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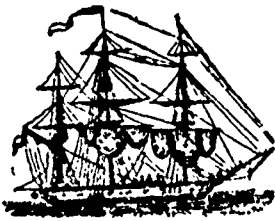
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# CANADIAN ECONOMIST.



## FREE TRADE JOURNAL, AND WEEKLY COMMERCIAL NEWS.

Vol. I.]

MONTREAL, SATURDAY, 9TH JANUARY, 1847.

[No. 37.]

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## THE CANADIAN ECONOMIST.

MONTREAL, SATURDAY, 9TH JANUARY, 1847.

### COMMERCIAL APATHY AND EXECUTIVE INACTION.

If profound tranquillity be a symptom of national prosperity, then is this colony most prosperous. Political strife appears to have died away: all those exciting questions, which, but a short time since, occupied our press,—Responsible Government,—right of appointment to office,—Militia Laws,—Differential Duties,—Navigation Laws,—Mines and Mining Companies, &c. &c.—are quietly laid on the shelf, for the present; or are rather, like summer plants, consigned to darkness during the dreary winter months, there to languish until roused to existence by the fostering rays of that approaching sun of the colonial hemisphere, the new Governor General. It must certainly be very gratifying to those who preside over the destinies of this country, to contemplate such a state of affairs; and we doubt not it will be pointed out as the result of their government. We will not stop to inquire whether justly or unjustly, since such a question falls within the range of observation of the party politician, and to him we leave it; but we shall, in pursuance of our duty, address a few remarks on the commercial condition of the country, and see how far that is jeopardized by the present apparent apathy, both of our rulers and of the public mind.

And first, we would ask, was there ever an occasion, in the history of this Province,—or can there, indeed, ever be one,—calling for greater energy, capacity, and judgment, on the part of our rulers, than the present? Since our Provincial Parliament was prorogued, what events, fraught with the deepest interest to us, have occurred! The Imperial Government has virtually annihilated all the exclusive privileges which we as Colonists enjoyed in her markets; she has invited us to tread in her steps, and in like manner to withdraw the preference which she obtains for her products in our markets. This mutual removal of protection necessitates a total change in our fiscal system,—a change which requires to be gravely considered and deeply digested in all its details—and yet six months have elapsed since the passing of the British Corn Law, the month of January has arrived, and there is still no sign of the approaching convocation of our Legislature; nor is it likely even that it will be convened until March. The season has now arrived when every mercantile man prepares for the business of the ensuing season; and yet, such is the uncertainty, not only as to the time when Parliament will assemble, but as to the measures which, on its assembling, will be adopted, that it is utterly impossible to embark with safety in any commercial undertaking; and thus the whole commerce of the country is left in a state of suspense. Until it be known whether the Differential Duties are to be repealed, or merely modified, it is manifestly unsafe to send orders either to Great Britain or the United States for goods of any description. Until it be known whether the duties imposed under the Agricultural Act are to be continued, it is manifestly unsafe, either to pack provisions in this country, or in the United States for this market. Until it be known whether wheat and flour from the United States are to be imported free into Canada, it is manifestly dangerous to contract for the sale of our grain and flour in Britain.

Until it be known whether the restrictions on foreign shipping on our waters are to be continued, it is dangerous to engage either with our forwarder or the British shipowner for freight. In every direction that we turn our eyes doubts and difficulties beset our path: on every hand the prospect is equally cheerless and gloomy.

We know that it will be said in answer to this representation, that the Government are not culpable on account of this our situation,—that it has been occasioned by circumstances over which they had no control:—by the change of Ministry in Great Britain; by the removal of Lord Cathcart, and the appointment of Lord Elgin. Now this we hold to be no vindication at all of our Ministry, whose duty plainly is to watch over the interests of the people of this province, and to see that those interests are not injuriously affected, even during that interregnum which may be supposed to occur between the recal of one Governor and the installation of his successor. For this duty our Government is responsible to the Provincial Legislature, and we know no grounds on which they can fairly evade that responsibility.

We are sensible that in assuming the position we do respecting the duty of our Government in the present trying conjuncture, we shall probably not please any of the political parties in this country. We know there is little disposition on any hand to precipitate matters—all are alike anxious to propitiate the new Governor—all are alike disposed to wait the chapter of accidents for some lucky occasion to seat themselves firmly in power: but we are actuated by other considerations: our object is to obtain the triumph, not of any party or of any set of men, but of sound commercial principles; and this we are convinced can only be achieved by vigour and promptitude on the part of our Government and Legislature. Every delay appears to us fraught with the most imminent danger to our future commercial prosperity, and we cannot passively submit, at least without raising our warning voice to the dilatory and tardy course of action apparently about to be pursued. We hold that our Ministry, if they have not remonstrated with the British Government on account of the suspension of the business of the country in so important an epoch—if it has been occasioned, as we presume it has, by the delay in the arrival of Lord Elgin—have been wanting in the performance of their duty. We have no idea of the important interests of the province being endangered, out of compliment either to British Statesmen or British Governors. The time is gone by for such servile doctrines to be upheld: and we consider it but right that the British Government should be made aware, that if they have not sufficient confidence in the nobleman who at present holds the reins of government in this province, to impart to him their views, it is nothing less than an insult to the people of this province that they should have delayed so long in sending out his successor.

### FREE TRADE AND THE 'COBOURG STAR.'

We observe in the *Cobourg Star* an attempt to bolster up the 3s. per quarter duty now exacted on Foreign wheat, on the ground of the protection which he alleges it affords to our agriculturists. We have repeatedly shown in the columns of this paper, that the effect of this duty is by no means to raise the price in this colony in ordinary circumstances to any considerable extent, inasmuch as this being essentially a grain exporting country, the price obtained for the excess of our production must manifestly regulate the price of the whole, since there cannot be two prices coëxistent at the same time and place for the same article.

But there is another point of view under which this question may be considered, and the conclusion from which will we apprehend be irresistible, even to the *pseudo* advocates of the agricultural interest. The duty of 3s. per quarter is actually a dead letter in law, since it cannot be exacted. All that is requisite in bringing a quantity of wheat into the country to be ground into flour, is to give bond to export a certain quantity of flour equivalent to the yield of that wheat, but not necessarily the product of it. So that the product of

*the wheat itself can be introduced into consumption in the country DUTY FREE, on the exportation of an equal quantity of Canadian flour.*

Such being the case, we ask, What occasion is there for the duty to be retained?

The *Cobourg Star* supposes a case of a distiller requiring a quantity of grain; and argues that "if it were admitted free, our farmers would lose exactly 3s. per quarter, because it could be got for so much less in the United States; and the revenue would lose in proportion." Now both these so-called losses could not coexist: since either the distiller purchases in the United States, in which case the Canadian farmer derives no benefit from the 3s. duty, but loses the sale of so much of his produce; or, on the other hand, the grain is purchased in Canada, in which case the revenue derives no profit.

Now, we have already shown that under the present law, foreign grain can be introduced for consumption free of duty, and it is thus manifest that there can be no such difference in prices as 3s. per quarter, as the *Cobourg Star* supposes. But, granting even that it were possible that the price could be artificially raised to the distiller 3s. per quarter, and that either the producing farmer or the revenue would derive the benefit to that extent, the question arises, why the consumer of the article distilled is to be the special subject of taxation for this object. Why is he alone to prop up the agricultural interest, or to maintain the revenue? Again, Who are the consumers of the spirit distilled? We presume the farmers themselves! Thus they are to be taxed to support themselves, and money is to be extracted from one of their pockets to be put into another!

Again, is there no probability that by imposing a tax on the raw material, and thereby increasing to a still greater extent the cost of the manufactured article, that the manufacturer's power of competition with the foreigner will be materially reduced,—in other words, that the distiller from taxed grain will succumb to the distiller from untaxed? How can the *Cobourg Star* overlook such a natural result; and how can he reconcile his argument in favour of the agriculturist against the manufacturer in the case of grain, with his reasoning in favour of protection to our woollen manufactures? The fact is, that the editor of the *Cobourg Star* shares the common error of all other advocates of class interests, of never looking beneath the surface of things. Their object is solely to raise prices to the consumer, never dreaming that the true policy is to diminish the cost of production, which, whilst it enables the producers to sell at an equal profit at a lower price, increases consumption, extends commerce with foreign nations, and adds to the sum of national and individual wealth and prosperity.

