the distress with which the country is threatened, to give the government, as early as possible, evidence of their views of the necessity of such a step, by addresses such as have already been adopted at Dundee, and some other places. At such a moment, with such a crisis begun, and still more threatening, every encouragement should be given to the executive, to pursue an even, and if needful a bold course, which the support of influential members of society can afford.

We beg to draw the attention of the Editor of the *Gazette* particularly to the following memorial, which the Chamber of Commerce of Manchester has addressed to the Lords Commissioners of the Treasury. He may probably discover in it some fresh argument for the opposition he is at present offering to the proposal for the abandonment of these laws:—

“TO THE RIGHT HONOURABLE THE LORDS COMMISSIONERS OF HER
MAJESTY'S TREASURY.

“The Memorial of the Directors of the Chamber of Commerce and Manufacturers at Manchester,

“Showeth—That your memorialists are extremely desirous that Her Majesty's Government should take into earliest consideration the present state of our navigation laws.

“That, whatever may have been the motive under which those laws were originated, it will not now be denied that the intelligence of the age demands a revision, if not a total abandonment, of them.

“That for many years past the impossibility of retaining them against the United States of America, and subsequently against several other nations, was admitted, and specific relaxations decreed by the Legislature; but the wise policy adopted in the last session of Parliament calls, in the opinion of your memorialists, for an immediate reform or abolition of them as against all the world.

“That your memorialists call for such reform or abolition on the grounds of sound policy and justice, the injurious consequences of those laws having been often practically experienced: but they grieve to add, that the dispensations of Divine Providence seem to them to render the correction instantly necessary.

“That under the most afflicting circumstances in which many portions of this empire is now placed in respect to food, your memorialists would fan hope that a paternal Government will not suffer to remain upon the statute-book for one unnecessary instant those mischievous and partially-devised provisions of law, which, operating at all times and under all circumstances against the true interests of the bulk of the people, aggravate at the present moment their ordinary injustice, by adding to the difficulty of providing against impending famine.

“On the grounds, therefore, of policy, justice, and necessity, your memorialists humbly, but most urgently, pray that your Lordships may take into immediate consideration the whole of the provisions of the navigation laws, with a view to provide such remedies as the well-being of the people imperatively requires.

“Manchester, Oct. 1, 1846.”

The following is an extract from the summary of news made up by the *Montreal Herald*, to be conveyed home by the mail of the 19th. It is an attempt to convey a correct account of public feeling on the subject of Free Trade:—

“We imagine that we give a correct account of the public feeling, when we say, that in the large cities, Free Trade doctrines are making ways principles of action, while among the agricultural community their attachment to the provincial protection on cattle, &c., prevents them from embracing these new views. Since the imposition of the cattle duties, prices have been much higher for meat, and this change is naturally enough imputed to the fiscal arrangements. This is a very cogent reason for their dislike of preachings from the texts of Smith and Ricardo. It is not so easy to understand the cause of their affection for the 3s. duty on grain, originally imposed as the condition of our favor in the British market. If this were removed, whenever the price of grain were higher here than in the United States, we should be able to export our entire produce, supplying us place for home consumption, by the cheaper article from the other side of the lines. But, notwithstanding, the obvious advantage which would arise from a more liberal plan, and, notwithstanding, the very plain fact, that prices here must be regulated entirely by the markets at home, it is very certain, that the great majority of the farmers would dread a reform. In Canada, the landed interest is paramount, so that until the agriculturists can be brought to see the affair in a different light, there is little hope of any alteration, beyond the concession of last session. That merely repealed the impost on bread stuffs passing through the country for exportation. The western part of the Province is the most strongly interested in the cultivation of wheat.”

On this the *Pilot* observes—

“The *Herald* has, unintentionally we have no doubt, conveyed a very erroneous account of the state of public opinion in Canada on Free-Trade questions. The most prominent of these are the Repeal of the Navigation Laws, and of the Imperial Duties. With regard to these measures, the farmers are equally interested with other classes in procuring their repeal. With regard to the Provincial Duties, which are levied for revenue alone, although they may be incidentally protective, there will probably be wide differences of opinion, and discussion at the present moment is rather to be deprecated. When the Provincial Duties are revised, it will be the duty of the Ministry to consider the subject well, and to endeavour to raise the necessary amount of revenue as equitably as possible. The article in the *Herald* would naturally create an impression that the agricultural community is opposed to the Free-Trade measures which are generally agitated. This is not the case: they are almost to a man in their favour.”

