of Boston, in relation to the fisheries of Massachusetts, made to the Secretary of the Treasury, it appears that in 1843 no foreign dry fish were exported from any part of the United States, and only one hundred and three barrels of pickled fish. In 1847, 35,000 quintals of dry fish, and 14,000 barrels of pickled fish were exported. From 1847 to 1851, there were exported from the port of Boston alone 16,816 quintals and 92,524 barrels of pickled fish, which were entered under the provisions of the warehousing law, and paid no duties. The value of the whole export of foreign fish, nearly all supposed to be colonial, for the year 1822, was $206,348.

The value of the whole export of American fish for the same year was $453,010. The decline appears extraordinary when it is remembered that the value of dried and pickled fish, exported in 1806, exceeded $2,400,000.

The views before presented as to the effect of the warehousing law in encouraging the competition of Canadian wheat, apply to colonial fish. By that law every advantage has been given to the colonial fish for competing with our own in the foreign market, which regulates the price; so that it may be said that American fish virtually have no protection under the present system.

The committee have high authority for asserting that those interested in the American fisheries would be willing that the duty on fish should be wholly abolished if they could obtain all the privileges enjoyed by the British subjects on the fishing grounds.

The third and principal cause of the decline in the American fisheries is, that in consequence of treaty stipulations with Great Britian, Americans are excluded from the best fishing grounds, and deprived of other privileges and convinces essential to the successful prosecution of any branch of the fishing business, all which advantages they enjoyed in the period of their greatest prosperity.

By the third article of the treaty of peace between the United States and Great Britain, in 1783, it was provided as follows:—"That the people of the United States shall continue to enjoy, unmolested, the right to take fish of any kind on the Grand Bank, and on all other banks of Newfoundland; also, in the Gulf of St. Lawrence, *and at all other places in the sea where the inhabitants of both countries used at any time to fish*; that the inhabitants of the United States shall have liberty to take fish of any kind on such part of the coast of Newfoundland as the British shall use (but not to cure and dry them on the island), and also on the coasts, bays and creeks of all other of his Britannic Majesty's dominion in America; and that the American fishermen shall have liberty to dry and cure fish in any of the unsettled bays, harbors and creeks of Nova Scotia, Magdalen Islands, and Labrador, so long as the same shall remain unsettled, but so soon as the same or either of them shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such settlement, without a previous agreement for that purpose with the inhabitants, proprietors or possessors of the grounds."

It will be seen that by the provisions of this treaty the Americans secured the important privileges of the shore fishing. It was while we enjoyed these privileges that our fisheries attained their highest prosperity.

The British government regarded these privileges as forfeited by the war of 1812. By the Convention of 1818, it was agreed "that the inhabitants of the United States shall have forever, in common with the subjects of his Britannic Majesty, liberty to take fish of every kind on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands; on the western and northern coast of Newfoundland, from the said Cape Ray to the Quirpon Islands; on the shores of the Magdalen Islands, and also on the coasts, bays, harbors and creeks, from Mount Joly, on the southern coast of Labrador, and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson Bay Company, and that the American fishermen shall also have the liberty forever to dry and cure fish in any of the unsettled bays, harbors, and creeks of the southern part of the coast of Newfoundland here above described, and of the coast of Labrador; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled, without previous agreement for such purpose with the inhabitants, proprietors, or possessors of the ground. *And the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry, or cure fish on or within three marine miles of any of the coasts, bays, creeks or harbours of his Britannic Majesty's dominions in America not included within the above-mentioned limits*, provided, however, that the American fishermen shall be admitted to enter such bays or harbors for the purpose of shelter and repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying, or curing fish therein, or in any other manner whatever abusing the privileges hereby reserved to them."

The construction lately given to this treaty by the law officers of the crown is, that these three miles are to be measured from the headlands or extreme points of land of the coast, and not from the interior of the bays or indents of the coast. It is not necessary here for the committee to enter into any discussion to show upon what slight and narrow grounds this conclusion is attempted to be justified. It is sufficient for the present purpose that the British Government has preferred this claim of right. By this treaty, and especially by such a construction of its provisions, our vessels are excluded from the best fishing grounds, particularly in the Gulf of the St. Lawrence, where the greater number of our vessels resort. They are also shut out from the early spring and late fall fisheries, precisely those of the greatest value and most easily prosecuted. Early in the spring the ice leaves the coasts and bays of the gulf of St. Lawrence, and passes out towards the Atlantic. This, together with the ice coming down from the straits, forms a barrier, which the vessels from the United States cannot pass until late in the spring. Within the ice upon the coast, the waters swarm with herring, which resort to the shores to deposit their spawn. The herring are pursued close to the shores by the cod, and thus the colonial fishermen are enabled to prosecute a most profitable fishery in open boats from the shore. After the American vessels have returned in the fall, the most valuable mackerel fishery of the season is prosecuted within the bays and upon the coasts. While the Americans, confined to the deep sea fishery, are compelled to have expensive vessels with at least nine men on board, the colonial fishermen can prosecute the fishery from the shore upon the best grounds in open boats. As the boats return at night, the fish are cured as fast as they are caught, and so thoroughly cured and dried that they can be exported in bulk. The Americans on the other hand, are compelled to salt their fish on board their vessels in bulk. They remain a long time until the end of the voyage before they are dried. The fish, therefore, are never perfectly cured. It is for this reason principally that our foreign export of fish is rapidly declining, and we loose entirely the best foreign markets—the Neapolitan, for instance, which are wholly supplied with the perfectly cured colonial fish. If the proposed arrangement should be effected, here might be an entire change in the manner of conducting the fisheries. The Americans could have large establishments upon the shores, where they could leave boats and men for prosecuting the early spring and late fall fisheries. Thus they would have profitable employment for seven or eight months, instead of three, as at present. The mackerel fishermen by having depots on shore, might also obtain five or six fares during a season instead of two. When mackerel are abundant, the vessels are often loaded in five or six days, and the vessel must then return to the United States. By having depots on shore, the fishing could be prosecuted during the whole season, and the fish could be carried home in freighting vessels. The mackerel fishermen would gain a great advantage from being allowed to fish within three miles of the shore, as the largest shoals are generally found within those limits. These great benefits to our fishermen would far outweigh any disadvantages from colonial competition in the fish trade in our markets, while the whole country would feel the benefits of the increased production, consumption, and improved quality of the fish. The Scuth would thus obtain an increased and cheap supply of herring, a most important article of food for her laborers. Through the free navigation of the St. Lawrence, the shipping of the Lakes would supply the great fishing depots in the gulf with pork and flour, and carry back the products of our maritime harvest for the supply of the interior. The market which the great West will furnish through this channel for sweet and well cured fish, now almost unknown, will create a demand which the free competition of American and colonial fisheries will hardly supply. In considering reciprocity and its kindred measures, the committee have deemed it proper to confine themselves solely to the commercial aspect of the questions under discussion. They feel compelled, however, to notice certain recent movements connected with the subject, which may have a most serious effect not only upon the fishing interests, but the welfare of the whole nation. Recent events place it beyond doubt that the British and Colonial authorities are determined to enforce the exclusive rights to the fishing ground, claimed to have been secured to them by the convention of 1818. During the last year armed vessels were furnished by each of the colonies, and several vessels despatched by the home government, under instructions to remove by force if necessary, all American vessels trespassing upon the fishing grounds within the prescribed three miles. The effect of this procedure has been highly injurious to our fall fishery, and, if persisted in, the fishery cannot be prosecuted by our citizens with profit. The American fishermen once held the right to fish on these grounds, and they have ever claimed this privilige by a sort of prescriptive right. It cannot be supposed that our fishermen will patiently submit to a forcible encroachment upon their supposed rights. Collisions may take place, and such an event would instantly render possible consequences most deplorable. These evils Congress can avert by prompt and liberal legislation.

OF THE REVENUE.

If the conclusion to which the committee have arrived, as to effect of reciprocal trade with the British North American provinces upon the industrial interests and trade of the country, are correct, it seems to follow, as a necessary consequence, that our revenue will be increased by it. The principal part of the revenue is derived from duties upon imports. With any given rate of duty the amount collected will depend upon the extent of our importations of dutiable goods. Any system of international trade, therefore, the tendency of which is to increase the demand for these goods at the marts of commerce, must inevitably operate to enhance the revenue. A more satisfactory illustration, if any were needed of the truth of this plain proposition, cannot be found than is presented in the operation of our present tariff. That measures innovated largely upon veteran precedents and long cherished systems—it sought to reform errors and correct abuses, and, above all, by establishing a fixed rate of duty, to secure our domestic industry against those fluctuations which had so often proved destructive of the very objects intended to be subserved. Its opponents confidently predicted, and many of its friends feared, its failure to supply the treasury; but the experience of six years has abundantly demonstrated its efficiency for all revenue purposes. That the degree of protection given by it to domestic industry has changed with the ever-varying demand and supply of the market, is attributable to those laws of trade which legislation cannot control. Doubtless we should class among the causes contributing largely to increase our importations since the tariff of 1846, the unusually large accessions to our population, the rapid developement of our resources, and the inexhaustible supplies of the precious metals drawn from our own territory. The official returns of commerce and navigation exhibit the astonishing progress of our trade. Our total exports and imports, exclusive of specie and bullion, for the year ending June 30, 1846, while the tariff of 1842 was in force, amounted to $231,079,730, of which $96,924,058 were dutiable imports, yielding a revenue of $30,378,699. For the last year the aggregate of our exports and imports, exclusive of specie and bullion, was $368,684,384, of which $201,706,194 were dutiable imports, yielding a revenue of $47,439,326, thus showing at the expiration of the brief period of six years of a healthy trade an excess of receipts from customs during the last year of $16,960,627 over the amount received from that source in the last fiscal year under the former tariff. The result is an excess of revenue over the ordinary annual expenditures of the government, of $14,632,136. This large surplus, nearly equal to one half the entire annual revenue from customs six years since, shows that even if it were conceded that the proposed measure of reciprocity would for a short time diminish our receipts from that source, no embarrassment could be apprehended from it. Our trade with the British North America colonies has, since 1843, even during the present restrictions, been continually increasing. As early as 1845, that accomplished statesman and able financial officer who was at the head of the Treasury Department during the administration of President Polk, speaking of the act allowing a drawback upon foreign imports exported from certain of our ports to the British North American provinces, said it "was beginning to produce the most happy results, especially in an augmented trade in the supply of foreign exports to Canada from our own ports. Indeed, this law must soon give us the whole of this valuable trade during the long period when the St. Lawrence is closed by ice, and a large proportion of it at all seasons. The result would be still more beneficial if Canada were allowed to carry all her exports to foreign nations *in transitu* through our own railroads, rivers and canals, to be shipped from our own ports. Such a system, whilst it would secure to us this valuable trade, would greatly enlarge the business on our rivers, lakes, railroads and canals, as well as augment our commerce, and would soon lead to the purchase by Canada not only of our foreign exports, but also, in many cases, of our domestic products and fabaics, to complete an assortment. In this manner, our commercial relations with Canada would become more intimate, and more and more of her trade every year would be secured to our people."