The *Cobourg Star* institutes a comparison "between the District of Newcastle, than which," he says, "a better tilled is not to be found in Canada West," and Genesee County; and comes to the conclusion, that "the advantage preponderates immensely in favour of the latter," asserting that "we are totally incapable of competing on Free-Trade principles with the population and wealth of the neighbouring States." We should be glad to know the reason of our incapacity. Is the soil on the Canadian side less fertile? Is our taxation more heavy? Are our facilities for bringing our produce to market less? Are our farmers less skilful, or less industrious? We doubt whether any of these suppositions be well founded; but supposing them all to be so, what in the opinion of the *Cobourg Star*, is legislation to do for us? If the quantity of grain produced in the country be, as it manifestly will, greater than that required for the food of its inhabitants, it will infallibly be exported: the foreign purchaser will not pay us higher than he can buy for elsewhere, and it will be the price paid for that surplus which will regulate the value of the whole produce; so that to the agriculturist it will not signify the least, whether the duty on foreign wheat be 3s. or 30s. per quarter. It will not however be the same to the other great interests of the country: with obstructions and impediments, our commerce and manufactures can never flourish; immigration will be discouraged; and the agriculturist will participate in the general languor.

The *Cobourg Star* asserts the same incapacity on the part of our manufacturers and mechanics to compete with the United States. But we really cannot see how this alleged incapacity is to be remedied on his principles. He seems to have some vague idea of fostering and rearing up these classes by some protective duties; but how and from whom they are to be levied, we cannot exactly comprehend. He warns us against dealing "directly with merchants of the United States;" and he adds—

"The mania that moves all purchasers to procure supplies from the fountain head, would take millions of pounds from this country, and eventually prove the Free Trade axiom\* to be true—that a rich country trading with a poor one, will take from it all its industry, and all its wealth. We should, in fact, become hewers of wood and drawers of water to the American Union."

We presume, upon the same principle, that we are to have no dealings with the British nation, since if the Americans would take

our property, the latter would take our substance—"marrow, bones and all."

Thus shut out from intercourse with all foreign nations, we are, we suppose, according to the plan of the *Cobourg Star*, to revert to that state of existence described by the poet, in that blissful age,

"When wild in woods the noble savage ran."

## THE PROVINCIAL TARIFF.

In our last article on this subject we exhibited in a startling light the effects of prohibitions. Comparing the importations of Teas into the colony under two systems, the restrictive and the comparatively free, we showed by authentic data, that under the former nearly a million pounds of tea per annum were introduced by the smuggler, or, in other words, that one-half of the whole trade in teas was carried on by illicit means, to the great injury of the commerce and revenue of the state, as well as with the most pernicious effects upon the morals of the community. Yet the principles of such a system are what our opponents, the protectionists, are so infatuated as to support!

The next article on our list which claims attention for comparison is Tobacco, than which there is not one perhaps in the whole tariff, except Teas, so well adapted as an example to show the effects of high duties upon our commerce and revenue. We must remark, however, that our Custom House returns for this article are unfortunately incomplete from 1839 to 1841, which will prevent our making the comparison between that period and the subsequent one, from 1842 to 1845, as we have hitherto done.

Our data are correct, however, for the latter period of comparatively low duty, and the progressive increase of importations shown in it by our tables will be gratifying to every lover of Free Trade; but, unfortunately, from being unable to give the importations for the three previous years also, the point aimed at in the comparison is entirely lost, that is, we are prevented from demonstrating to our readers the following fact which was notorious to every one in business in the years referred to, viz., that while the high duty of that period lasted, which was 3d. currency per pound on "manufactured" and 2d. currency per pound on "leaf," a large share, perhaps a full half, of the whole trade of the Province, in this article, as in Teas, was in the hands of the smuggler. In these papers we have avoided dealing in vague assertions, even where we could support them, as we think we can in this instance, by appealing to the knowledge of every one in the Province as corroborative of the facts asserted—having preferred, when it was practicable, giving data which could not be questioned; but in this instance we are sorry to say we have no alternative, as the public departments, so far as we can learn, can give no authentic account of the importations into the Upper Province previously to 1842, owing to the wretched system, or rather want of system, which prevailed (in the Upper Province) before the Union.

Asserting nothing definite then with respect to the importations of Tobacco (manufactured and leaf) previously to 1842, *excepting that, owing to the high duty which then prevailed a very large share of the trade* (perhaps a third or a half) *was in the hands of the smuggler,* we pass on to review the subsequent importations up to 1845 inclusive.

It is necessary to note, in the first place, the change which took place in the rate of duty. From being 3d. per pound on manufactured, and 2d. per pound on leaf, or fully 100 per cent. on the original cost, it was reduced, in 1842, to 2d. sterling per lb on "manufactured" and 1d. sterling per pound on "unmanufactured," with a differential duty of seven per centum upon the value of the former and four per centum upon that of the latter, which differential duty it was expressly provided was in all cases to be charged on foreign tobacco in addition to the Provincial duty. We are the more particular in drawing attention to this express provision, because previously to 1842 there was also a differential duty and a much higher one, viz., 20 per cent. *ad val.* on foreign manufactured and 15 per cent. *ad val.* on foreign leaf, but it was rendered completely inoperative by a provincial enactment, which provided by a sort of jugglery that the differential duty should only be charged when its amount exceeded the provincial duty, and that, in that case, the *excess only should be collected*. This contrivance virtually did away with the differential duty altogether, as there could rarely, if ever, be any "excess" of duty upon so low priced an article. This happy mode of getting rid of differential duties, however, was summarily put an end to by the Imperial Act of 1842, "for the regulation of the trade of the British possessions abroad," in which it is expressly provided that the differential duties shall in all cases be levied irrespective of provincial regulations!

\* We wonder where our contemporary picked up this so-called "axiom." Our impression, and that we believe of all other Free Traders, has hitherto been, that the advantages of commerce between nations, as in that between individuals, is reciprocal.

Come we now, then, to the importations:—

1843—Manufactured.....lbs.	1,130,272	
Unmanufactured..... " "	105,573	1,235,745
1844—Manufactured.....lbs.	1,689,661	
Unmanufactured..... " "	314,191	2,003,852
1845—Manufactured.....lbs.	2,345,370	
Unmanufactured..... " "	496,892	2,842,262

The progressive increase in the importations of this article, it will be observed, is very striking, and affords another proof of the advantage of a low rate of duty, for it is obvious that the increased traffic can be attributed to no other apparent cause!

Next, with respect to Coffee. The importations from 1839 to 1841 cannot be given to be relied upon, for the same reasons as we gave respecting Tobacco. Indeed, we may add, once for all, that no importations can be given with accuracy prior to 1842, *except such as were made exclusively by sea*, owing to the irregularities which prevailed up to that time in the Custom-house department of what was then called Upper Canada; and as our supplies of Tobacco and Coffee have for many years past been derived almost exclusively from United States markets and by inland means of transportation, it must be obvious that the entries by sea can afford no criterion of the actual importations of the Province, and are therefore, for the purpose of our present enquiry, absolutely useless, so far as these articles are concerned. Fortunately a better state of things in the Custom-house department has prevailed since 1842, and we may flatter ourselves, therefore, that in future enquiries of this nature we shall be able to command perfect returns of every commodity, whether of import or export. In the meantime, however, we must just make the most of what we have got.

Before giving the importations then, let us, in the first place review the duties which have prevailed.

Previously to 1842 they were 2d. currency per pound provincial, and 5s. sterling per cwt. imperial.

From 1842 up to April 1845 they were 2d. sterling per pound on "green" and 4d. sterling per pound on "ground," the imperial duty of 5s. sterling per cwt. remaining unchanged.

In April 1845 the provincial duties were again altered, and they remain to the present day as follows:—

On "Green,".....	1d. stg. per pound.
"Roasted,".....	2d. do.
"Ground,".....	4d. do.

—the imperial duty of 5s. sterling per cwt. remaining as before. The importations have been as follows:—

1843.....	703,488 lbs.
1844.....	664,430 "
1845.....	691,287 "
	2,059,205 lbs.

Average per year, ..... 684,402 lbs.

From the above data it appears to us, that the duty now levied is not too high for revenue purposes, and that if it were remitted altogether the consumption of the article would not thereby be materially increased.