We had intended to take some notice of an article in the *Hamilton Spectator*, controversial of the statements of the *Economist*, in respect to the progress of the Free-Trade cause; but the task has been so well executed by the *Pilot*, as to render it unnecessary. The *Pilot* fully sustains our assertion that amongst the press, as with the mercantile community, the most intelligent and influential portion are with us.

The papers on the subject of Post-Office Reform, which have appeared in late numbers of the *Economist*, but the publication of which has been lately interrupted, will be resumed next week.

COMMERCIAL TRIALS.

Court of Appeals.

DEBLEURY, Appellant, vs. DUNN, Respondent.—In this case the Respondent had sued the Appellant for some £160, for goods sold and delivered. Mr. DeBleury pleaded payment, and produced a counterpart of the account sued for, receipted in this form: “Received payment per contra account, Peter Dann by John Mullin.” This Mullin was the clerk of Dann. It was urged in the Court below, that Mullin had no authority to admit the counter account of Mr. DeBleury, which consisted of three items for professional services. The Court of Queen's Bench adopted this view of the case, and, alluding to the case of Ward vs. Evans, 2 Raymond, p. 928, gave judgment for the whole amount demanded—overruling the Appellant's plea. Mr. DeBleury appealed from this judgment, and it was now urged on his behalf—1st, That the arrangement was merely in fulfilment of a previous understanding between Mr. Dann and Mr. DeBleury, and that the clerk had been specially authorized to give the receipt: 2nd, That whether he was originally authorized or not, Dann had, by his acquiescence for 8 months, confirmed and ratified the act of his agent. To support this view of the case, Story on Contracts, p. 210—Marin's Louisiana Reports, (condensed edition), vol. 1—Pothier de Mandat, No. 99, and Paley on Principal and Agent, p. 71—were cited; all these authorities going to shew that if the principal for a moment adopts the act of his agent, either by his acquiescence or otherwise, the principal is bound. On the other hand, the Respondent contended that the clerk had no such authority, that the Appellant knew it, and that he was well aware when the clerk signed the receipt that the clerk exceeded his authority. The Judgment in the Court below was confirmed with costs. The alleged payment was operated by means of an account rendered to the Respondent, which, it was said, had been taken by him as compensation. Now, it was true that a clerk of plaintiff's did go to defendant's, and accept his account as compensation; but it seemed equally clear that the clerk had no power to make this acceptance. The judgment was, therefore, affirmed.

ENGLISH NEWS.

The *Britannia* steamship has arrived since our last, bringing dates to the 20th October. The most important news, in a commercial point of view, is the increased advance of all kinds of bread-stuffs on the Continent. At Dantzic, high mixed wheat was from 55s. to 57s. per quarter; at Hamburg, from 51s. to 52s.; at Rotterdam, from 58s. to 61s. In England, fortunately, trade is good, and the pressure is not so much felt, but in Ireland, and in some parts of the Highlands of Scotland, the prospect is most gloomy. Under these circumstances, a strong opinion exists that it is the duty of the Government to do away with the remaining restrictions on food, by throwing open the ports, and the chances are that this will be done. Indeed, we can detect no difference of opinion on this subject, all parties agreeing that the suspension of the 4s. duty will be absolutely necessary should prices continue to rise at the rate they have been rising. The quarter's and year's accounts of the revenue had just been published, and were, under all circumstances, satisfactory. On the year ending 10th October, there is an increase in the Excise of £182,717; on Stamps, £21,759; Taxes, £10,279; Property Tax, £205,031; Post Office, £114,000; Miscellaneous, £41,588. But there is a decrease on the Customs of £502,619, which is doubtless owing to the late reduction of duties. On the total revenue of the year, there is an increase of £88,110. The quarter ending 10th October is far more satisfactory than the annual revenue. On the quarter there is an increase on Customs of £462,472; on the Excise, £226,820; Taxes, £8,661; Property tax, £148,245; Post Office, £8,000; Crown Lands, £15,000; but there is a decrease on Stamps of £5,811, and on Miscellaneous, £59,448. The total increase on the quarter is £539,064.—The marriage of the Duke of Montpensier with the sister of the Queen of Spain, and the only bar between the French Prince and the Spanish throne, has created a good deal of discussion, and is referred to as calculated to disturb the amicable relations at present existing between Great Britain and France.—Of domestic news there is hardly any of interest.

PROVINCIAL, LOCAL, AND GENERAL INTELLIGENCE.