These glowing anticipations from the effects of the law referred to have been fully realized by subsequent experience.

The trade of the United States with the British North American Provinces, in 1846, was stated, the aggregate, at $9,344,166 of exports and imports. In 1852, the same trade had risen to $16,619,315, and the revenue from the same had also largely increased.

The establishment of free trade in the staple productions of these provinces, by largely increasing their sale in our marts of commerce, will draw to those points an augmented trade, stimulated by cheapness of transportation on our roads and canals, and the facilities by which all its operations can be conducted. The provincial merchant or agriculturist, following one of the unchangeable laws of trade, will buy in the market where he sells, and thus become a consumer of our foreign importants as well as of our domestic productions. The merchant of Toronto who has purchased the wheat, rye and oats of the neighboring farmers, when he has sold these collected products in Boston or New-York, will purchase there, with the proceeds, the supplies necessary to complete his stocks of goods. The lumber dealer of St. John will convert his lumber at Boston, not only into breadstuffs, but also into goods imported from abroad. The fisherman of Nova Scotia and Newfoundland, wherever, along our whole coast, from Boston to New Orleans, he shall sell his fish, will there purchase those articles of foreign growth necessary for his use. If our drawback laws have partially converted British colonial producers into American consumers of foreign imports, absolute and entire free trade in their great staples will complete the metamorphosis, and will add three millions of people to the present consumers of our foreign imports. It should be remembered, too, that this trade, so valuable to us now, is, by the system of internal improvements in progress in the colonies, and the increase of their population, rapidly becoming more important. At the present ratio of increase, their population in 1860 may be safely set down at five millions of people, of similar habits, wants and necessities with ourselves. The laws of trade forbid the conclusion that a foreign commerce, which shall afford to such a people their principal supplies of necessaries and luxuries, will be either reduced in amount or shorn of its revenues.

In conclusion, the committee report, for the adoption of Congress, a bill establishing reciprocal free trade between the United States and the British North American provinces, upon certain conditions to be previously adjusted between the governments of Great Britain and the United States, by the action of the treaty-making power. They confidently present this measure as a system of broad and comprehensive international trade, mutually beneficial to the commercial interest of both countries. They recommend it as a peaceful method of gathering up and putting at rest forever many vexed questions, and possible future causes of contention between Great Britain and ourselves, while the colonies, bound to us by a commercial alliance which removes all causes for changing their present political position, "as the pulsations of a common, social, and mercantile vitality beat through our joint body politic, become hostage to ensure our permanent peace with Great Britain, and, through her, with the whole European world." +

Extract from the report of J. D. Andrews, Esq., to the Secretary of the Treasury, dated August 19th, 1852, relative to the navigation of the river St. John, and its lumber trade:—

THE FREE NAVIGATION OF THE RIVER ST. JOHN.

From its mouth, at the harbour of St. John, in the Bay of Fundy, to its source, at the Metjarmette portage, in the highlands which separate Maine and Canada, the length of the river is four hundred and fifty miles.

From the sea to the Grand Falls, the distance, as before mentioned, is about two hundred and twenty-five miles: up to that point the river runs exclusively within British territory. About three miles above the falls the due north line from the monument at the source of the St. Croix strikes the river St. John; from thence the boundary between Maine and New Brunswick is found in the middle channel or deepest water of the river, up to the St. Francis, a distance of seventy-five miles. In this distance the right bank of the St. John is within the State of Maine, and the left bank in the Province of New Brunswick.

From the mouth of the St Francis to a point on the southwest branch of the St. John, where the line runs under the treaty of Washington intersects that branch, the distance is one hundred and twelve miles: and for that entire distance the river St. John is wholly within the State of Maine.

From the point just mentioned, to the monument at the source of the river on the Metjarmette portage, the distance is about thirty-eight miles. The right bank of the river only is in Maine, the left bank being within the Province of Canada.

It is therefore apparent that nearly one-half the extensive river St. John is within the United States, whose citizens thus become greatly interested in its navigation. Besides the main stream of St. John, there are also large tributaries, some of them wholly, and others partially, within the State of Maine; and it has been estimated that there are one thousand three hundred miles of navigable water in the St. John and its tributaries to be used in common by British subjects and American citizens.

The territory watered by the St. John and its tributaries comprises nine millions of acres in New Brunswick, about two millions in Canada, and six millions in the United States.

The portion within the United States is covered with timber of the most useful and valuable description.

After the settlement of the boundary, by the treaty of Washington, in 1842, it was divided in nearly equal proportions between the States of Maine and Massachusetts, each of which has since sold a number of townships for lumbering purposes, and granted permits for the like object to a large extent.

The whole of the timber and lumber cut within this district (with the exception of a small quantity which is floated down the Penobscot) finds its way to the seaport of St. John. On being shipped from thence it has been subject to an export duty since the 1st of May, 1841, at the following rates:—on every forty cubic feet of white pine timber, twenty cents; on every forty cubic feet of spruce timber, fifteen cents; and the same on every forty cubic feet of hackmatack, hard-wood timber, masts, or spars; and the sum of twenty cents on every thousand superficial feet of saw logs, sawed lumber, or scantling.

This export duty is paid by all timber and lumber alike in New Brunswick, and in every part of the province. It was imposed in consequence of the difficulty and expense of collecting stumpage in New Brunswick; and in the local act which first passed in that colony all timber and lumber cut by American citizens, within the limits of the United States, and floated down the river St. John, was excepted from its operation. But, upon the opinion of the law officers of the crown in England, this act did not receive the royal assent, because it was held that such an exception was contrary to the letter and the spirit of the treaty of Washington, which expressly provides by its 3rd article "that all the produce of the forest, in logs, lumber, timber, boards, staves, or shingles, or of agriculture, not being manufactured, grown on any of those parts of the State of Maine, watered by the river St. John, or by its tributaries—of which fact reasonable evidence shall, if required, be produced—shall have free access into and through the said river, and its said tributaries having their source within the State of Maine, to and from the seaport at the mouth of the said river St. John, and to and around the fall of the said river, either by boats, rafts, or other conveyance;" "that when within the province of New Brunswick, the said produce shall be dealt with as if it were the produce of said province."

The refusal of the crown to assent to the colonial act was based upon the principle that neither the Legislature of New Brunswick nor the imperial government had either the right or the power to make any distinction between the produce of the United States floated down the river St. John and the produce of New Brunswick. If it were once conceded that a distinction could be drawn, such distinction could be carried out so as to operate very disadvantageously on American produce. The British government, in such case, might maintain that such timber and other articles of the United States floated down the St. John were subject to foreign duty on importation into England, while similar articles from New Brunswick were admitted at a nominal duty only.

After this construction of the principle of the treaty, the Legislature of New Brunswick passed a second, act, rendering all timber and lumber exported from the provinces alike subject to the export duty; and this act has been in operation since May 1, 1844.

The following is a statement of the quantities of timber and lumber being floated down the river St. John during the present season of 1852:—

100,000 tons white pine timber, at $6 per ton	$600,000
10,000 tons hackmatack timber, at $7 per ton	70,000
50,000,000 white pine logs, at $6 per thousand	300,000
20,000,000 spruce logs, at $5 per thousand	100,000
5,000,000 pine boards, at $15 per thousand	750,000
15,000,000 cedar and pine shingles, at $3 per M.	45,000
5,000,000 pieces clapboard, at $16 per thousand	80,000
Total	$1,942,000

As prices are advancing, the value of produce of the forest, above given, may be safely stated at two millions of dollars.

In any agreement for the free navigation of the St. John by citizens of the United States, it should be stipulated that their lumber cut within American territory, and floated down the St. John, should not be subject to export duty if shipped from thence to the United States. Such a stipulation would only be just and fair, and would relieve our citizens from the payment into the treasury of New Brunswick of the large sum they now contribute annually toward the support of the government of that colony.

All the timber which floats down the St. John is collected in one boom. Each piece is clearly and distincly marked, and can be immediately recognized by its owner; if not so marked, it is forfeited to the Boom Company. Crown officers are appointed to examine the whole of the timber which comes down the St. John, and that which is cut within the limits of the United States is readily recognized by them. There could, therefore be no difficulty in identifying such timber and lumber when shipped, and in relieving it from export duty, if an agreement to that effect should be entered into between the respective governments.

The St. John is navigable by large steamers and by sea-going vessels of 120 tons, up to Fredericton, which is eighty miles from the Bay of Fundy.

Above Fredericton the river is navigable for small steamers to Woodstock, a distance of sixty-five miles, and from thence to Grand Falls, about seventy-five miles farther up. The river is also occasionally navigated by small steamers during the season.

A BILL.

ESTABLISHING RECIPROCAL TRADE WITH THE BRITISH NORTH AMERICAN COLONIES, UPON CERTAIN CONDITIONS.

Section 1st. Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, that whenever the government of Great Britain shall agree with the government of the United States, that the people of the United States shall enjoy unmolested the same right to take fish of every kind in the Gulf of St. Lawrence, on the coasts and shores of Newfoundland. Nova Scotia and Cape Breton, New Brunswick and Prince Edward's Island, and of any and all other the British Possessions in North America, and in all the bays, gulfs, creeks and waters, or places of the sea, bordering on and adjacent to the British Possessions in North America, and to dress, cure, and dry the same on the coasts and shores of any part of the British Possessions in North America as are or shall from time to time hereafter be enjoyed by subjects of Great Britain, subject, however, to the rights of the proprietors or possessors of the ground where said fish may be dressed, cured, or dried; and whenever the Government of Great Britain shall agree with the government of the United States that all leases of fishing rights or privileges, and lands, necessary for the enjoyment of the same, made by British subjects to any of the people of the United States, shall have the same force and effect as if made to British subjects; and when the Government of Great Britain, with the consent of the government of the provinces of Canada and New Brunswick, shall agree with the government of the United States that the people, of the same in American bottoms, and with boats, rafts and vessels of every description, may use and navigate the river St. Lawrence and the river St. John, in New Brunswick, from their sources to the Ocean, together with all canals and waters connecting the great Northern lakes with the Atlantic Ocean, through the river St. Lawrence, as the same now are, or hereafter may be enjoyed by the subjects of Great Britain, subject only to the charges and regulations which now exist, or shall hereafter be prescribed for the use and navigation of the same by the inhabitants of the British Provinces in North America, or other British subjects; and whenever the government of New Brunswick, with the consent of the government of Great Britain, shall abolish all export duties on lumber cut on lands within the territory of the United States and transported down the river St. John, and exported thence; and whenever the President of the United States shall issues his proclamation declaring that the articles hereinafter enumerated, being of the growth, production or manufacture of the United States, are admitted into the British North American Provinces, by law, free of duty, that on and after that day, the like articles being production or manufacture of the said British North American Provinces, shall be admitted into the said United States free of duty, when imported directly from such provinces, so long as the said enumerated articles are admitted into such British North American provinces when imported directly from the United States free of duty, or until otherwise directed by the government of the United Stotes, to wit:—Grain, flour, and breadstuffs of all kinds, seeds, unmanufactured hemp, unmanufactured flax and tow, animals of all kinds, undried fruits, fish of all kinds, and smoked, salted, and fresh meats, hides, sheep pelts, wool, butter, cheese, tallow, lard, horns, manures, ores of all kinds, stone and marble in its crude or worked state, gypsum, ground or unground, ashes, firewood, agricultural implements, including axes, fish oil, broom corn, bark, unwrought burr stones, dye stuffs, rice, cotton, unmanufactured tobacco, unrefined sugar.