Molasses come next on our list. The importations of this article we can give as far back as 1839, the whole quantity entered for consumption having been imported by sea, up to the commencement of the draw-back system of the United States; since which era the Custom-house returns can be given with accuracy for the whole Province, and hence the importations for the whole period can be given with accuracy.

In the first place, let us glance at the duties which have prevailed.

Previously to 1842 the duty was 5d. cy. per gallon, if British; with a differential duty of 3s. stg. per cwt. additional, if foreign.

From 1842 to 1845, the Provincial duty was 1s. 6d. stg. per cwt., (levied by calculating 11 pounds to the gallon,)—the differential duty remaining as before.

Since April 1845, the Provincial duty has been 1s. stg. per cwt.—the differential duty being unchanged.

Reducing these rates to one common denomination, they are as follows:—

Previously to 1842.....	per cwt. 6s. 8d. stg.
1842 to 1845.....	" 4s. 6d. "
Since 1845.....	" 4s. 0d. "

The importations have been as follows, and, being nearly altogether foreign, have of course paid the full rates of duty, both Provincial and Imperial, as stated in the above table:

1839—82,920 galls. (reduced at 11 lbs. per old gall.)	cwt. 8,144
1840—146,379 " "	" 14,376
1841—78,691 " "	" 7,728
	30,248

Average per year, under a duty of 6s. 8d. stg. per cwt. 10,083 cwt.

1842.....	cwt. 11,586
1843.....	" 16,592
1844.....	" 22,064
	50,242

Average per year, under a duty of 4s. 6d. stg. per cwt. 16,747 cwt.

1845—Duty, 4s. stg. per cwt. 36,467 cwt.

Our readers will not fail to notice by the above tables, a remarkable and steady increase in the importation of this article under the reduced duties. Under the high duty that prevailed previous to 1842, the importations were fitful and only averaged 10,083 cwt. per annum; under the reduction which then took place, they at once started to 11,586 cwt., and steadily rose, year by year, till in 1845 they reached to 36,467 cwt. Here is another splendid example of the benefit of reducing duties! Will the country profit by the examples we are taking the trouble to lay before it? Will the Legislature condescend to be instructed by the facts which we are industriously accumulating for its information?

Will the Government, having such data for their support, have the courage to come before Parliament with a Bill founded upon Free Trade principles?

We confess we have our doubts, but we will wait the meeting of Parliament before we judge them.

Now then for Salt, with which we shall close our present article.

Previously to 1842 the duty levied on this article was 4d. cy. per minot, equal to about 8s. 4d. stg. per ton, calculating 30 bushels to the ton, which we understand is the quantity it usually turns out.

In 1842, the duty was reduced to 1s. stg. per ton on salt imported by sea. And, we may as well remark, this great reduction was conceded to meet the representations of the forwarding interest, who complained that the high duty deprived them of the carrying of a very important commodity to our brethren in the West, who found it cheaper to import or smuggle an inferior article from the United States, instead of taking the whole of their supplies by way of the St. Lawrence. The Legislature saw the force of these representations, and very properly reduced the duty on salt imported by sea to 1s. stg. per ton; but they went a step further, and thereby, in our opinion, violated sound principles: they imposed a duty of 2s. 6d. stg. per barrel of 280 lbs. of salt imported in any other way than by sea. This of course was aimed at American salt, and our brethren in the West who feel the inconvenience of the law, very properly complain of it. It is a differential duty of the very worst kind, as well as onerous in amount. It is unsound in principle and inconvenient in practice, and the sooner it is done away with the better.

The duties have not been altered since 1842.

The importations have been as follows:—

1839.....	481,662 minots.
1840.....	445,025 "
1841.....	349,728 "
	1,279,415

Average..... 426,472 minots.

Equal, at 30 minots to the ton, to 14,216 tons per annum.

1842.....	13,902 tons.
1843.....	24,023 "
1844.....	30,577 "
1845.....	13,857 "
	82,359

Average per annum..... 20,590 tons.

Our readers will note, from the foregoing table, that under the reduced duty, the importations of the last four years have been nearly 50 per cent. greater than they were upon an average of the three previous years under the old duty of 4l. per bushel; which affords another happy illustration of the increase which naturally takes place in commerce under low duties.

Low, however, as the duty now is, we confess we would rather see it abandoned altogether. As a source of revenue it is contemptible, not yielding much over £1,000 per annum; and when it is considered how largely it enters into the agricultural industry of the country in the curing of meat, butter, and such like, and how necessary it is to remove every embarrassment from this branch of industry, as well as how desirable it would be to secure the supplying of the Western States of America with this commodity, all which is within our reach, it does appear to us that it would be short-sighted policy to jeopardize such a field of enterprise for so paltry a duty, and we would accordingly recommend it to be repealed altogether.

We shall investigate the effects of the *ad valorem* duties in our next, and hope in another number or two to bring the inquiry to such a point as will justify us in placing our tariff as a whole before the country.

## NEW FORWARDING COMPANY.

A very important meeting, as affecting the commercial interests of the Province, was held at Toronto on the 28th ultimo, "for the purpose of establishing a line of Freight Propellers between Toronto and Oswego." The necessity of building a different class of vessels for the navigation of the St. Lawrence has frequently been urged in the columns of this paper, and we are glad to find that steps are now being taken to effect it. At the meeting in question, after Mr. Ridout had been called to the chair, and the objects contemplated explained, a gentleman named Taylor was introduced, who submitted a proposal for building a propeller of certain dimensions for the Oswego trade, the building of which he offered to superintend, and also to take stock in her. The cost of the vessel he estimated at £5000. In answer to questions, Capt. Taylor stated that a vessel of the description he proposed would go through the canal—that the tonnage would be about 250 tons—that she would carry about 2800 barrels, and be as fit to encounter storms as a regular steamer. He imagined that about 8 miles an hour would be the speed obtained.

Mr. Ridout.—What is your opinion as to the fitness of such a vessel for the Montreal trade?

Captain Taylor.—I think she could be admirably suited for it. She could carry 2500 barrels, and draw 6 feet 6.

Mr. Ridout.—What rate of freight would she pay?

Captain Taylor.—I have not entered into any calculation as to Montreal; but I estimated that at 7d. per barrel of flour to Kingston—two trips a week—her gross receipts would be £175 per week.

Mr. Brunskill.—That is too much,—you must be content with 5d.

Capt. Taylor further estimated the monthly expenses of such a vessel at £270, and calculated on three trips per month.

These enquiries having been satisfied, Mr. Whittemore moved the first resolution. In doing so, he stated that he had taken some pains to ascertain the amount of freight received at the Port of Toronto from Oswego, during the season of navigation that had just closed; and, from the result of his inquiries, he had no hesitation in asserting that propellers on that route would pay. The amount of tonnage was as follows—About 2340 tons merchandize, 1566 tons coals, 13,000 barrels salt, and 1000 barrels plaster. The freight on the above, at a reasonable rate, would be sufficient to pay the expenses of a propeller, and leave a handsome surplus—not taking into consideration the amount that would be received from passengers, and also on way-freight; that is, freight from this port to Windsor Harbour, Bond Head, Port Hope, Cobourg, &c. But in case there should not be business sufficient to engage one or more propellers during the season on that route, they could find plenty of employment for their craft by taking in produce say for Montreal and Quebec, and if they built vessels they ought to be adapted to the trade of the whole Province, and not to one particular section.