The local newspapers are still dwelling on the recent fatal steamboat accident, and a very general opinion exists that the Government servants have not done their duty in the premises, by instituting such inquiries as were called for. A correspondent of the *Quebec Gazette* well observes: "In a matter of so serious a nature, when the lives and property of hundreds are every day exposed, no false delicacy should prevent the most minute investigation into all the details of this melancholy catastrophe, because if no such examination takes place, the most unlimited license is given, and the present calamity, though frightful in its nature and extended in its details, may be partially disregarded, if not totally forgotten, in some greater and more serious misfortune."—A correspondent of the *Montreal Herald* states that the dry goods merchants have agreed to close their stores at half-past seven o'clock, on and after the 15th instant. —A rumour has got abroad that the Earl of Elgin, who is expected next month, is about to be married to Lady Alice Lambton, daughter of late Earl of Durham, but it does not seem that there is any good foundation for the report. A great deal of dissatisfaction is expressed by the mercantile community at the unnecessarily early departure of the mail for the steamer, which leaves Boston on the 16th. This mail was closed at seven o'clock, p.m. on Wednesday, the 11th, and the messenger left between eight and nine o'clock, the next morning, Thursday. It would take him eight-and-forty hours to get to Boston, which would bring the time to Saturday morning. The steamer does not start till about the middle of the day on Monday, so that the mail will remain upwards of fifty hours idle at Boston. The consequence of this precipitancy is, that the merchants in Quebec and the Upper Province are deprived of the time necessary to answer their correspondents, and put to great inconvenience. The English mail was not received here till Monday, and the Quebec letters could only reach that place on Tuesday morning; so that unless the parties to whom they were addressed answered before five o'clock the same day, they would lose the opportunity of writing at all. For the Upper Province it was, of course, worse, and unless the merchants of Kingston, &c., wrote by the way of Boston, they will have to wait for the mail of the 1st. If there had been any occasion for this extraordinary precaution, parties would not complain; but there is absolutely none. The messenger could calculate, by leaving on Friday, to arrive long before the departure of the steamer, and it was sheer stupidity to insist on his taking his departure before. The public, it is necessary the Post Office authorities should know, are entitled to every moment of time that can safely be extended to them, and we trust that this is the last time we shall ever hear of such a piece of official folly.—The following is the

statement given by the Quebec correspondent of cargoes arrived at Quebec during the season of 1846, to the 9th of November, inclusive:—

General Cargoes.....	165	Bricks.....	7
Coals.....	179	Bricks and Slates.....	1
Plaster.....	3	Slates.....	4
Rum and Molasses.....	1	Vinegar.....	12
Salt.....	29	Salt and Slates.....	3
Brandy.....	1	Rosin and Pitch.....	1
Sugar.....	13	Sugar, Oil, and Fish.....	5
Oil.....	3	Coals and Glass.....	4
Sugar and Molasses.....	4	Molasses.....	4
Coals and Bricks.....	4	Wine.....	7
Fruit and Wine.....	2	Furs.....	1
Cordage.....	5	Sugar and Herrings.....	1
Fish, and Fish and Oil.....	50	Coals and Iron.....	2
Iron.....	3	Sugar and Rum.....	1

There is no further news of Mexican affairs in the American papers.

WHEAT FROM VAN DIEMAN'S LAND.—The *Liverpool Courier* of the 18th ult. furnishes the following account of a novel importation, which is said to have created some sensation:—

"Two vessels have recently arrived at this port from Launceston, Van Dieman's Land, with cargoes of bark, gum, mahogany, and wheat, the produce of the Colony. One them, the *Benjamin Heap*, brings 2,848 bags of wheat. It is in linen bags of fine texture, and the grain of excellent quality; but in consequence of the mahogany steaming in the ship, and communicating a slight moisture to the grain, it will require to be turned over two or three times, as it is technically expressed, before it will be dry enough to enter into consumption. Fifty sacks of the wheat, we are informed, are consigned to a gentleman in Staffordshire, from a friend in the Colony, and are intended exclusively for seed. An experienced corn dealer on 'Change informs us that he never saw grain of so fine an appearance. It is very white, and the skin of the grain is of an unusual thinness. Numerous applications have been made for samples of the lot, but in vain. The remainder of the cargo is of superior quality, and as at the present time there is a great demand for Indian corn and other articles not usually consumed in this country, we direct the attention of the public to the importation as a decidedly prominent subject, and one which may hereafter exercise a great influence on the imports into this country. We have not the means of stating anything certain respecting the amount on hand in Van Dieman's Land, but we are told by the gentleman from whom we derive the facts here stated that there is plenty of it to be had. The cost of this cargo was as follows:—

Cost in Van Dieman's Land,	-	-	-	3s	per bushel of 720 lbs.
Freight,	-	-	-	2s 3d	" "
Duty,	-	-	-	0s 14d	" "
Commission,	-	-	-	0s 6d.	" "

giving a total cost of 6s. 10d. per 70 lb. A portion of that part of the cargo which is to be disposed of has already been sold at 9s. 6d. per bushel, realizing to the importer, in the present state of the market, a profit of more than 60 per cent. A little competition would probably reduce the charges and the extraordinary profit which has accrued on a first transaction, and would bring the produce of the colony into a ready market. As the import has made some sensation amongst corn-dealers, there can be no doubt but that the enterprise of the merchants of Liverpool will be directed to more extensive importations from the colony at Van Dieman's Land, which, under present circumstances, will benefit the colony, and be lucrative to themselves.