Section. 2. And be it further enacted, that whenever the President of the United States shall issue his proclamation declaring that the Government of Great Britain has agreed with the Government of the United States that round, hewed, and sawed timber, of all kinds, and all lumber of every description, the growth and production of the United States, when exported directly therefrom to the British West India Islands, shall, during the continuance of the reciprocal trade provided for by this act, be admitted into the ports of said island at no higher duty than shall be imposed in such ports on similar articles when imported into said island from the British North American provinces. That on and after that day, round, hewed or sawed timber of all kinds, and all sawed lumber of every description, undressed and manufactured, in any way the growth and production of the British North American Provinces, when they shall by law admit into their ports, free of duty, the articles named in the first section of this act as therein provided, shall be admitted into the United States, when imported directly from said provinces, free of duty, so long as similar articles, the growth and production of the United States, be admitted free of duty into the ports of the United Kingdom of Great Britain and Ireland, or until otherwise directed by the government of the United States; and when any duty is or shall be charged in the ports of the United Kingdom of Great Britain and Ireland upon such articles so as aforesaid imported directty from the United States, the same duty shall be charged upon round, hewed or sawed timber of all kinds, and all sawed lumber, of every description, undressed and unmanufactured in any way, when imported from said provinces directly into the ports of the United States.

To Builders and Dealers in Stone Ware.

STONE WARE,

Made by GILLESPIE & SOULE, St. Johns, C. E.

FOR SALE by the Subscriber, a variety of STOVEPIPE TUBES, or Stovepipe Holes, suitable for Partitions, Ceilings, &c. The Stone Ware is considered superior to Cast Iron.

—ALSO,—

made of the same material, Pots, Butter Crocks and Covers, Churns, Sweetmeat Jars, Jugs, Flower Pots, Snuff Jars, &c. &c.

J. HENRY EVANS,
197, St. Paul Street.

Dec. 30. 241

Olive Oil.

JUST RECEIVED and for Sale—
Eight Pipes OLIVE OIL.

CARTER, KERRY & CO.,
St. Paul Street,

Jan. 13. 6

THE MAYORALTY.

MONTREAL, January 24, 1853.

TO THE HON. CHARLES WILSON:

SIR,—We, the undersigned, MUNICIPAL ELECTORS of the CITY OF MONTREAL residing in the CENTRE WARD, fully satisfied with your past conduct as MAYOR OF THIS CITY, respectfully request that you will allow yourself to be NOMINATED for RE-ELECTION to that Office; and promise, should you consent to our request, to use our utmost endeavours to secure your success.

Thomas Mussen	Wm Trigg
Maurice Cuvillier	A Paradis
John Levey	W C Cogan
David Bansley	Richard Holland
Wm Gettess	Wm Creyk
J W Herbert	Wm Learmont
J D Bernard	Rice Sharpley
L Beaudry	Thomas Hawkins
Samuel Cochran	James Parkin
Alex Ronald	Wm Dangerfield
John Carter	Thomas James Boyd
Geo McIver	John Peacock
M Boudreau	John McPherson
James Lewis	John Bates, Sen
D Lewis	S Jones Lyman
Jno Wood	George Lulham
Peter W Wood	R Trudeau
D & W Smith	John Sproston
W Campbell	Ls Plamondon
C F McCullen	W & J Andrews
John Thomson	William Ross, N P
O Depincier	Jno Mayer
Robt E Andrews	L Mayer
John Sloan	W Easton
Mark Samuel	Joseph Knapp
A Hall, M D	Jno Darling
H J David	M McCulloch, M D
Ovide Paradis	N W Macnamara
H Samuel	J Wurtele, Jr
J W Coleman	Jos Donegani
M Nichols	Wm P Bennett
J H Nichols	Campbell Bryson
Charles Garth	Henry Howard
David Mann	W G Baird
Jas Beaudry	John O'Meara
Jesse Thayer	L DeLagrave
Neil McIntosh	E Clark
P D Brown	L O Franchere
John Pratt	H Lappare
John A Leclerc	E W Trudel, M D
John Palmer	John Palmer
Hugh Derreugh	W R Hibbard
John Turner	James McEnroe
S Holt	H Judah
John Brown	A Wilson
Arch Swan	

MONTREAL, 24th January, 1853.

TO THE HON. CHARLES WILSON:

SIR,—We, the Undersigned, ELECTORS OF ST. JAMES AND ST. MARY'S WARDS, desirous of seeing you RE-ELECTED MAYOR OF THE CITY OF MONTREAL, hereby request that you will permit yourself to be again brought forward as a CANDIDATE for the MAYORALTY, and we promise you our hearty support to secure your ELECTION.

Alderman Lynch	Abraham Lariviere
Councillor Bleau	Dr Richeulieu
Councillor LaBelle	David Dagenais
A Montreuil, Councillor	Isaac Vilmert
Henri Goyette, Councillor	Theodore Ladurantayre
	David Birch
Austin Adams, Councillor	J B Senecal
	Geo Etherington
Frs Chef dit Vadeboncœur	Robt Walker
	A Pomroy
Duncan McNaughton	Sebastien Lariviere
Edouard Lamarche	Jas Bailey
Arch Hume	Michael Morley
Jos Leveillé	John Mahoney
John Norman	Edouard Brousseau
John Jones	Eusebe Senez
Alexandre Manahan	Cyrille Quevillon
Wm Manahan	Sylvestre Quesnel
John Smith	C Monmarquette
Jos Larange	Louis Berlinguet
Fleuri David	Germain Robichoux
Jos Vincent	Paul Corbeille
Alfred Sactone	Jos Gravelle
Wm Dunbar	Pierre Emond
A McNaughton	Michel Laforce
J B Bourgeau	Ambroise Joubert
John Heberley	Alexis Ducas
John Verboncœur	Jean Renaud
Jos Duhamel	Frs Sanschagrin
Thos O'Brien	Jos Monmarquette
André Marcotte	Jos Fabre
Trefflé Goyette	Frs Blanchard
Louis Mayer	P Desnoyers
Frs Perrault	Louis Leclaire
Louis Vadeboncœur	Jos Martineau
Wm Malone	Amable Marion
J B Hussé	Jos Peck
Louis Pigeon	Louis Lavigneur
Luc Prevost	A Emery
C Corbeille	Augustin Paquette
Pierre Plouf	Jos Pichot
Ed Cannel	Antoine Noel
Toussaint LeBœuf	Maurice Brouillet
Ed Richeulieu	Louis Tessier
J B Dupius	J B Allard
Pierre Hogue	F Allard
Isidore Bourgoin	S Allard
I Skimmings	A Trudeau
Pierre Duclos	O Durand
Michel Tourville	Paul Chartrand
Jos Guay	Samuel White
Stanislas Corbeille	Adolphe Dumais
F Senecal	Michael McCormic
Moise Gauthier	Michel Laviolette
Alex Barthram	J David
Frs St Germain	J B Chartrand
Jos Duford	A Croteau
Jos Chatillon	A Lefevre
Martial Magor	Isidore Dubuc
Isidore Lariviere	A Deniers, fils
Antoine Plouffe	A Demers, Jr
P Mathieu	J Bourbonniere
Jos Duval	C McCarthy
Frs Corbeille	J Carmell
Antoine Duhamel	J Bell
Geo Monette	Jas Gallaghan
H Pichette	Wm Doherty
H Gauthier	Jas Sloan
Chas Allard	P Gougeon
Jos Barette	Et Gervais
J B Brousseau	S David
Antoine Laforce	J Morrison
Toussaint Laforce	Jean St Martin
J B Bourgie	M Patrie
Frs Dufresne	Jas Montgomery
Jos Charbonneau	G Lognon
Louis Lavigne	John Short
Robt Smith	N Doherty
J B Gauthier	Richard Johnson
Jas Lamb	Chas Mayer
Benj Lamb	T L Bursell
John McCutchon	E Coyle
J B Duhamel	F Lawrence
Chas Brock	P Coyle
Frs Laflamme	L Lawrence
A Boivin	L Lemaire
O Ducharme	F Corbeau
J St Germain	A Frament
C Renaud	Alex Perreault
Gabriel Hoyno	J Courcelle
L Lardy	M Brouillet
Louis Caye	Moise Racet
C Drapeau	James Gunn
Michel Casson	Louis Frique
Bazil Paquette	Edouard Orléans
Jos Courcelle	F Cusson
J Emond	O Coursolle
Frs Dufresne, Jr	Angus Leitch
J B Dube	Joseph Beudoin
J Daunais	Joseph Lionais
P St Martin	P McQuillon
C Lafreniere	Cyrille Roussell
C Lavigne	Henry Vincent
J Belanger	Augustin Labelle
Nar Raymond	Joseph Dubeau
Jos Jobin	François Cambré
Frs Duplessis	Joseph Plamondon
A Cabana	Joseph Harris
Noel Bastien	Richard Pearce
A Brouillet	Bernard McEvenue
H Latrimonille	Thomas Sanders
F Audet Lapointe	Daniel Sexton
N Berthiaume	Patrick Darraugh
Frs Varmette	W Coran
G Desautels	Alex Leith
G Bennet	R S Richard
L Giroux	Samuel Cauthers
John Jones	George Duncan
Frs Dufresne, Senr	James McCormick.
A Dufresne	W Wilkinson
James Simpson	Bernard Bowman
Toussaint Beaudoin	Charles Norcean
Jos St Charles	Etienne Chartrand
J Lebeau	P Damour
Frs Lebeau	H Smallwood
E Cardinal	C Laberge
A Pelletier	J M Gauthier

MONTREAL, January 24th, 1853.

TO THE HON. CHARLES WILSON:

SIR,—We, the Undersigned, ELECTORS of the ST. LAWRENCE WARD, being desirous of securing to the CITY OF MONTREAL the services for the next year of a popular, active and practical Man of Business, request that you will permit yourself to be RE-CHOSEN MAYOR.—We are convinced by your past conduct as our CHIEF MAGISTRATE, that the interest of the City, and Citizens generally, may be safely and discreetly entrusted to your judgment and guardianship, and we hereby pledge ourselves to your support.