Mr. Brunskill said that any vessel built for the Oswego trade should be constructed with an ultimate view to her plying between Toronto and Quebec. He had no doubt that the forwarding trade by the St. Lawrence would ere long receive a great impulse—and the recent change in the sugar duties at home, he thought, would immediately divert a large portion of the Oswego trade by Montreal. He felt quite sure that if a proper class of vessels were placed on the Canadian Lakes and the St. Lawrence, that we could safely compete with the Erie Canal, not only in forwarding of our own merchandize, but as the carriers of the vast commerce of the Western States. The freight charges had heretofore been a monstrous grievance—but it could easily be shown that a proper class of vessels could do the business more efficiently at greatly reduced rates, and yet yield a profitable return. If our Government would but take all duties off the larger articles of freight—commodities of which the freight charges constitute a large part of the value—such as pig-iron, earthenware, &c., he was convinced we could supply all the Western States with such articles, and create a vast forwarding business. Supposing a vessel such as Captain Taylor proposes, costing £5,000, to be placed on the route between Toronto and Quebec, let us look at her probable returns. She would at any rate make two trips per month and her down freight would be for both, 5000 barrels, we shall say at 1s. 6d. per barrel (and at that rate I am authorized to say that one horse in town will guarantee us 15,000 barrels per annum, and take £500 stock) giving £375 per month; and from the great facilities which an association of merchants would afford her, no difficulty could be had in insuring a large amount of back freight at 1s. per cwt. which would yield £300 per month. Her gross receipts would thus be £675 per month, which with 8 months' season—[A Voice, You can only calculate on seven.]—Well, possibly so, but his estimation was made on eight, which would give a gross annual income of £5,200. Let us say in round numbers £5000; ten per cent. for wear and tear, or £1600 per annum; expenses for the season £1,600—and canal dues £100, and we will still have remaining a clear margin of £2,000. Ten vessels of this class would cost £50,000, and the expenses of an establishment divided among them, would be £250 for each propeller—still leaving a net profit on each of £1750 per annum. He thought that with such a favorable prospect before them, the Montreal trade should not be lost sight of, and as regarded the Oswego trade, it was doubtful in his mind whether it would not be better to place a steamer on that route. The Transit could be purchased at a low price, and her expenses would not exceed £12 10s per day.

Mr. George Brown (of the *Globe* newspaper), expressed his surprise that the merchants of Upper Canada had submitted so long to the exactions which were levied from them by grasping monopolists, or by an inefficient or expensive system of doing business; and he gladly welcomed the present meeting as the harbinger of a better state of things. He regretted, however, to observe the very limited scale of their present scheme; when he saw around him so many gentlemen who could readily establish such a line as that to Oswego, on their own responsibility—he felt that the aim of the meeting ought to be much higher and more extensive. How the merchants of Upper Canada can be content to allow the present system to continue, when they could so readily protect

themselves—how they could pay 1s. 6d. per barrel for forwarding flour from Kingston to Montreal (the proposed scale for 1847), when, by the clear statement of Mr. Brunskill, they could carry it themselves from Hamilton to Quebec for the same sum, and derive a profit from the trade—he could not imagine. It was quite clear that the rapid approach of Free Trade warned us to prepare for the future. The value of our great staples must come down, and unless the charges of transport are brought to the lowest point, and vigorous and united efforts are made to conduct the business of the country on the most efficient and profitable manner, we will be but ill prepared to meet the emergency. He thought there was but one course open to the meeting,—to resolve to establish a broad joint-stock company for placing the forwarding trade of the Canadian waters on the most economical and efficient scale, and to call on their brother merchants in the other cities and towns to unite with them in the effort. Mr. Brown referred to the injury done to the country by the exorbitant steamboat fares, which shackled business, confined knowledge, and were felt as a grievous burthen by the whole of the community. He trusted that the present movement would be extended to the passenger traffic,—that it would be considered as a national effort, and that all classes would come cordially forward to sustain it.

These opinions were responded to by Mr. Sheriff Jarvis.

Similar opinions were expressed by other gentlemen, and the meeting broke up with a unanimity of feeling which, if persevered in, must lead to a satisfactory conclusion, and give a new impetus to the trade of the country.

## SKETCH OF THE HISTORY AND PRINCIPLES OF THE NAVIGATION LAWS.

[CONTINUED.]

(From McCulloch's Commercial Dictionary)

It is extremely easy to show, that to have continued to enforce the provisions of the old navigation law, in the present state of the world, would have been among the most efficient means that could have been devised for the destruction of our commerce. The wealth and power to which Britain has attained, has inspired other nations with the same envious feelings that the wealth of Holland formerly generated in our minds. Instead of ascribing our commercial and manufacturing superiority to its true causes,—to the comparative freedom of our constitution, the absence of all oppressive feudal privileges, the security of property, and the fairness of our system of taxation,—our foreign rivals contend that it has been entirely owing to our exclusive system; and appeal to our example to stimulate their respective governments to adopt retaliatory measures, and to protect them against British competition. These representations have had the most injurious operation. In 1787, the American Legislature passed an act, copied to the very letter from our navigation law, with the avowed intention of its operating as a retaliatory measure against this country. The Northern powers threatened to act on the same principle; and would have carried their threats into effect, but for timely concessions on our part. The same engines by which we laboured to destroy the trade of Holland were thus about to be brought, by what we could not have called an unjust retribution, to operate against ourselves. Nor can there be a doubt that, had we continued to maintain our liberal and exclusive system, and refused to set a better example to others, and to teach them the advantage of recurring to sounder principles, we should have run a very great risk of falling a victim to the vindictive spirit which such shortsighted and selfish policy would have generated.

For these reasons, it seems difficult to question the policy of the changes that have recently been effected in the navigation laws, partly by the bills introduced by Mr. (now Lord) Wallace in 1821, and Mr. Huskisson in 1825, and partly by the adoption of what has been called the *Reciprocity System*. Under the existing law, (6 Geo. 4, c. 109, see *post*.) the intercourse between all European countries in amity with Great Britain is placed on the same footing. The memorials of our former animosity, and of our jealousy of the prosperity of certain of our neighbours, have thus been abolished; and the same law is henceforth to regulate our commerce with the Continent.

The distinction between enumerated and non-enumerated goods is still kept up under the new regulations; but, instead of confining the importation of the former into the United Kingdom, either to British ships or to ships belonging to the country or place where the goods were produced, or from which they were originally exported, the new regulations permit that they may be imported either in British ships, in ships of the country of which the goods are the produce, or in ships of the country or place from which they are imported into England. This is a very important alteration. Under the old law, when a number of articles, the products of different countries, but all of them suitable for importation into England, were found in a foreign port, they could not be imported except in a British ship, or separately in ships belonging to the different countries whose produce they were. This was obviously a very great hardship on the foreigner, without being of any real advantage to our own ship owners. When the foreign merchant had vessels of his own, it was not very probable he would permit them to remain unoccupied, and freight a British vessel; and there were very few ports of any importance in which foreign bottoms might not be found, in which the articles might not be legally imported. The real effect of the old law was not, therefore, to cause the employment of British ships, but to oblige foreigners to assort their cargoes less advantageously than they might otherwise have done, and thus to lessen their intercourse with our markets. The new law obviates this inconvenience; while, by restricting the importation of European goods to ships of the build of the country of which they are the growth, or of the build of the country or port from which the goods are shipped, and which are wholly owned by the inhabitants of such country or port, it is rendered very difficult for the people of a particular country to become the carriers of the produce of other countries to our markets.



LETTERS OF THE HON. JOSEPH HOWE,  
OF NOVA SCOTIA, TO LORD JOHN  
RUSSELL.

Two letters from the Hon. Joseph Howe to Lord John Russell have just made their appearance, and are attracting a good deal of attention. It is not our intention at the present moment to enter into a review of these letters, but we shall take such extracts as we think convey the best idea of their style and tone, referring those who wish to see them in their entire form to the columns of the *Montreal Herald*, where they have been published in full.

The first of the two letters is almost entirely confined to a disquisition into the subject of Responsible Government, and the progress and effects of which Mr. Howe follows out, and which he connects with some remarks on the nature of the duties of a Governor, and the necessity of great care and discrimination in the selection of persons to fill that important office. This single point (the selection of a Governor) says Mr. Howe,—"is perhaps the only one that much concerns us, upon which we can exercise no influence. We must confide altogether in the judgment and good faith of our brethren at home. If they send us a tyrant or a fool, we may control or instruct him—but the process involves a monstrous waste of time, and engenders feelings, which, like fire damp in mines, are insidiously injurious, even when they do not explode. As a general rule, be assured, my Lord, that every bad Governor sent to a Province, makes a certain number of republicans—that every good one reflects his Sovereign's image far down into the Colonial heart. These 'golden links' between Great Britain and her North American Provinces must be alloyed by no base metal: the best material tried, by the severest process of refinement, should be selected, that they may be worn as ornaments, and not regarded as chains." To secure this, Mr. Howe hints at a "Normal school for the education of Colonial Governors." He would have a regular course of promotion, commencing probably with a clerkship in the Colonial Office, and mounting up gradually, as in other branches of the public service, till the final honor of vice-regal rank was obtained. To be Governor of Massachusetts, he observes, the party who obtains the honor must have risen by successive steps, and passed through an ordeal which has rendered him familiar with the wants, and wishes, and interests of his fellow citizens. The struggles by which he ascends through the hustings to the House of Representatives, and thence to the Senate, presiding, it may be, at times, over one branch or the other, give him a training and experience eminently calculated to prepare him for the gubernatorial chair. With British Governors, Mr. Howe intimates that it is too frequently not so, and he draws a very clever sketch (too long, however, for our present space,) of the kind of men to whom vice-regal powers are sometimes delegated.