PORT OF MONTREAL.

ARRIVED—NOV. 10.

Brig *Sylph*, Walshaw, Newcastle, Dougall, Harrison & Co.

11TH.

Schr. *Victoria*, Blair, Magdelaine Islands, Capt. Blaine.
Barque *Vigilant*, Gardner, Newcastle, M Dougall & Glass

THE MARKETS.

MONTREAL. *Friday Evening, 13th Nov.*

ASHES have improved since the arrival of the *Britannia*. Shipping brands of Pots are worth 22s. 6d., and Pearls 22s. 9d. to 23s.

Flour—An advance was established on the arrival of the mail, but the market has again receded. We quote best brands Superfine 32s. 6d. to 33s., Fine 31s to 31s 9d.

WHEAT.—Sales have been made this week at 5s. 7½d. Receipts of both Wheat and Flour are light this week, owing to the prevalence of easterly wind. Considerable quantities of both are reported to be at hand.

PROVISIONS.—We do not vary our quotations of last week.

FREIGHTS have declined. Engagements for Flour have been made at 4s. 6d., and for Wheat 12s. would be accepted.

EXCHANGE—For last packet, Merchants' Bills 90 days 7½ to 8, Bank 60 days 9½ per cent premium.

NEW YORK.

9th Nov. 1846.

ASHES.—Sales of 50 brls. Potash have been made at \$5 00, which is an advance. There have been no sales of Pearls, but higher prices are asked.

Flour.—The Flour market is unsettled. No sales have come to our knowledge since the arrival of the steamer. Dealers seem to think that the market will open at about \$6 25, which is an advance of 25 cents.

No advices from either our New York or Cleveland correspondents.

PRICES CURRENT.

Montreal, Nov. 14th, 1846.

Main table of prices for various commodities including Ashes, Alum, Coffee, Coals, Fish, Fruit, Flour, Grain, Leather, Oils, and various meats and provisions. Includes columns for articles, prices, and duties.

FREIGHTS.

Table listing freight rates for various goods such as Flour, Ashes, Wheat, and other commodities to different locations.

EXCHANGE.

Table showing exchange rates for Bank, Private, and other financial transactions, including rates for London and New York.

DUTIES.

On Imports, the produce or manufacture of the United Kingdom or British Possessions, the duties stated under the head "Provincial," are levied. On Foreign Goods both "Imperial" and "Provincial" are payable. A part of the ad valorem duty is levied under the Imperial Act 4th and 5th Victoria, cap. 49, upon the value at port of entry...

RECEIPTS OF PRODUCE UP TO 14TH NOVEMBER.

Table showing receipts of produce up to 14th November, categorized by commodity (Ashes, Flour, Wheat, Pork, Beef, Butter, Lard, Barley, Peas, Oats) and source (Canada, United States, Same time 1845).

EXPORTS OF PRODUCE UP TO 14TH NOVEMBER.

Table showing exports of produce up to 14th November, categorized by commodity (Ashes, Flour, Wheat, Pork, Beef, Lard, Butter, Oatmeal, Peas, Barley, Oats) and destination (From Montreal, Quebec, Total).



NOTICE.

To the Claimants for Rebellion Losses in Lower Canada, whose names are included in the Schedule published in the Canada Gazette, dated 10th October, 1846.

THE RECEIVER GENERAL'S OFFICE, Montreal, 9th October, 1846.

THE RECEIVER GENERAL is authorized to issue DEBENTURES; redeemable in Twenty Years, for the liquidation of these Losses, in sums not less than Twenty-five Pounds, Currency, bearing Interest at Six per Cent per Annum, as provided by the Act 9 Victoria, Cap 65, payable Yearly, on the 1st January. It is recommended to those individuals whose claims are under the sum above specified, that they should unite so as to make up the Minimum Amount of Debentures allowed to be issued.

The English and French papers in Montreal will insert the above for two weeks.