J R Bronsdon	E Prentice
Jno Whitlaw	Chas Ross
Louis Demers	Jos Defoy
Paul Signiere	Ubalde Mazuretti
Geo F Fenwick, M D	Michael Beauchamp
Robt Hammond	François Marcott
H Moss	John Monk
Nicholas Tressidder	Geo Platt
Chas Mathieu	Antoine Poulin
Alex McDonald	Jos Poitras
John Foley	John Ryan
S C Bagg	Alderman Wardley
Thos Dowd	E H Richardson
Andre Roy	Wm Simpson
Jos Laroche	John Stephenson
Wm Shields	John Bridgman
Jas Gillespie	Richard Watson
A Bernard	J B Deschamp
Peter Cooper	Hy Phillips
E F Green	Jos E Lafricain
J D Valee	Angus M'Donald
Robt Williams	James Donald
T Ireland	Andw Logan
Saml Jackson	Michael Kelly
Jos G Jolly	J B Lamouch
Saml St Hillière	Thos Logan
E Lachance	D Charbonneau
Patrick O'Reilly	Thos Mountain
Jas Rutherford	Martin Quinn
Jos Compte	Wm Brady
Geo Armstrong	W Cooper
Jos Fournier	— Quelch
Thos Davidson	Chas Cox
Wm Waugh	Pierre Pominville
Chas S Burroughs	Paie Pominville
Alex Lalande	Frs Pominville
Wm Kell	Thos Mayers
Saml Phillips	Jos Pullen
A Couillard	Jos Pelton
Jos S Thompson	John Buchanan
Thomas Fife	George D Gibb, M D
Edmund Miles	John O'Brien
James Martin	Thos Hussey
John Cunningham	Owen C Foley
W A Merry	Wm McKenzie
Richard Robertson	W Cronin
Olivier Garieau	Martin McDonnell
John Milloy	Joseph Barsalo
Charles Renaud	Thomas Nelson
Joseph Renaud	Michael Bertrand
A McGregor	E Moss
M N Darwent	D Moss
A Westwood	Charles Parent
Robert Walker	P Kelly
John H Isaacson	J B Tison
Jacob Wurtele	John Gilmour
J S McFarlane	Charles Pigeon
Wm Buchanan	Antoine Reil
George Compton	John Darling
Samual Wardley	David Darling
Carter Hickok	Samuel Butterworth
George Selkirk	John McGuire
Wm Burnet	Joseph Savard
—— Herd	Etienne Couturer
Titus Webb	J B Bronsdon
George Clark	David Tough
Sidney James	John Godfrey
Christopher Helel	J B Augrare
James Halpin	Joseph Ganon
Alex Grant	Albert Lupin
Charles Ross	Alex St Amour
William Jackson	Zepherin Provincher
Patrick Nolan	A Gundlack
Thomas Gooley	John Thompson
Wm Ferguson	John Dawson
M Meyer	David Brown
Hugh Bryson	James Cockner
John Bridges	Hance Alderdice
Stephen Stanley	Alexander Fournier

MONTREAL, January 24th, 1853,

TO THE HON. CHARLES WILSON.

SIR,—We, the subscribers, ELECTORS of ST. ANN'S WARD, being anxious to secure your valuable services as CHIEF MAGISTRATE of the CITY OF MONTREAL, beg that you will again permit yourself to be put in nomination for an office which you have rendered dignified by your firmness, and respected by your impartiality during the two years of your Mayoralty. In which should you favour us so far as to consent, we pledge ourselves to support you with all our influence.

Pat Brennan	Francis Malone
M P Ryan	Samuel Smith
A McCambridge	Robert Bishop
Thos Hanlay	Thos. Longfield
Wm Nolan	L. Franklin
Geo Murry	Robert Crane
John Livingston	Joseph Livient
Maurice Douney	Michael Farmer
John Britt	Patrick Farrell
Martin Brennan	Edward Donnolly
William Brennan	Charles Waters
Alex McDonald	Patrick Murry
John McLane	Patrick Burk
Andrew Dow	Wm D Donnell
Charles Curran	James Purcell
John Curran	Patrick Shovilin
Christ McCormack	Stephen McNorton
Richard Anderson	Patrick Ward
John Grant	Philip Galaher
Donald McDonald	Quin Murphy
Nestor Turgeon	John McGuire
Patrick Larkin	Morgan O'Connor
James Hollyday	Henry Jordan
John Burns	Michael Kelly
J W Low	H Little
James McCluskey	Wm Mathews
Dennis Milloy	J Donnolly
Francis McDonald	Thos Battle
Joseph Goldthrope	Robert Brown
Owen Martin	James Murphy
James Mooney	Patrick Higgins
Bernard Kane	James Quin
S P Tilton	Robert Wright
Hugh McMullin	Patrick Troy
Richard Barnum	George Peck
Michael McDonald	John Tassey
James Murphy	James Clark
Michael Donolly	George Tyrell
James Donolly	David Farrell
John Corrigan	Michael Lamb
Oliver Carey	William Cullen
Samuel Burns	Roger Power
Bernard McGuire	James Parker
Thomas Hennessy	Samuel Parker
Francis Galese	Luke Moore
Michael Connor	John Fitzpatrick
William Webb	John O'Connor
William Connolly	J O'Connor
David McFarlane	Nicholar Power

MONTREAL, Janurary 24, 1853.

TO THE HON. CHARLES WILSON:

SIR,—The Uundersigned, duly qualified Voters in the EAST WARD, OF THE CITY OF MONTREAL, respectfully request that, yielding to the general desire of the Citizens at large, you will again present yourself as a CANDIDATE for the Office of MAYOR; and promise to do their utmost to make your ELECTION as honourable to the City, and gratifying to yourself, as your former ones have been.

Jacques Viger	J. W. Haldimand
John McDonald	W. C. Haldimand
Alderman Leclare	J. B. Julien
Councillor Tiffin	L. N. Duvernay
Ls. Lazure	Louis Harnois
Jean L. Beaudry	C. G. Logan
John Keller	Ls. Rivet
Edmond Mercier	F. X. Brunette
Henry Peacock	Benj. Cadotte
Alexis Casson	Alex. Mercier
Z. Chapleau	P. Leclair
James Finigan	Amable Dorval, fils
F. M. D. E. Morochond	C. Roy
A. McCormick	Nazaire Dansreau
Louis Villeneuve	Louis Lapierre
Martin Price	Jos. Labelle
Toussaint Lapierre	J. Bt. Lexcarbeau
P. B. Badeaux	Nicholas Lefebre
A. Moussette	J. Bt. Quevillion
Maxime Marselet	Theophil Valigueth
Louis Lafrance	John Phelan
Jos Brouillet	Wm. Crowhurst
F. H. Brazeau	Thos. McCormick
A. Dubord	Jos. Vallade
Robert Wood	J. Bt. Marcoux
Charles Catteli	Louis Berthiaume
M. Collette	Octave Villeneuf
John Thompson	Henry Tiffin
Philias Roy	A. Bresseler
A. R. McDonald	Chas. Beatty
F. X. Charbonneau	Thos. W. Boyd
Ls. St. Hilliare	A. Brahadi
Francis Francisco	Jos. Beaudry
Ant. Caspel	W. Hall
P. Desmarais	Alex. Johnston
G. Spaulding	James McNiece
L. Moss	Geo. Sheppard
G. N. R. Lafontaine	Robt. Morris
Jos. Green	Louis Berthelot
Wm. Roland	Edmond Lefreynier
Wm. Rice	A. E. Bargeron
Saul Lane	J. McKay
Abner Brown	J. Bt. Franchair
Louis Lafreynier	Adolphus Bourne
John Cannon	Geo. Belletelle
J. C. Cunningham	Henry Caile
David Sault	H. Laviolette
Et. Lafreynier	T. Cadotte
Patrick Galagher	Jos. Lagrath
Alex. Levy	Romain St. Jean
Edward Handly	Ovid B Peltree
Jerome Grenier	Louis DeRosier
Louis Loranger	

MONTREAL, January, 24, 1853.

TO THE HON. CHARLES WILSON:

SIR,—The undersigned, ELECTORS of the ST. LEWIS WARD, of the CITY of MONTREAL, hereby respectfully request that you will allow yourself to be NOMINATED for RE ELECTION as MAYOR for the ensuing year promising by their votes and interest to support your pretensions to the Mayoralty:—

Alderman Jos. Grenier	C A Leblanc
Joseph Bell	J E A Poitras
Augustin Perreault	J M Papineau
T J J Loranger	Joshua Stanfield
D Senecal	Taissant Therien
T Miniclier	John M'Closky
Ignace Renaud	Robert Fowler
E B Dufort	Ambroise Pariseau
Daniel O'Connor	Et Normandeau
James Murphy	Joseph Chalifoux
E Brosseau	Robert Bromby
T O Leclere	Elzeard Lecompte
Louis Richard	Isidore Bourgeau
R Bellemare	A Cusson
J B Labelle	F X Tessier
B Benoit	F Decary
T Benoit	CharlesTrudeau
T Lamothe	Edouard Mercier
John Thompson	Maxime Barbeau
John Elliot	Joseph Paquin
Jean Gariepy	Gilbert Ward
J Bte Rolland	Patrick Kiely
Pierre Leblanc	Edward Durocher
Augt Fortier	Charles Lusignan
Thomas Johnson	Frs Chasse
A Bourdon	N Chausse
T Labelle	Henry Laffan
R Woods	Isidore Grothe
Frs Alvaise	Christrs Grothe
A Sicotte	Laurent Dufresne
Charles Viau	James Struthers
J Bte Ledoux	Charles Winter
Olivier Lepage	Benj Monjeau
Henri Melancon	James Lied
Alexis Bourdon	Vincent Cherrier
Etienne Berthiaume	James Hewing
Vital Cassan	Thomas Byrne
Joseph Church	J F Winkle
Anthony Dowd	Louis Berthelot
Frs Lantier	Paul Lauson

REPLY.

MONTREAL, 24th January, 1853.

GENTLEMEN,—It is with feelings of no small gratification to myself, personally, that I respond to your kind and flattering proposal to place me for another year in the civic chair. Did I consult my own ease, or, perhaps, my own pecuniary interest, I would content myself with the honors you have already conferred upon me, and retire into that privacy out of which you at first called me. But, gentlemen, I consider it to be the duty of every good citizen to obey the call of his fellow townsmen, at whatever inconvenience to himself, when he can in any way be of any service to them. I therefore, gentlemen, at your kind request, consent to be again put in nomination for the office of Mayor, offering you in my past services the only guarantee in my power for my future devotion to your interests.

I am, Gentlemen,
With sentiments of respect and esteem,
Your most obedient servant,
CHARLES WILSON.