In his second letter, Mr. Howe proceeds to show by what means, according to his ideas, the firm consolidation of the Colonies with the Mother Country can be best effected. Taking up the view first expressed, we believe, by Lord Durham, he claims that the field of colonial ambition and enterprise shall be extended, so that the dweller on the North side of the line 49 may have nothing to envy in the system and practise of his republican neighbours. To make his arguments the more powerful, he employs illustration, and calls on the English Minister to put himself in the position of the colonist. We shall proceed to copy this portion of the letter:—

To understand the importance of the subject, as it has again and again presented itself to my mind, it will be necessary for your Lordship to fancy yours if a Colonist, looking abroad, on the one side, at the fields of ambition and influence,

presented by the Empire of which he is a member; and, on the other, at the positions achieved by the most humble citizens of the neighbouring United States. The saddening reflection with which he withdraws his eye, to contemplate the narrow range of Provincial ambition—the lowly walks in which he is condemned to tread—the limited circle of influence, beyond which he can never hope to rise, would be felt in its full force by your Lordship, if you were a British American, even though your popular qualities were questionable, and the strength of your wing untried.

Let me illustrate the subject by a few simple contrasts. An Anglo-Saxon youth, born in Massachusetts, may rise through every grade of office till he is governor of his native State. A youth, born in Nova Scotia, may do the same, with the single exception of the highest position, that of Governor: but if he is denied this distinction, he may, de facto, govern his country, as leader of her councils, if he possess the foremost mind of the Provincial Administration. So far there is an equality of condition, which leaves to the colonist little to envy or to desire—but, the highest point once reached, he must check his flight and smother his ambition; whilst the young Republican may continue to soar, with prospects expanding as he ascends, until, long after his contemporary across the border, weary of the dull round of provincial public life, has ceased to hope or improve. In full vigour of manhood, and with a rich maturity of intellect, he reaches that elevated station, to which he has been waited by the suffrages of twenty millions of freemen.

The Boston boy may become President of the United States—the young native of Halifax or Quebec can never be anything but a member of an Executive Council, with some paltry office, paid by a moderate salary. The contrast is very striking, and well deserves the grave consideration of those who may not regard it as too high a price to pay for the unwavering attachment of British North America, that its youth should be admitted to some participation in the higher employments and distinctions of the empire. I have known men, who, as Loyalists, left the old Colonies, and died in the Provinces, undistinguished and unknown beyond their borders—while their contemporary, scarcely their superiors in intellect, or more successful up to the points where the conflict of principle compelled them to diverge, occupied the foremost rank in the Republic.—There are men now, in North America, who, if these Provinces were States of the Union, would be Generals, Senators, Governors, Secretaries of State, or Foreign ambassadors. I have seen and heard those who figure in the State Legislatures, and in Congress; and, with a few exceptions, formed by the inspiring conflicts and great questions of a vast country, I could have picked their equals from among her Majesty's subjects, on this continent, at any time within the last ten or fifteen years.

The old Loyalists died contented, and their descendants, in these Provinces, are loyal and contented still—but, my Lord, should not a wise Statesman anticipate the time, when these contrasts will sink deep into the provincial mind—when successive groups of eminent and able men will have lived, and dropped, and died—hopeless, aimless, and undistinguished beyond the narrow confines of a single province; when genius, with its plumage fluttering against the wires, feeling itself "caged, cribbed, confined," may raise a note of thrilling discord, or maddening ambition, to be caught up and re-echoed by a race, to whom remonstrance and concession may come too late?

For obvious reasons, my Lord, I do not dwell on this topic. A dull man would not understand me, but there is that within your Lordship's own bosom which can tell you, in a throb, what we feel, and what we want. A few simple touches are all that are required, or I am mistaken, to deeply interest you; and, when once your generous nature, and acute understanding are excited to activity, the paths of honorable emulation will be open, and all ground of complaint removed.—I do not disguise from your Lordship that there are difficulties surrounding this subject—it is my purpose to discuss them fairly; because, upon the Colonists should rest, in such a case as this, not only the burden of complaint that a grievance exists, but the task of explaining how it may be removed.

The population of North America cannot be far short of two millions. With a boundless extent

of territory to occupy, and abundance of food, our people will increase, by the close of the present century, even if no general plan of emigration be superinduced on our present system, to twelve millions. To incorporate these twelve millions with the empire—to make them feel and think as Englishmen, it is clear that all the employments of the empire must be open to them, and the highest privileges of British subjects conferred. It thus cannot be done, a separate national existence, or an incorporation with the United States, are dangers to be gravely apprehended. Surely, then, it is a point of policy well worthy to be revolved by British statesmen, how these North Americans can be so deeply interested in the honour and unity of the Empire, as to preserve them "in the bonds of peace," and make them attached and loyal subjects of the Crown. By conferring upon them the advantages of self-government, and control over their own internal affairs, a most important advance has been made towards the achievement of this happy consummation. And now is the time, before there is any wide spread discontent, or clamorous demand, to anticipate, and provide for a state of feeling, which must inevitably arise out of the practical exclusion of the population from the official employments and higher honors of the empire.

But it may be asked—are they so excluded? Seats in Parliament—the Army—the Navy—the Diplomatic and Civil Services of the State are open to all—there is no legal barrier—no rule of exclusion. In theory this is true—in practice it is utter fallacy. Look around, my Lord, upon those departments, and while hundreds and thousands of English, Irish, and Scotchmen, through them all, not twenty North Americans can be found. There are more Englishmen in the Post Office, and Customs Departments of a single Province, than there are Colonists in the whole wide range of Imperial employment. Why is this? It cannot be that our young men are deficient in courage, enterprise, or ambition—it cannot be that the prizes to be won here are more brilliant and attractive. There must be a reason for it, and the reason lies on the surface. Our youth have no patrons—no Parliamentary, or family, or official interest or influence, to push them forward in the race, or to render competition equal. They are not on the spot to seek for commissions that are bestowed for the asking; and they cannot hope to succeed, where other recommendations besides ability and good conduct are required.—The result is that the two millions of North Americans are practically excluded, as the twelve millions will be, by and-by, if no provision be made for their peculiar position and claims.

Suppose a young North American to enter the Army with an Englishman of the same age. In nine cases out of ten, by the possession of more ample means, the latter would rise by purchase over the head of the former, merit being equal. But, if the Englishman were the son of a Peer, or of a member of Parliament—if his family had interest at the Horse Guards, or in a County or Borough which sustained the administration, the young Colonist, if he did not fall in some well fought field, (as most of my countrymen have done, who have tried the experiment,) would be distanced in the race, and retire in old age on a Subaltern's or Captain's half-pay, while his more favoured competitor became a General of Brigade. This, my Lord, whatever may be said of it, is practical exclusion from the Army. In a few solitary instances, higher positions may have been won, but they are exceptions which prove the rule.

In the Navy, merit has, perhaps, a fairer chance—as promotion is not purchased; but still interest and influence are there all-powerful; and a young Colonist, on the deck of a British frigate, does not feel that it is a fair stage where there is no favour. I grant that, in either service, some gallant exploit—some exhibition of rare personal valor or conduct, would attract notice, and confer distinction—but the opportunities do not occur every day; and when they do, and when they are seized, I doubt if the exploits of the young Colonist, friendless and alone in the world, will figure as largely in the Official Despatch, as they would if his uncle were a Lord of the Admiralty, or his father member for Bristol.