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 (Ile 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, HUGH ALLAN, JACOB C. PIERCE, D. DAVIDSON, WILLIAM DOW, JOHN LERNING, WM. LUNN, J. B. SELLER, J. FROTHINGHAM, JNO. YOUNG, JOHN F. MILLS, L. H. HOLTON, D. L. MACDOUGALL, BENJ. LYMAN, R. CORSE, DAVID TORRANCE.

- ANDREW SHAW, JAMES GILMOTR, WM. EDMONSTONE, MOSES HAYS, JOSEPH MASSON, ROBERT MACKAY, O. BERTHOLET, H. JUDAH, A. LALOCQUE, R. HART, JOSEPH BOURRET, A. M. DELISLE, W. ERMATINGER, W. C. MEREDITH, JOHN J. DAY, GEO. ELDER, JUNE.

Montreal, September 14, 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 (conditioned upon that resolve) received subsequent to the 30th ultimo) have become absolute, the Awaiting Stockholders are requested to PAY the FIRST INSTALLMENT of £4 16s. Currency per Share to the Treasurer, at the Company's Office, 18, Little St. James Street.

By order of the Board,

THOMAS STEERS, Secretary.

Office of the St. Lawrence and Atlantic Rail-Road Company, Montreal, 25th August, 1846.

NOTICE.

ON Downward Property received by the undersigned at Kingston or places below, on will after THURSDAY the 20th inst., the following Rates are to be charged to Montreal, till further notice.

Table with 2 columns: Item and Rate. Items include Flour, Ashes, Pork and Beef, Lard and Butter, Wheat or other Grain, Bran, Tobacco.

All other property in proportion regulated per barrel bulk. Insurance as usual on all property downwards, and charged in addition to the Freight.

H. JONES & Co. R. F. JONES. Agent for the Quebec Forwarding Co MACHIMSON, CRANE & Co HOOKER, HOLTON & Co.

October 15, 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.

OFFICES AND STORES TO LET.

Apply to MACDOUGALL & GLASS, BROKERS, St. Francois Xavier Street. 9th 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, commence SELLING 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 Stock.

BUDDEN & VENNOR.

ENGLISH CROWN AND SHEET WINDOW GLASS.

NOW IN STORE and Daily Expected To ARRIVE—

3000 BOXES WINDOW GLASS, Extra Thick—all sizes, 60 GRATES 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, 1200 Pieces Black and Colored ORLEANS, 500 Pieces GALA PL. AIDS, 1000 Pieces WINTER BONNET RIBBONS.

August 28.

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 hitherto carried on by Messrs. HARRISON STEPHENS, JOHN YOUNG, and ROMEO H. STEPHENS, will be CONTINUED by the Subscribers, under the Firm of STEPHENS, YOUNG & CO.

JOHN YOUNG, BENJAMIN HOLMES.

Montreal, 31st August, 1846.

FOR SALE.

TEAS: Twankay, Young Hyson, Gunpowder and Souchong, in boxes, Molasses, Heavy, Martell's Cognac Brandy, Fiedle Marsala Wine, Boiled and Raw Lard Oil, 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. 103, ST. PAUL STREET

THE Business heretofore carried on by D. P. JONES will, from this date, be continued by the Subscribers, under the Firm of D. P. JONES & CO.

D. P. JONES, W. W. JONES. Montreal, 9th April 1846.

THE Subscribers have constantly on hand:—

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

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

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

ALISON & CO. (11 Aug, 1846.

134B,

NORTHERN TRANSPORTATION LINE OF INSURED. LTD

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. 31, Coenties Slip, New York, J. H. Hooker and L. A. Carleton, 155, River Street, Troy, H. A. Holcomb, 101, Pier, Albany; J. C. Pierce & Son and William Coote, St. Johns, C. E.; Oliver Hascomb and W. S. Eddy, Whitehall; J. H. Hooker, 15, Long Wharf, Boston.

GEORGE BENT, MONTREAL.

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

1846. Northern Line. 1846.

TRAVIS & CO. PROPRIETORS.

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. P. 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, Of 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 BENEFIT.

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 THAYER'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 7s 1/2 each subsequent insertion. Ten lines and under 3s 6d first insertion, and 1s. each subsequent insertion. Above ten lines 4d per line first insertion, and 1d. per line each subsequent insertion. The usual discount is made where parties advertise by the year, or for a considerable time.

OFFICE.—No. 3, ST. SACRAMENT STREET, where all Communications are requested to be directed Montreal, 16th May, 1846.

PRINTED FOR THE COMMITTEE OF THE

Montreal Free Trade Association,

DONOGHUE & MANTZ, PRINTERS.