To the Electors of the City of Montreal.

CENTRE WARD.

MONTREAL, January 4, 1853

MR. EDWARD THOMPSON:

SIR,—We, the undersigned, Electors of the Centre Ward of the City of Montreal, being highly satisfied with your conduct as Councillor, earnestly request of you to permit us to re-elect you at the approaching Municipal Elections, to that seat in the City Council that you have so well and truly filled. Judging by the experience of the past, we feel convinced that the advancement, interest and welfare of our City—so far as your efforts can tend—cannot be in safer keeping.

Wfld. Nelson, M. D.	J. Bayley
Thos. Mussen	Thomas James Boyd
Rice Sharpley	John Palmer
Rollo Campbell	Joseph Savage
R. D. Collis	Henry Laggatt
C. Bryson	Jon H. Merckell
Edward Hagar	Henry Lavender
S. Jones Lyman	John Levey
Alex. Ronald	Wm. McIntosh
Chs. F. McCallum	B. Devlin
F. Robinson	J. Sproston
Thomas Hawkins	W. R. Hibbard
W. Trigg	James McEnroe
James Parkin	Isaac Moffatt
J. Bell	R. Scholes
David Mann	Jos. Donegani
Henry Harkin	John Turner
Christ. Dunkin	Hugh Derraugh
M. McCulloch, M.D.	Wm. P. Bennett
Robert Noxon	George Lulham
H. J. David	Adam Miller
W. Macnamara	Richd. Lang
P. Gendron	A. Morson, M.D.
J. B. Germain	Richard Williams
Geo. Allo	John Bates, Sr.
H. Samuel	John Venables
R. Trudeau	A. Hall, M.D.
Jno. Kerry	James Brankin
Joseph Kirkup	H. O. Andrews
Samuel Cochran	George Young
John Loughry	John Birmingham
John Thomson	James Tolland
Morris Mayer	D. Collins
L. S. Mayer	Robert Maybell
Andw. Stewart	H. Lappare
James Miller	W. Armstrong & Co.
W. C. Cogan	Thomas Guerin
W. Campbell	Thomas Bell
D. W. Crerar	Donald McLean
Peter W. Wood	John Brown
John Wood	Joseph Knapp
Richard Holland	Wm. Creyk
John Sloan	Wm. Learmont
James Smith	Wm. Dangerfield
L. O. Franchere	John McPherson
Edwd. Carter	John Peacock
Mark Samuel	James Fleming,

And 26 others.

GENTLEMEN OF THE CENTRE WARD,—In answer to your highly complimentary Address, I cannot but feel proud of the approbation of my conduct therein expressed, although I believe that, in discharging my duty, is neither more or less than should be expected of any one that takes upon himself to serve his fellow citizens. Yet I cannot but acknowledge that it is gratifying to be told that I have attained that end. Were I to consult my own interests and ease, I might decline again entering upon such arduous duties; but the all but unanimous call made upon me to resume my seat in the City Council by my fellow-electors, causes me unhesitatingly to accede to your request; and I consequently place my services at your disposal, sincerely hoping that, at the termination of the period of my Councillorship, I shall have the honor of standing as high in your good opinion as I do this day.

I am, Gentlemen,
With profound respect,
Your obedient servant,
EDWARD THOMPSON.

To Wolfred Nelson, M.D., Thos. Mussen, Rice Sharpley, &c. &c.
Montreal, 12th Jan. 1853. t 6

WEST WARD.

MONTREAL, January 12th, 1853.

H. H. WHITNEY, ESQUIRE:

SIR,—We, the undersigned, Voters of the West Ward, are desirous of expressing to you our full satisfaction and approbation of your past services as our representative in the City Council; the regularity of your attendance at the Council Room; the untiring zeal you have always shewn to advance the local interests of the West Ward, and those of the city generally; your affable conduct and courteous attention to the wants and wishes of your constituents, convince us that no one better can be found to represent the Ward than you; we, therefore, respectfully request that you will permit yourself to be re-elected, and hereby pledge ourselves to use our utmost exertions to secure your return to the Council.

Robert Hick	Jas. Foley
Wm. Harrington	Walter Macfarlan
Joseph N. Thomson	Michael McGrail
J. G. Smith	Jas. Brennan
N. S. Whitney	D. McCallum
Edwd. Fegan	R. McNaught
Saml. Browning	W. Greenshields
Robert Morris, Jr.	Louis J. Lyons
Andrew Morris	D. Masson
Daniel Lanagan	G. Matthews
Richard Thomas	Richard Birks
James Muir	P. Moretti.
John Aitken	Jas. Milne
S. L. Willett	Wm. Muir
Richd. Warmington	John Orr
John Nicol	John Kingan
Robt. Dean	A. Burroughs
Geo. Wilson	Jno. Macpherson
John Elliot	John Boyd
P. Muldoon	A. A. Adams
J. Leeming, Alderman	Jno. Guidi
E. S. Leslie	F. R. Starr
Jas. Benning	Jas. Benton
R. P. Isaacson	A. Davidson Parker
C. Dorwin	Jno. Perry
John Long	Wm. Stephens
P. Murphy	Leon Charlebois
P. Beaubien	Edwd. Mackay
L. Chaput	Robt. Kerr
John Hanly	Wm. McMaster
Thos. Dednam	Geo. Fax
Wm. Warren	J. R. Boyce
Frederick Carlisle	Hy. Weston
J. H. Walker	A. Atwater
J. Clendinnen	Alexr. Munro
Nicholas Ryan	J. B. Davidson
T. P. Levine	Chas. McCracken
Nelson Vosburgh	W. Stephens
Wm. Thompson	John G. Seebold
Thos. G. Oakes	Thos. Ireland
Jas. Leavers	Robt. Miller
Robt. Goldie	Donald Shearer
Jno. Galbraith	John Allan
Jno. Campbell	Geo. McGibbon
F. Dolan	C. A. Trowbridge
Wm. McBride	C. Gallagher
Arthur Fisher	D. McDonald
C. M. Dickenson	Wm. Sutherland
Geo. Vardon	Jas. Perry
J. M. Tobin	Jno. Ash
Jos. M. Ross	D. Busteed
Thos. D. Reed	Robt. S. Sherlock
Jas. Brown	Edmund Pickup
Geo. W. Campbell	Robert Blackiston
Jos. T. Dutton	A. Samuels
Jas. Torry	Wm. Sache
Wm. Steward	Leandre Lafontaine
Chas. Alexander	Jas. H. Springle
E. Brown	Jos. N. Hall
Andw. B. Stewart	W. B. Cumming

MONTREAL, 13th January, 1853.

GENTLEMEN,—I have to acknowledge the receipt of your numerously signed requisition, requesting me to be a candidate for re-election in the City Council, for the West Ward.

Allow me to express my sincere gratification at the very complimentary manner in which you have been pleased to allude to my past services as your representative.

In accepting the nomination, permit me to say that, if I am again elected, I shall not fail to the best of my ability to look well after the interests of the West Ward, and those of the city generally.

I remain, Gentlemen,
Your very obdt. servt.,
H. H. WHITNEY.

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NOTICE.

THE Subscribers, grateful to their numerous patrons and friends for the kind and liberal support they have received as CARRIAGE MAKERS in this city, since their commencement, beg to intimate to them that, having entered into extensive contracts for building Railroad Carriages, they have retired from the above business in favor of Messrs. DWYER & TOLLAND, who will continue the same in all its branches.

Messrs. DWYER & TOLLAND having been in our employment for several years, we can with confidence recommend them, and beg to solicit for them a continuation of the patronage heretofore bestowed upon ourselves.

McLEAN & WRIGHT.

Craig Street,
Montreal, 13th April, 1852. 184

VERMONT CENTRAL RAILROAD.

Freight via Boston and Intermediate Places.

The Undersigned, FREIGHT AGENT in Montreal, for the
VERMONT CENTRAL RAILROAD,
IS PREPARED TO CONTRACT FOR
Freight through to or from Boston.

A. GUNDLACK,
CUSTOM HOUSE
AND
FORWARDING AGENT,
NO. 61 COMMISSIONERS STREET,
MONTREAL.

Feb. 7. 17

ST. LAWRENCE WARD.

MONTREAL, Jan. 25, 1853.

TO J. R. BRONSDON, ESQUIRE:

SIR,—We, the Undersigned, Electors of the St. Lawrence Ward, being perfectly satisfied with your acts in the Corporation, as the Representative of the said Ward, are desirous to see you re-elected, and hereby request that you will allow yourself to be brought forward as a Candidate, and pledge ourselves to give you our votes and interest to secure your success.

John Whitlaw	Wm Cronin
John Monk	John Stephenson
Geo Platt	Saml Burland
S C Bagg	G B Deschamp
Wm Barnett	Robt Taylor
Jas Wilson	E T Green
Thos Morgan	J E Lafrican
Michel Beauchamp	Robt Williams
Jos Savard	Jas Donald
Saml Jackson	Frs Dowd
Nicholas Tressadder	John Walker
G O DeLorme	Wm Shields
Ubalde Mazurette	Alex McDonald
Saml Butterworth	Thos Foley
Jos Laroche	Andw Logan
David Darling	Geo Armstrong
Olivier Garceau	D Dean
Thos Nelson	Chas Cox
Michel Bertrand	Jos Poitras
D Moss	Wm Waugh
E Moss	Thos Mayers
Thos Logan	Alex Lalande
— Quelch	Wm Kell
Wm Cunningham	Jos Pullen
C S Burroughs	Jos Pelton
Thos W Jones, M D	Jos Compte
Jos G Jolly	Jos S Thompson
Frs Marcott	John O'Brien
Thos Mountain	Alex Couillard
Ramuel St Hiliére	Thos Hussey
André Roy	Edmund Miles
John Milloy	Owen C Foley
Jos Barsalo	W A Merry
Chas Renaud	Martin McDonnell
Jos Renaud	Richd Robinson
Michael Kelly	Jos Larammé
Thos Evans	D Cherbonneau
Jos Defoy	Jas Gillespie
Robt Hammond	Jacob Wurtele
J H Isaacson	Geo Swinburn
Peter Cooper	A Bernard
H Moss	M N Darwent
W Westlake	A Westwood
Robt Scanes	Robt Walker
Louis Demers	Carter Hickok
Alderman Wardley	Geo Selkirk
E H Richardson	Sidney James
Peter Gillespie	Christopher Heeley
Wm Simpson	Jas Halpin
John Bridgman	Jas Poet
Richard Watson	Patk Nolan
André Auclair	Wm Ferguson
Henry Phillips	Titus Webb
Angus McDonnell	John Godfrey
J D Vallée	J B Augrare
T Ireland	Jos Gannon
John Hester	J Lamouche
John Ryan	C Lachance
Chas Mathews	O Lachance
Etienne Couturier	J S McFarlane
E Prentice	Wm Buchanan
Chas Ross	A McGregor
Wm Cooper	G E Fenwick, M D
Patk O'Reilly	J B Bronsdon
Antoine Poulin	Alex Chisholm
Danl Ward	Geo Compton
Martin Quinn	Saml Wardley
Jas Rutherford	Wm Burnet
John McGuire	Geo Clark
Saml Phillips	David Tough
Jos Fournier	Alex Grant
Alex Fournier	Wm Jackson
Wm Buchanan	Thos Gooley
G D Gibb, M D	E Herd
Paré Pominville	Wm Brady
Frs Pominville	Albert Lupin
Thos Fife	Alex St Amour
Jas Martin	Zepherin Provincher
Wm McKenzie	John Jones
John Cunningham	Andrew White

MONTREAL, January 26, 1853.