But, it may be said, the Colonist, without fortune or interest, stands upon an equality with the Englishman who is no better off. This may be true, but yet does not improve our position, or weaken the argument—it reduces us to a level

with the lowest class of Britons, but does not raise us to an equality with the better classes, or with the New-Englanders over the border. The time is fast approaching, or I am much mistaken, when Englishmen will consider it as disgraceful to sell a Commission in the Army as they would to sell a seat upon the bench—when merit, and not interest, will be the rule in both services; and when, having ceased to entreat dear bread for the benefit of a few, they will not vote heavy Army and Navy Estimates, without the great body of the people are freely admitted to an equal participation in the patronage and promotion maintained by their expenditure. When that day arrives, and it may be nearer than we think, the Colonists will have nothing to complain of—until it comes, some steps should be taken to remove all ground of complaint, and to associate North Americans with the habitual defence of the British flag. I must confess that I feel a degree of diffidence in offering suggestions on a point, which, for its full elucidation, would require some professional information and experience; but there is one passage in British history that may furnish something like a precedent.

When the Highland Regiments were raised, the districts whence they were drawn were generally disaffected. The embers left, when two unsuccessful rebellions had been trodden out, were still smouldering, and ready to be rekindled—Jacobite songs were the prevailing literature of the glens; and broadswords were bequeathed from father to son, with the dying injunction, that they were only to be used in defence of "the King over the water". Chatham saw, that to incorporate the Scotch highlands with the rest of the Empire—to make their hardy mountaineers loyal British subjects, it was only necessary to give them something to do, and something to be proud of: to direct their chivalrous valour upon a foreign foe—to let them win laurels and fortune under the House of Brunswick. The experiment was regarded as hazardous at the time, but how nobly the result confirmed the sagacity of the great statesman. On almost every battle field for the last century, the prowess of these Scottish Regiments has shown conspicuous. The tales, told on their return, by maimed but honored veterans, of the heights of Abraham—of Egypt—Toulouse—Victoria and Waterloo, have superseded the exploits of Charles and Bonnie Dundee. The Regiments in which their fathers and brothers had served, were readily recruited from the ardent youth born among the heather. Glenco and Culloden were forgotten—a new spirit pervaded the Highlands; and, even to the extremity of the "black north", the fusion of the Scottish race with "the Southern" is acknowledged on all hands to be complete.

Now, my Lord, try some such experiment in North America. Raise two or three Regiments—train Colonists to command them—let it be understood that, in those corps, merit only leads to promotion; and give them, in name, or dress, or banner, something to mark the Province whence they come. Try a frigate or two on the same principle; call one of them the "Nova Scotia"; man her with the hardy fishermen who line our sea coast, and hoist the Mayflower beneath the Union Jack, when she goes into action. Those regiments may flinch in the hour of trial, but no man who reads this letter, from Fundy to Michigan, will believe it—that ship may sink, but there is not a Nova Scotian, who would not rather go down in her, than have her flag disgraced. From the heads of those regiments, and the quarter decks of those ships, the fiery spirits of North America would pass, if they were worthy, into the higher grades of both services: they would be to us what the Academy of West Point is to the youth of republican America, schools of instruction and discipline; and then we should be prepared, not to envy our neighbours, but to meet them on the frontier, or on the coast, when the meteor flag of England was unfurled.

Turning to the civil service of the State, we find the Colonists practically excluded. Some of them hold subordinate places in the Imperial Departments, whose branches extend into the Provinces in which they reside; but the higher positions, even in these, are generally engrossed by natives of the Mother Country, who have had the good fortune to enjoy Parliamentary or family influence. Of this we should not complain, if we had the same means of pushing our fortunes home, or in other portions of the Empire. There is one Department, to employment in which we fancy

we have a peculiar claim—the Colonial Office.—Your Lordship may be startled; and others, who have never given the subject a thought, may be disposed to sneer. But there have been, occasionally, worse Clerks and Under Secretaries than North America could have supplied, within my political remembrance. From the Bench, the Bar, the Legislatures, abundance of material could be selected, to give to that Department a character for efficiency which it has rarely enjoyed; and to draw around it a degree of confidence that it can hardly hope to attain, while the leading minds produced by the great countries committed to its care are practically excluded from its deliberations. I could quote twenty cases, in which one North American, by the Colonial Secretary's side would have prevented much mischief—scores of exciting and protracted controversies, that might have been closed by a single Despatch; and I have listened to and read speeches in Parliament, which the merest political tyro in the Provinces would be ashamed to deliver. I feel, my Lord, that this is bold speaking, and delicate ground; but I shall be much mistaken in your Lordship's noble nature, and in the improved organization of the Colonial Office, under Earl Grey, if offence is given.

An important preliminary step to this infusion of Colonial life into the Imperial system, is, Mr. Howe conceives, the admission of colonists to representation in the National Councils,—in other words, that a certain number of men from each colony should have seats in the British Parliament. "North America," he observes, "is nearly as much interested in every question of commercial regulation, of foreign policy, of emigration, religious equality, peace and war, as are the inhabitants of the British Isles. If she were an independent nation, besides controlling her internal government, she would protect her own interest in the arrangement of them all. Did the Provinces form States of the American Union, they would have their representation in Congress; and would influence, to the extent of their quota, whatever it was, the national policy." Under this conviction, Mr. Howe proceeds to put a case, and to deduce from it what he conceives would be the natural results of such a system. He does this with so much eloquence and so much force, that we will offer no excuse for giving the entire remarks which close this clever, and in many respects really remarkable, letter:—

Suppose that the five North American Colonies were permitted to elect, in the following proportions, either through the Legislature, or by the body of the constituency, men of talent, enjoying public confidence:

Canada.....	3
Prince Edward Island.....	1
Nova Scotia.....	2
New Brunswick.....	2
Newfoundland.....	2
	10

and that the members, so elected, were permitted to sit and vote in the House of Commons: a number so small would neither be inconvenient, nor apt to excite jealousy, and yet they would give to North America a vote in the national councils—an influence proportioned to the ability, information, and powers of debate, she furnished. It would give her more—it would give her a noble field for the display of her cultivated intellects, and open for the choicest of her sons a path to the higher distinctions and honours of the Empire. It would give to her less brilliant, but enterprising youth, seeking their fortunes in the Military, Naval, and Civil Services of the State, not patrons, for the influence of these Representatives would be trifling, but earnest and judicious friends, on the spot, where their claims were to be stated, and their interests advanced.

Now, my Lord, would not such a concession as this—graciously bestowed, almost before it was asked for, strengthen the Empire? Would it not put republicans and sympathizers hors de combat, without a bayonet or a barrel of powder? It would be worth half a dozen of castles; and, on the day that those ten members took their seats in the House of Commons, you might withdraw thousands of men who are kept here at an enormous expense, to defend a country, the population

of which, too happy for discontent, would guard with spirit the privileges thus peacefully secured.

But, my Lord, I do not put this moderate demand on the footing of a favour—to my mind, it bears the semblance of simple justice. In every session of Parliament, measures are discussed, in which the Colonists are deeply concerned. Many times, within the last twenty years, the Colonial trade has been deranged—Colonial interests sacrificed; and our views have been often strangely misinterpreted and misunderstood. If the general welfare were promoted, our sectional interests of course, should not have stood in the way; but even in these cases where you are right and we are wrong, we would yet have the security of consultation—discussion—remonstrance. We would say, with becoming fortitude, "Strike, but hear us."

Take the recent case of the repeal of the Corn Laws. Of that measure I highly approve. As a youth, just entering into public life, I denounced the Corn Laws; and when they were doomed, I smiled at the fears expressed in Canada and elsewhere, and rejoiced with all my heart. But, my Lord, even a good measure hardly reconciles us to the fact, that the commercial relations and settled business of two millions of people should be dealt with, even in a wise and philosophic spirit, without their exercising upon the discussion, or the result, the slightest influence. Take another case. The North American Provinces might have been plunged into a war, arising out of the annexation of Texas, or the settlement of the Oregon question, without, perhaps, having the slightest interest, or desire to participate, in either quarrel. Happily such calamities were averted by the dignified firmness and moderation of the Imperial authorities—but similar controversies with foreign powers may arise, and may not always be so satisfactorily adjusted. The Colonial Legislatures do not pretend to meddle with any of these disputes: but is it reasonable to ask millions of Britons to take up arms—to suspend their commerce—to beat their ploughshares into swords, in a quarrel, upon the growth and deadly termination of which, they have never been consulted; and which they have had no power to influence or avert. The presence of such a body of men, as I propose, in Parliament, would remove this ground of complaint: if they were outvoted, we should at least have the satisfaction to reflect, that they had been heard. In some cases, their reasoning would probably prevail, to the modification of a bad measure, or the improvement of a good one—in others, they would be convinced, and would take pains to satisfy their constituents of the wisdom and sound policy of the course pursued. They would perform the double duty, of mingling Colonial sentiment and opinion with the current of debate, and of reconciling the Colonists to the decisions of Parliament. This they would do, if only permitted to speak and vote upon Colonial, or rather on Imperial questions; but if allowed a larger latitude, even in the discussion of purely British topics, they might, at times, exercise a salutary and temperate influence. If men of sound judgment, conciliatory manners, and cultivated taste, they would—from the very fact of their isolation, and impotence as a party—from their being strangers from a far country, with no interest in the matter; trained in a different school, and accustomed to examine similar questions with other lights, and from different points of view, sometimes be heard amidst the din of party conflict. They might, when the storm was highest, pour oil upon the troubled waters; and win respect for their intentions, when they failed to convince by their eloquence.