GENTLEMEN,—It was not my intention again to have offered myself for your suffrages to represent the St. Lawrence Ward in the City Council; but the unsolicited, and numerously signed Requisition now presented induces me to change my determination to your flattering desire to retain my services.

For the last two years I have had the honor of representing you, and I have endeavored to perform my duty, as a Councillor, in an honest, independent and impartial manner. Should you again elect me as your Representative, I shall still exert myself to attend to your interest, and those of the City in general.

I remain, Gentlemen,
Your most obedient servant,
J. R. BRONSDON.

To John Whitlaw, Esq, John Monk, Esq., Charles S. Burroughs, Esq., Thos. Walter Jones, Esq., M.D., &c. &c. t. b—12

ST. LOUIS WARD.

MR. DAVID PELLETIER:

SIR,—The undersigned, Electors of St. Louis Ward, knowing your intelligence, your honesty, and your excellent judgment, offer you their suffrages, and their support to secure your election to the City Council, as representative of this Ward, if you will consent to accept the candidature.

August Perrault	F. X. Tessier
Joseph Grenier	F. Décary
T. J. J. Loranger	Charles Trudeau
D. Sénécal	Edouard Mercier
F. Miniclier	Maxime Barbeau
Ignace Renaud	Joseph Paquin
E. B. Dufort	Galbraith Ward
Daniel O'Connor	Patrick Kelly
James Murphy	Ed. Durocher
E. Brosseau	Chas. Lusignant
T. O. Leclere	Frs. Chassé
Louis Ricard	N. Chassé
R. Bellemare	Henry Laffan
J. Bte. Labelle	Theodore Grothé
B. Benoit	Christis Grothé, pére
T. Benoit	Laurent Dufréne
T. Lamothe	James Struthers
John Thompson	Charles Winter
John Elliott	Benj. Monjeau
Jean Garriepy	James Lied
J. Rte. Rolland	Vincent Thérien
Pierre Leblanc	James Hewing
Augt. Fortier	David Vass
Thomas Johnson	Joseph Colard
A. Bourdon	Ferdinand David
T. Labelle	Frs. Lapierre
R. Woods	Pierre Poitras
Frs. Alvaise	Wm. Rowan
A. Isiotte	Richard Rogers
Charles Viau	François Courval
Jean Bte. Ladoux	Joseph Lafetiere
Olivier Lepage	William May
Henry Melançon	Pierre Mennine
Alexis Bourdon	Michel Minville
Etienne Berthiaume	Michel Prudhomme
Vital Cassan	Michel Prévost
C. A. Leblanc	George McGrath
J. A. C. Poitras	Joseph Church
J. M. Papineau	Antony Dowd
Joshua Stansfeld	Frs. Lantier
Touissant Thérien	Paul Lauson
John McClosky	Thomas Byrne
Robert Fowler	J. F. Winkle
Ambroise Pariseau	Louis Berthelot
Elizéard Lecompte	Thomas Peel
Et. Normandeau	William Davis
Joseph Chalifoux	Peter Lavy
Robert Bromby	Martin Farrell
Isidore Bourgeau	Rorbt. S. Oliver
A. Cusson	Maurice Romain

GENTLEMEN,—I feel flattered by the confidence which you so kindly repose in me, and which you express in your requisition. I feel myself bound not to oppose myself to your wishes, and, therefore, accept your generous offer, so honorable to me, of your suffrages and your support at the approaching election. I shall only add that, if elected, nothing shall be wanting on my part to justify the confidence you are pleased to repose in me.

I have the honor to be,
Gentlemen,
Your very humble servant,
DAVID PELLETIER.

Montreal, 5th Feb., 1853. m*m—16

NEW HARDWARE.

JOHN HENRY EVANS,
197, St. Paul Street,

HAS RECEIVED (in addition to his Stock on hand) by several late arrivals, a large and complete assortment, for Fall Trade, of SHEFFIELD and BIRMINGHAM SHELF and HEAVY HARDWARE, to which he would invite the attention of Purchasers.

IRON, STEEL, CANADA PLATES, TIN, SHEET, HOOP, and BAND IRON, BOILER PLATE, POTASH KETTLES, STOVES and CASTINGS, assorted, NAILS, SHOT, POWDER, FUZE, CHAINS, AXES, SPADES, SHOVELS, SAD IRONS, GLASS, PUTTY, INDIA RUBBER ENGINE PACKING, &c. &c.

Mechanics' Tools.

Every Article in this Line at the Lowest Market Prices.

Hardware used in the furnishing of buildings in every variety, for Sale very low.

Sept. 4. 161

BOILED AND RAW
LINSEED OIL,
OHIO FIRE-PROOF PAINT,
GLASS, PUTTY, &c. &c.
CHEAP FOR CASH.

RAMSAY & McARTHUR,
58 and 60 McGill Street.

Montreal, Oct. 25. 204

TO FARMERS.

LAND PLASTER, of superior quality, and freshly ground.

—ALSO—

Ground Linseed Oil Cake,

a very superior and cheap article for Feeding to Stock. For Sale by

WILLIAM LYMAN & CO.,
194 & 196, St. Paul Street.

Jan. 4. 2

EAST WARD.

MONTREAL, 6th January, 1853.

TO MR. LOUIS LAZURE:

SIR,—We, the Undersigned, Electors in the East Ward of this City, respectfully request that you will allow us to nominate you as our Candidate for the said Ward, at the ensuing Municipal Elections; and we pledge ourselves to vote for you, and use our influence to secure your return.

John McDonald	D. Beauchemin
Jacques Viger	Louis Lafiequin
Edouard Mercier	J. Bte. Franchere
John Keller	Adolphus Bourne
Louis Rivet	J. A. Gravel
F. X. Brunette	H. Peacock
Benj. Cadotte	A. R. McDonald
A. Mercier	A. Bressler
P. Leclair	C. J. N. Demontigny
A. Cusson	A. Dubord
A. McCormick	Robert Woods
Martin Price	M. Collette
Louis Villemaire	Jas. Finigan
Toussaint Lapierre	John Thompson
A. Moussette	Wm. Hall
Maxime Marselet	Philias Roy
Louis Lafrance	C. Roy
Z. Chapleau	Nazaire Dansereau
Jos. Brouillet	Louis Lapierre
J. Bte. Quevillion	Jos. Labelle
Theophil Valiquette	J. Bte. Lescarbeau
J. Bte. Couteley	Nicholas Lefebre
Jos. Vallade	J. Phelan
J. Bte. Marcoux	Wm. Crowhurst
Louis Berthiaume	Thos. McCormick
Ls. St. Hilaire	F. X. Charbonneau
P. Desmarais	Octave Villeneuf
Thos. W. Boyd	Onesime Thibeaudeau
A. Brahadi	Ant. Caspel
Jos. Beaudry	Alex. Johnston
G. Spaulding	Jos. Green
L. Moss	Wm. Roland
G. N. R. Lafontaine	Jas. McNiece
Abner Brown	Saml. Lane
Chas. Catteli	Wm. Rice
Edwd. Hanley	Geo Sheppard
Thos. Hood	Jno. McKay
Ls. Bertholet	Jno. Gannon
A. G. Bargeron	D. Naut
Patrick Gallagher	E. Lafrequin
Hy. Calfe	Jos. Dumouchel
Jos. Geroux	Geo. Belletelle

GENTLEMEN,—Deeply grateful for this manifestation of your confidence in me, I cordially accede to your request, though it will be my first entry upon public life. Should I be happy enough to obtain the majority of the suffrages of my fellow-citizens of this Ward, the devotion of my best energies to their Municipal interests, as far as my own business will allow me, shall make up for any little inexperience I may have, and shall be the best mark of the appreciation I set upon the honour they shall have put upon me.

I remain, yours, &c.,
L. LAZURE.

To John McDonald, Esq., Jacques Viger, Esq., Edouard Mercier, Esq., John Keller, Esq., &c. &c.
Montreal, Jan. 18th, 1853. T—8

EAST WARD.

MONTREAL, January 25, 1853.

TO FRANÇOIS LECLAIRE, ESQUIRE:

SIR,—We, the Undersigned, Electors of the East Ward, knowing how to appreciate the services which you have rendered to the City of Montreal, and especially to our Ward, since your election to the City Council, pray you to again accept the nomination of Councillor, from the East Ward, for the coming Municipal Elections.

We are, Sir,
Your obedient Servants,

Ovide Leblanc	D Nault
Geo E Cartier	F Benoit
J L Beaudry	Alexr Tidmarsh
Ferdinand Perrin	G Mochrie
Pierre Jodoin	H H Cunningham
A Ouellette	J B Beaudry
P P Martin	J Hutchison
Jerome Grenier	Ed Gauthier
F X Brazeau	Thomas Hood
Joseph Berthiaume	P E Picault
Amable Dorval fils	Ls Delagrave
P B Badeaux	D Rattray
P A Dubois	J F Pelletier
P L Malo	L N Duvernay
M Desnoyers	Chas Rapin
C Vanfelson	J Bte Lanctot
R Mackenzie	M Caulombe
Alfred Savage	Chas Labreque
Alexander Levy	Alexis Trudeau
George Hagar	O B Pelletier
Joseph Tiffin	A Tonnet
E B Dufort	B Levin
Pierre Hudon	J A Plinguet
Victor Hudon	W L Doubtney
A Tellier	P A Weilbrenner
E Hudon	W Cruickshank
Jacques Grenier	Jn C Coleman
J T Neveux	Patrick Gallagher
L C Barbeau	Thomas O'Neill
W L Haldimand	Pierre Cadieux
J B Germain	Wm Hall
Joseph Leblanc	James Duncan
J B Julien	Etienne Lafricain
L Gerrard	Joseph Lesiège
R A R Hubert	Ed Lafricain
Ls Desrosiers	J G Sims
Chs Dubeau	Theophile Valiquette
Hy Busseau	G N R Lafontaine
J W Haldimand	John Atkinson
L G Loranger	James Moore
L J Beliveau	W H Rice
Frs Brais	Robert Morris
Louis Perrault	Philip Henry
L P Boivin	George Sheppard
Serafino Giraldi	James Potts
Romaine St Jean	Charles Beatty
James McNider	Louis Lafricain
André Sénecal	Louis Vilmaire

MONTREAL, January 26, 1853.

GENTLEMEN,—The Requisition which has been presented to me is too numerous and respectable to allow me to refuse the renewed offer of the suffrages of the Electors of this Ward. The experience I have gained in the three past years will aid me, I hope, as well as the desire I have to promote the interests of the Ward, and the City in general, to justify your confidence.

I have the honor to be,
Gentlemen,
Your obedient Servant,
FRANÇOIS LECLAIRE.

12—t

NEW MINERAL SPRING WATER.

VICTORIA SPRING WATER,

Situated in the Township of Alfred, four miles from the Caledonia Springs.

MINERAL WATER FROM THE TOWNSHIP OF ALFRED.—A specimen of water, said to be from the land of Mr. Honoré Rochon, has been furnished me by Dr. A. Seguin, of Rigaud. It is strongly saline, and belongs to the same class as the Intermittent of Caledonia, the Plantagenet, and St. Leon Springs, containing, besides common salt, the chlorids of calcium and magnesium, and portions of bromids and iodids, besides a considerable amount of lime and magnesia dissolved as bi-carbonates. Its bitterness is due to the large proportion of calcareous and magnesian chlorids present; one pound of the water contains 101.5 grains of solid matter.

T. S. HUNT,
Chemist to the Geol. Survey.

Office of the Geological Commission,
Montreal, June 7, 1852.

MY DEAR SIR,—I have submitted to a qualitative analysis the Saline Water from the Township of Alfred, which you furnished me. It contains, besides chlorids of potassium and sodium, chlorid of calcium and of magnesium, besides considerable portions of carbonates of the latter bases, and traces of iron. It also gives well marked reactions of iodine and bromine, and may be compared, in chemical constitution, to the waters of the Intermittent of Caledonia and the Plantagenet Spring. It contains, however, a greater proportion of saline matter; a pound avoirdupois 101.5 grains.

Very respectfully, yours,
T. S. HUNT.

Laboratory of the Geol. Commission,
Montreal, June 7, 1852.

To Dr. SEGUIN, Rigaud.

C. VAN FELSON & CO.,
Agents, Montreal.

Jan. 20. 2m 9

ATLANTIC RAILING WORKS.

JENKINS & HAMLIN,
MANUFACTURERS OF
COMPOSITE IRON RAILING,

(Patented in the United States, January 13, 1852, and Patented in England, Aug. 7, 1852.)

THE invention of "COMPOSITE IRON RAILING" marks a new ere in the manufacture of Iron Fencing. While possessing more strength and firmness than the ordinary Wrought Iron Railing, it is susceptible of all the elaborate beauty of the Cast Iron Railing, and can be furnished at a much reduced cost. Ry casting the ornaments on, and around the structure itself, a Railing is produced, the frame work of which is made of heavy Wrought Iron Rods and Bars, nowhere coming into actual contact, yet intricately connected and joined by Cast Iron Ties; thus securing the three most desirable qualities of any Manufacture viz:—Cheapness, Beauty and Durability.

As Jenkins and Hamlin retain the exclusive right to the patent for Manufacturing Composite Railing, in and for all the territory bordering on the Atlantic, the public are cautioned against purchasing articles manufactured under the above Patent from any person but the patentees or their Agents. WAREROOM, No. 398 Broadway, N. Y. Manufactory, Atlantic Docks.

Oct. 28. 207

Blankets.

FOR SALE—
50 bales 7 Point Mackinaw's
30 do 3, 4, 5 and 6 Points, heavy
20 do Best, Rose, Whitney and Bath
10 do Brown and Grey Horse Covers

JEAN BRUNEAU.

May 23, 1851. 71

+ That's the Politics of the thing, all gathered in a nut-shell! It would postpone Annexation indefinitely.

HIGHLY IMPORTANT REPORT

OF THE

Committee on Commerce of the House of Representatives.

RECIPROCAL TRADE

WITH THE

BRITISH NORTH AMERICAN COLONIES.

WASHINGTON, Friday, Feb. 11, 1853.

Mr. Seymour, of N. Y., from the Committee on Commerce, to whom was referred sundry memorials of American citizens relative to reciprocal trade with the British North American Colonies, reports,—

That the importance of the trade of the United States with the British North American Colonies, rapidly increasing with the extension of facilities of intercommunication, the expressions of public opinion by resolutions and petitions from our northern frontier and leading commercial cities, and the liberal overtures of some of the colonial governments, urge upon Congress the necessity of establishing our commercial intercourse with the colonies upon a basis of a fair and liberal reciprocity, and upon principles congenial with the enlarged commercial spirit of the present age.

The Committee purpose briefly to review the past legislation and treaty stipulations relative to our commercial intercourse with the British North American Colonies, to exhibit the present position and magnitude of this trade, to recommend measures to be adopted by Congress for the future arrangement of commerce with these colonies, and to discuss the effects which the proposed arrangements will have upon several leading interest of our country.

The Committee do not deem it necessary for their purpose to enter into a full explanation of the complicated legislation which has taken place in respect to colonial trade.—They desire simply to show how, in the course of years, notwithstanding frequent measures of retaliation, yet, in consequence of alternate concessions, a most narrow and oppressive system has been enlarged into one of comparative freedom and liberality, alike beneficial to the colonies and the United States.

In reviewing the commercial history of these colonies, which may be said to commence in 1783, the attention is first arrested by a measure of enlightened and far-seeing statesmanship which remarkably contrasts with the subsequent policy of the British ministry.

In March, 1783, Wm. Pitt—then Chancellor of the Exchequer—introduced into the House of Commons a bill for the regulation of trade and intercourse between the people of Great Britain and of the United States, in which were embodied priciples of public policy which may serve as precepts for legislation in our time. A portion of the bill is in the following words :—

"And whereas, it is highly expedient that the intercourse between Great Britain and the United States should be established on the most enlarged principles of reciprocal benefits to both countries; but from the distance between Great Britain and America, it must be a considerable time before any convention or treaty for establishing and regulating the trade and intercourse between Great Britain and the United States of America upon a permanent foundation can be concluded. * * * * * *

Now, for the purpose of making a temporary regulation of the commerce and intercourse between Great Britain and said United States of America, and in order to evince a disposition of Great Britain to be on terms of the most perfect amity with the said United States towards Great Britain, be it further enacted that from and after * * * * * the ships and vessels of the subjects and citizens of the said United States of America, with the merchandise and goods on board the same, shall be admited into all the ports of Great Britain in the same manner as the ships and vessels of the subjects of other independent sovereign States, &c."

The regulation thus far applied only to the commercial intercourse between the United States and Great Britain. It was the same which after a lapse of more than thirty years, was established by the convention of 1815, and is yet in force. The intercourse with the colonies was to be settled on principles equally liberal.

The bill continues :—"And be it further enacted, That during the term afore said the the ships and vessels of the subjects and citizens of the United States shall be admitted into the ports of his Majesty's island, colonies or plantations in America, with any merchandises or goods, of the growth, produce or manufacture of the territories of the said United States, with liberty to export from his said Majesty's islands, colonies or plantations in America, to the said territories of the said United States, any merchandises and goods whatsoever; and such merchandise and goods which shall be imported into, or exported from, said British Islands, colonies or plantations in America, shall be liable to the same duties and charges only as the same merchandise and goods would be subject to if they were the property of British natural born subjects, and imported or exported by British built ships or vessels, navigated by British seamen." "And be it further enacted, That during all the time herein-before limited, there shall be the same drawbacks, exemptions and bounties on merchandises and goods exported from Great Britain into the territories of the said United States of America, as are allowed in the case of exportation to the islands, plantations or colonies now remaining or belonging to the Crown of Great Britain in America."

It has been well said, "That in the long and eventful life of William Pitt, and in the plentitude of his power, he never accomplished, nay, he never devised, a measure more strongly marked with the stamp of liberal principle and of profound wisdom than the draught of this bill." Unfortunately for the welfare of the colonies and both countries, the resignation of Mr. Pitt, with Lord Shelburne, who had concluded the peace, and the succession of the ministry formed by the coalition of Lord North and Charles J. Fox, undoubtedly prevented the system of friendly intercourse with America, which Mr. Pitt's bill was about to introduce, from being carried into effect. The whole regulation of the intercourse was committed to the discretion of the King's Council.

On the 2nd July, 1783, an order was passed in Council, restricting the trade between the United States and the British colonies to a very small number of articles, and interdicting the trade altogether except in British ships. This order was continued by annual acts of Parliament and orders in Council till February, 1788, when the provision was established by a permanent statute, which took effect from the 2nd of April of that year. From 1783 to 1815 continued efforts were made by the United States to arrange the colonial trade by treaty, but all propositions were evaded or declined by Great Britain.—In the meantime, as a measure of self defence, in 1789, Congress levid a small discriminating duty of impost and tonnage on foreign shipping entering the ports of the United States; but discarded a proposition for the imposition of a discriminating duty specially bearing upon the British shipping.

By the act of 3rd March, 1815, Congress declared that the principle upon which the commercial policy of the United States wo'd be established, by enacting all previous acts, providing for discriminating duties, should be repealed in favor of such nations as were prepared to exercise the same liberal policy towards this country. By the convention of 1815, this principle was made applicable to the commerce between the United States and the British countries in Europe. By this convention Great Britain secured the abolition of our discriminating duties. But she expressly excluded from this arrangement the trade between the United States and the British colonies in America, and preserved for herself all the advantages of the circuitous or triangular voyage from Great Britain to the colonies, from the colonies to the United States, and from the United States to Great Britain.

This arrangement proved so unfavorable to the shipping interests of the United States, that the government immediately insisted, and continued to insist, that the rule of reciprocity applied to one branch of the commercial intercourse, should be made equally applicable to both. The twelve years succeeding the convention of 1851 were employed in endeavors to arrange the terms of the colonial trade with the United States by negotiation, or to secure them through the agency of separate legislative enactments. "The government of the United States," says Mr. Clay, in his letter to Mr Vaughan, of the 11th October, 1826, "has always been anxious that the trade between them and the British colonies should be placed upon a liberal and equitable basis. There has not been a moment since the adoption of the present constitution when they were not willing to apply to it principles of fair reciprocity and equal competition. There has not been a time during the same period when they have understood the British government to be prepared to adopt that principle. The struggle on the side of Great Britain was to maintain monopoly, and on that of the United States to secure an equal participation in the trade and intercourse between them and the British colonies."

Although the two governments more than once concurred in each others views, as to the conditions to which they would assent, their respective acts resulted in an almost entire suppression of the trade.