If these men—fairly tried on the great arena—were found to possess talents for debate, ready pens, and habits of business, who could better material be sought to recruit and strengthen the Colonial Office? Their local information and knowledge of detail, could not well be surpassed—their sympathy with the population of the Countries to be dealt with would not be suspected; and the double responsibility felt to Parliament on the one side, and on the other, to the people among whom they would probably return to pass the evening of their days, would ensure the most vigilant and enlightened discharge of their public duties. And, my Lord, would it be nothing to have these men returning, every few years, from such scenes and employments, to mingle with and give a tone to the society of North America? How invaluable would be their experience—how enlarged their views—how

familiar their acquaintance with the rules of Parliament, and the usages of the Constitution: but above all, how sound their faith in the magnanimity and honorable intentions of our brethren across the sea. These veterans would become guides to the Provincial Legislatures when questions of difficulty arose, and would embellish social life by the refinement of their manners, and the fruits of their large experience.

But, they would not all return. Some, it is to be hoped, richly endowed by nature, and improved by study, might win the favor of their Sovereign and the confidence of Parliament, and rise to the higher posts and employments of the State. If they did not, it would be because they were unworthy, and their countrymen could not complain—if they did, the free participation of North Americans in the honors and rewards of the Empire, would be proved and illustrated; and a field would be opened to our youth, which would enable them to view with indifference the prizes for which their republican neighbours so ardently contend.

Mark, my Lord, the effects which this system would have upon our Legislatures, and upon our people. Is there a young man in North America preparing for public life, who would be contented with the amount of study, and the limited range of information, now more than sufficient to enable him to make a figure in his native Province?—Not one—they would ever have before them the higher positions to be achieved, and the nobler field of competition on which they might be called to act. They would feel the influence of a more lively emulation—and subject themselves to a training more severe. Our Educational Institutions would improve—a higher standard of intellectual excellence would be created; and not only in society would the influence be felt, but in the Courts—the Press—and in the Provincial Parliaments, there would reign a purer taste, and a more elevated style of discussion.

These are a few of the advantages, my Lord, which I believe would flow from this concession. The views I entertain might be variously illustrated, and explained with more accuracy of detail; but I feel that your time is precious, and that once interested, your own vigorous understanding and acute perception, will enable you to master the subject. There are other topics, which, at fitting occasions, I may take the liberty to press upon your Lordship's notice; but in the meantime, beg you to believe, that, however crude my views may appear, or homely the style in which they are expressed, I have but two motives—a sincere desire to see your Lordship a successful Minister, and North America indissolubly connected with the British Empire.

My father left the old Colonies, at the Revolution, that he might live and die under the British flag. I wish to live and die under it too; but I desire to see its ample folds waving above a race worthy of the old banner, and of the spirit which has ever upheld it. I know North America well; and I am assured, that, while a feeling of confiding loyalty is very general, there is as universal a determination to rest satisfied with no inferiority of social or political condition. We must be Britons in every inspiring sense of the word: hence my anxiety to anticipate every generous aspiration—and to prepare the way for that full fruition of Imperial privileges, which I trust will leave to my Countrymen nothing to complain of, and nothing to desire. Should your Lordship, to whom, as a Colonist, I feel we are largely indebted, adopt my views, I shall be amply repaid—should you improve my boldness, or question my sagacity, it will not lessen the sincerity with which I subscribe myself,

With much respect,

Your Lordship's obedient,  
And very humble servant,

JOSEPH HOWE.

Nova Scotia, October, 1845.

### FIRST ATLANTIC STEAM NAVIGATION.

To the Editor of Hunt's Merchants' Magazine.

I find in the English Gentleman's Magazine for June, 1845, vol. 23, page 659, the following singular announcement; and as erroneous as it is singular:—

"A cenotaph monument has been erected in Passage Church-yard near Cork, to the memory of

Captain Roberts, the commander of the President steamer," with the following inscription:—

"This stone commemorates, in the church-yard of his native parish, the merits and premature death of the first officer under whose command a steam vessel ever crossed the Atlantic ocean. Undaunted bravery exhibited in the suppression of the slave trade in the African seas, enterprise and consummate skill in the details of his profession, recommended him for that arduous service.

"Lieutenant Roberts, R. N., in accomplishing it, not only surpassed the wildest visions of former days, but even the warmest anticipations of the present.

"He gave to science triumphs she had not dared so hope, and created an epoch for ever memorable in the history of his country, and of navigation.

"The thousands that shall follow in his track, must not forget who it was that taught the world to traverse with such marvellous rapidity the highway of the ocean, and who, in connecting in a voyage for a few days the eastern and western hemispheres, has for ever linked his name with the greatest achievements of navigation, since Columbus first revealed Europe and America to each other.

"God having permitted him this distinction was pleased to decree that the reaper of this great enterprise should be also its martyr. Lieutenant Roberts perished, with all on board his ship, the President, when, on her return voyage from America to England, she was lost, in the month of March, A. D. 1841.

"As the gallant seaman under whose guidance was accomplished an undertaking the result of which centuries will not exhaust, it is for his country, for the world, to remember him. His widow, who erects this melancholy memorial, may be forgiven, if to her these claims are lost in the recollections of that devotedness of attachment, that uprightness and kindness of spirit, which, alas! for three brief years formed the light and joy of her existence."

As far as this memorial hands down to posterity the good private qualities of the much-lamented and ill-fated commander, it may be very appropriate. But it is due to the fame of these United States, to historic truth, to science, and to navigation, that the following facts be duly recorded—facts, which, doubtless, his disconsolate widow was not acquainted with.

The first steam-ship which crossed the Atlantic ocean was built in this city, in April, 1819; she was named the *Savannah*, and to that city she sailed under the command of Captain Moses Rogers. On May 11th, she was visited by the then President James Monroe and his suite. She started about the end of May for Liverpool. When off the Irish coast, (it is a pity she did not put into Cork harbor) she was out of fuel, both coals and wood. She made the rest of her voyage with sails, until she got more coals.

From Liverpool she sailed up the Baltic to St. Petersburg, and from thence returned to Savannah; she was afterwards sold to some of our city merchants, and was finally lost on the shores of Long Island. Her log is still in existence, I believe in the museum at the Patent Office, Washington.

In Mr. Rush's "Memoranda of a Residence at the Court of Sr. James," (1845), 2nd vol., page 130, will be found the following notice of her:—

"3rd July, the Savannah steamship arrived in Liverpool the 20th of June. She is a vessel of about 200 tons burden. Her passage was 26 days, worked by steam 18 days, was detained in the Irish Channel five days, until she got fresh coals. He had in 1,500 bushels. Her engine is equal to a 70 horse power, and acts horizontally. Her wheels are of iron on the sides, and are moveable at pleasure. These particulars the captain mentioned, which I repeated in my despatch."

If these facts which stand out in such bold relief, were not in existence, the lamented Lt. Roberts would be entitled to all which is expressed on his monument, for he arrived in this harbor in the steamer *Sirius* in 1838, a few hours before the *Great Western*. But the same feat had been performed nineteen years before, by Captain Moses Rogers.

W. G.

[The foregoing communication is from William Goodmann, Esq., the author of the "Social History of Great Britain," a curious, interesting, and instructive work—*Ed. Merchants' Magazine.*]

It is admitted by a writer in the *Edinburgh Review* that looking at the savings to travellers on the railways in Great Britain during the years 1844-5, and comparing them with what travelling the same distance by slow coaches would have cost, the saving to the public in that one year amounts to nearly seven millions sterling.

### WEALTH OF CHICAGO.

According to the Assessor's last return, the property in that city amounts to \$4,500,000. The taxes on the same are \$37,000. The population is 14,169.

#### SHIP BUILDING AT CHICAGO.

Mr. James Averil is building a very fine brig for Messrs. Hickson, Foster & Lunt. She is 115 feet keel, 120 on deck, 24 feet beam, 9½ feet hold, and will measure 250 tons.

Mr. George Allen is building a propeller for Mr. E. Bowen, which will be 150 or 170 tons.

Mr. Francis Jordan is building a topsail schooner for Messrs. Hentinger, Peterman & Keogh, which will measure about 180 tons.

Mr. George Allen has also contracted with Mr. S. N. Davis, and Capt. Wm. Reed, to build a schooner to be launched late in the spring, of about 150 tons.

This gives promise of busy times in the neighbourhood of the dock-yards, from which, already, the sounds of the ship-carpenters' industry are heard. We are glad to see this increase in our marine. We want more vessels to take away our produce, and keep down the rates of freight, which were enormous this fall.

### PROVINCIAL AND LOCAL INTELLIGENCE.

The Canada Land Company have resumed their system of disposing of their lands on lease. They considered at one time, says the *Montreal Gazette*, that they were parting with their lands too rapidly, and accordingly suspended it for about nine months, returning to the old system of cash instalments and the payment of the balance within five years. The result was that, after having doubled the population of the Huron District during the four years the leasing system was in operation, a return to the old one completely arrested the progress of settlement, and produced a complete stagnation in the district.—The new Montreal City (Bonsecour) Market was thrown open to the public for the first time on Monday morning last.—A Horticultural Society has been established in Montreal, of which Mr. Justice Day has been elected first President.—A public meeting, to address Lord Elgin on his assumption of the Government, is to be held in this city on Tuesday next. The requisition on which it is called is signed by men of all political parties.—The *Canada Gazette* contains a Proclamation announcing Her Majesty's assent to the following reserved Acts, passed during the last Session of the Provincial Legislature:—"An Act to incorporate a Company to extend the Great Western Railroad from Hamilton to Toronto;" "An Act to amend an Act passed in the eighth year of Her Majesty's Reign, intitled an Act to amend an Act passed in the sixth year of the Reign of His late Majesty King William the Fourth, intitled, an Act to incorporate the City of Toronto and Lake Huron Railroad Company;" "An Act for erecting a Suspension Bridge over the Niagara River at or near the Falls of Niagara;" "An Act to restore the rights of certain persons attainted for High Treason;" "An Act to incorporate the Wolf Island, Kingston and Toronto Railroad Company;" "An Act to incorporate the Peterboro' and Port Hope Railway Company;" "An Act to incorporate the Montreal and Kingston Railway Company."—The weather during the greater part of the week has been as mild as it usually is in the Fall, and a good deal of rain has fallen. This unusual mildness seems to be general, and is attracting a great deal of attention. The river in front of the town still remains unclosed, and there is no crossing for many miles below.—Statistics of crime in Montreal during the past year show that 4376 offenders have passed through the hands of the City Police. Of these a large proportion were for light offences. There is a decrease since last year of 901.



**FORWARDING NOTICE.**

1847.

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

**UPWARDS.**

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

**DOWNWARDS.**

Flour, per barrel.....	1s. 6d.
Pork and Beef, per barrel.....	2s. 3d.
Tobacco, per hind.....	10s. 0d.
Butter and Lard, per keg.....	8s. 9d.
Wheat and other Grain, per 60 lbs.....	0s. 6d.

Other Property in proportion.  
Insurance, extra.

MACPHERSON, CRANE & CO  
HOOKER, HOLTON & Co-  
H. JONES & Co.

December 11th, 1846.

**St. Lawrence & Atlantic Rail-Road.**

**NOTICE TO TIMBER CONTRACTORS.**

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

LONGITUDINAL SILLS, Sawed, 8 by 12 inches square, in lengths of 18, 27, and 36 feet, to consist of heat quality merchantable Pine or Tamarac Timber. Also, Oak or Tamarac Plank for Cross Ties 2½ inches thick, 6 inches wide, and 8 feet long. The whole to be good sound merchantable Timber, and Plank, free from black knots, shakes, and wanes, and in no case to be Sapling Timber.

The TIMBER to be delivered at Points not exceeding one-fourth of a mile apart, on the following Division of the Road, viz:—

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

Persons Proposing will state—1st, The amount and kind of Timber they will furnish; 2nd, Upon which of the above Divisions they will deliver it; 3rd, The price per running foot of Sills of each kind of Timber; 4th, The price of each Cross Tie of Oak or Tamarac.

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

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

THOMAS STEERS,

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

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

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

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

**NOTICE.**

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

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

Montreal, November 19, 1846.

**ST. LAWRENCE AND ATLANTIC RAIL-ROAD.**

**NOTICE.**

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

By order of the Board,

THOMAS STEERS,

Secretary.

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

**NOTICE.**

WE the Undersigned hereby give notice, that application will be made by us at the next meeting of the Legislature to obtain a CHARTER for the purpose of CONSTRUCTING A BRIDGE ACROSS THE ST. LAWRENCE, say from the South side of said River to a point on St. Paul's Island (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,      | ANDREW SHAW,      |
| HUGH ALLAN,       | JAMES GILMORE,    |
| JASON C. PIERCE,  | WM. EDMONSTONE,   |
| D. DAVIDSON,      | MOSES HAYS,       |
| WILLIAM DOW,      | JOSEPH MANSON,    |
| JOHN LEEMING,     | ROBERT MACKAY     |
| WM. LEUNG,        | O. BERTHELET,     |
| J. B. SMITH,      | H. JUDAH,         |
| J. PROTHINGHAM,   | A. LAPOINTE,      |
| JNO. YOUNG,       | B. HARRIS,        |
| JOHN E. MILLS,    | JOSEPH HORRETT,   |
| L. H. HOLTON,     | A. M. DELISLE,    |
| D. L. MACDOUGALL, | W. EMMETTSON,     |
| BENZ. LYMAN,      | W. C. MERRIDITH,  |
| R. CORSE,         | JOHN J. DAY,      |
| DAVID TORRANCE,   | Geo. ELDER, Junr. |

Montreal, September 14, 1846.

**NOTICE.**

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

Flour.....	3	0	per barrel
Pork.....	4	6	per barrel
Ashes.....	7	6	per barrel
Wheat.....	0	10	per 60 lbs.

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

H. JONES & Co.

R. U. INNES,

Agent for the Quebec Forwarding Co.  
MACPHERSON, CRANE & Co.  
HOOKER, HOLTON & Co.

Montreal, Nov. 14, 1846.

**NOTICE.**

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

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

HARRISON STEPHENS,  
JOHN YOUNG,  
ROMEO H. STEPHENS.

Montreal, 31st August, 1846.

**NOTICE.**

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

JOHN YOUNG,  
BENJAMIN HOLMES.

Montreal, 31st August, 1846.

**FOR SALE.**

TEAS. 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 Ghee,  
Plug Tobacco, Pimento, and Pepper.  
ALSO,  
Patent Sperm Candles, from the Manufacturer.

STEPHENS, YOUNG & CO

29th 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. John's, C. E., to the extent of 10,000 BOXES.

EDWIN ATWATER,

May 2nd, 1846.

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

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

D. P. JONES & CO.  
Corner of St. Paul & McGill Streets.

**NOW OPENING, AND FOR SALE**

By the Subscribers:

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

August 23.

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.

**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. Sacramento Street.

WILLIAM HEDGE.

Montreal, 30th May, 1846.

**GLOBE INSURANCE CO. OF LONDON**

LIFE, FIRE, AND ANNUITIES.

CAPITAL, ONE MILLION STERLING, the whole paid up and invested, thereby affording to the Proprietors security against further calls, and to the Assured an immediate available fund for the payment of the most extensive losses, and therefore no person insured by THIS COMPANY is liable to be called upon to contribute towards the losses of others, as with Societies established on the principle of MUTUAL INTEREST.

No Entrance Money or Admission Fees required from persons electing 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.

**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. Sacramento 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 7/6d. 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.