An order in Council, issued on the 27th day of July, 1826, directed that the trade and intercourse between the United States and the greater part of the British colonies should cease from and after a prescribed day; and on the 17th of March, 1827, the President of the United States, by proclamation, declared the trade between the United States and the British colonies to be prohibited.

Nevertheless, the trade so necessary for the colonies and the United States had sought out for itself a sufficient, though circuitous channel, notwithstanding the obstructions which illiberal legislation had placed in its course. Our produce was shipped in American vessels to the neutral West India Islands, whence it was re-shipped by the British colonists to their own ports. A large trade was carried on in plaster from Nova Scotia, the British vessels bringing it to the line in Passamaquoddy Bay, from whence it was taken in American vessels.

The total value of imports from the colonies to this country, for the year ending September, 1827, was $445,118. The value of our total domestic and foreign exports to the colonies was $2,830,674. The year 1829 is an important epoch in the history of the colonial trade. The United States in this year gave an impulse to the cause of commercial freedom by making the first movement towards the abandonment of the selfish and narrow policy which had prevailed for thirty years, and trusting to the effects of concession instead of retaliation.

In 1829, Mr. McLane, then our Minister at the Court of St. James, was instructed by President Jackson to open negotiations relative to the colonial trade. Mr. Van Buren, in his letter of instructions, declared the principles upon which the government opened these negotiations. He remarks: "The policy of the United States, in relation to their commercial intercourse with other nations, is founded on principles of perfect equality and reciprocity. By the adoption of these principles they have endeavored to relieve themselves from the discussion, discontents, and embarrassments inseparable from the imposition of burdensome discriminations. These principles were avowed whilst they were yet struggling for their independence, are recorded in their first treaty, and have since been adhered to with the most scrupulous fidelity.

The results of Mr. McLane's negotiations are contained in the proclamation issued by the President, in November, 1830, and the order in council issued November 6, 1830. Our ports of entry and, subsequently, ports of delivery, were opened to British and colonial vessels. The immediate effect of this arrangement was the rapid increase of colonial ships in American ports, and their competition in our most important carrying trade with American vessels. The necessary evils which followed from this arrangement were the subject of much complaint on the part of American shipowners. They complained that while all our ports were opened to British and Colonial ships, only a limited number of ports in the colonies were opened to American shipping; that while colonial produce was admitted into our ports on the same terms as that of the most favored nations, a much heavier duty was imposed upon American produce and manufactures than upon those of Great Britain; and they especially complained that all the benefits of the circuitous voyage were secured alone to the shipping of Great Britain. Under the system which at this time prevailed, a ship might be laden in Liverpool with goods for St. John, in New Brunswick, and thence take a cargo of lumber to the West Indies, or to one of our Southern ports. The two operations furnished a sufficient profit for the voyage, and the ship could afford to return in ballast.

Under these circumstances, the British ship could take a freight of cotton from New Orleans on the lowest terms, since it would defray the expenses of the voyage, and leave a fair profit.

The American ships, deprived of these benefits of the circuitous voyage, were dependent wholly on the freight of cotton, alone for the income of their voyages, and were thus subjected to a ruinous competition.

The effects of the new arrangement were undoubtedly at first injurious to our shipping interests; but temporary and partial evils must always follow from a change in a commercial system. Time and an extended view of all the interests affected by such a change, can alone determine its advantages. One result, certainly, of the arrangement, was a rapid increase of the trade between the United States and the colonies. Our agricultural and manufacturing interests were benefitted by an increased consumption of their wares and produce. The colonists were led to perceive that they would be benefitted by more intimate relations with their enterprising and flourishing neighbors. The value of the exports to the colonies in 1840, was near three times that of the exports in 1827, under the old system. Our total domestic exports to the colonies in 1840, were valued at $5,895,966.

In 1843, Great Britain reciprocated the liberal policy of the United States. Before this time the colonies had imposed discriminating duties. British and colonial produce and manufactures were admitted at a lower rate of duty than foreign. In this year Lord Stanley, now Earl Derby, issued his celebrated despatch, in consequence of which all discriminating duties were abolished by the colonies. American and other foreign manufactures and produce, in consequence of that, are now admitted into all the British North American colonies on the same terms as British goods.

Thus one cause of complaint against the system which prevailed under the convention of 1830 was removed.

In consequence of gradual concessions, American vessels are now admitted to registry in British colonial ports; can sail from one colonial port to any other colonial port in any other colony or to Great Britain, with colonial or other produce, and can enter all colonial ports and load and discharge their cargoes wherever there is a custom house officer, subject, however, to the restriction that they shall sail from one port to another in the same colony only in ballast. Thus a second cause of complaint has been removed.

The advantage of the three-fold voyage is now enjoyed by our shipping, and during periods in the stagnation of the shipment of cotton, some of our larger and more costly ships have made remunerating freights, by the transportation of lumber from the colonies to Great Britain. Thus have all the objections to the arrangements of 1830 been removed, without obnoxious or retaliatory legislation on the part of the United States.

Previous to 1846, a high duty was imposed by Great Britain upon timber and wheat imported from all countries except the colonies. The withdrawal of all protection by the home government upon colonial produce in 1846, by the substantial repeal of the corn laws, and the reduction of the duty upon foreign timber more than one half, appears to have dispelled from the minds of the colonists all their old ideas of commercial dependence upon Great Britain. In consequence of the withdrawal of the protection which had been so long granted, colonial timber and wheat were brought in British markets into a closing competition with those articles from the Baltic and the Danube.

The extension of intercourse and the increase of trade, caused by the legislation of 1843 had shown the colonists the advantages of our markets, and the facilities we possessed of supplying all the necessaries of life which were not furnished by their own productions. They were now ready to propose to us an arrangement of commercial intercourse, founded upon those principles of perfect equality and reciprocity which the United States had always professed to be the policy of her commercial intercourse with foreign nations.

In 1848, a delegation was sent from Canada to arrange the terms of reciprocity between that government and ours. No arrangement, however, was made, in consequence of the failure of Congress to legislate upon the subject.

No further action has been had in relation to this trade by our government, although the provincial Legislature of Canada, since 1848, passsd a law providing for reciprocal trade in natural products, to be carried into effect upon the adoption of similar arrangements by our government.

This movement on the part of the colonial government may be said to close the past history of the commercial intercourse of the United States with the British North American colonies.

The committee propose now to consider the present position of the trade, and to discuss the terms upon which a commercial intercourse, mutually favorable to the United States and the colonies, may be arranged. The Convention of 1830, and the subsequent legislation of the colonies, have settled most of the questions connected with the navigation interest.

The principal complaint, on the part of the colonies, is that there is a want of reciprocity in the impost of duties. On the part of the United States there is a desire for the free navigation of the rivers St. Lawrence and St. John by American ships, and equal participation with British subjects in the coast fisheries.

The duty on our side, on colonial and other foreign vessels, averages twenty-three and a half per cent on the principal articles of importation.

The duty imposed upon our exports to Canada averages twelve and a half per cent. It does not differ materially, although it is somewhat lower, in the other colonies.

It would be a great error to regard this measure as one in which the colonies are exclusively interested, or to suppose that the action which the committee recommend is in response to their solicitations, although such overtures are entitled to most respectful consideration. It was natural that this subject should, at first excite more interest in the colonies, separated by three thousand miles of ocean from the mother country. Their proximity and ease of access to the marts of commerce, could not fail to create a strong desire to remove the barriers which denied them a joint participation in the trade of those commercial centres. The character of their surplus products, contiguous territory, unbroken chains of internal communication, social affinities, and a common language, all combined to strengthen this feeling. With us on this side the line, in the comparitive calm which has succeeded the exciting events of the last few years, the public attention, in various parts of the country, has been aroused, and again directed to this as one of the most important questions affecting American commerce. It is believed that the population upon our Northern and Eastern frontiers, and in our great cities, directly interested in the settlement of this question, greatly exceeds the whole population of the colonies.

At the first session of the present Congress, petitions urging the establishment of reciprocity in trade were received from most of the large towns and cities of the Northern frontier. The sentiment which exists in our great commercial cities may be known by the resolution adopted by the Board of Commerce of New York, which is as follows:—"Resolved. That the Chambers of Commerce of the city of New York recommend to the favorable consideration of Congress, a reciprocal arrangement with the British North American provinces for the free interchange of the natural productions of their respective countries—embracing also, a full and joint participation in the fisheries, and the free navigation of the river St. Lawrence."

Able and elaborate articles in favor of reciprocity, have lately appeared in many of the leading journals of the country, among which we may mention the *North American Review, Hunt's Merchants' Magazine*, and *De Bow's Southern and Western Review*. These publications made in different and distant quarters of the country, are not only indices of public opinion, but exhibit a careful examination of this subject, by political economists and men of large practical experience.

As a further indication of American sentiment, it may be mentioned that an arrangement of reciprocal trade with Canada upon a much broader basis than is contemplated by the committee, was recommend by Mr. Walker the Secretary of the Treasury, under Mr. Polk's administration. And a bill providing for reciprocal trade with Canada, but limited chiefly to leading articles of agricultural production, passed the House of Representatives, in the Thirtieth Congress, and failed to become a law, as is believed, only from want of time in the Senate.

A rapid glance at the resources of the colonies, their capacities for production and consumption, and the causes which already impel them to our markets, is necessary for a comprehension of the advantages which we shall derive from the proposed reciprocal free trade.

Mr. Andrews, in his admirable report to the Secretary of the Treasury, to which the committee are largely indebted for many of the facts and statistics embodied in this report, observes:—

"The population of all the North American colonies now exceeds two millions of souls. As a people, they are intelligent, industrious, and enterprising, and if permitted freely to exercise self-government, would soon assume an equality in commercial activity with the citizens of the United States and Great Britain. Occupying a most extensive country, of an area of nearly five hundred thousand square miles, stretching from the forty-second to the fiftieth degree of north latitude, abounding in forests of the finest timber, and minerals of great value, and with a soil fitted to afford exhaustless supplies of food for man—a country, moreover, blessed with a healthful and invigorating climate; favored with unparalleled facilities for sea, river, and lake navigation; watered throughout by streams which furnish an unlimited amount of water power, and are stocked with the most valuable description of fish; bordered by a sea coast; indented with bays and admirable harbors, which are open to the most valuable sea fisheries in the world; possessing such superabundant resources, and sustained and stimulated by an energy of character which they have inherited with us from a common source, these colonists are destined to become a great and flourishing people, and to exercise no mean influence on the interests of our Northern continent."

Looking at the several provinces, in their relation to the United States, we find the principal exports of Canada to this country are timber, lumber, ashes, animals, grain, flour, and wool. The value of lumber received through the lakes is not less than a million of dollars annually. The markets on the Hudson derive from this source, from one-third to one-half of their supply. The trade in Canadian agricultural productions, with the exception, perhaps, of wheat, flour, and lumber, is confined principally to localities near the frontier, forming the basis of a convenient and profitable exchange. The total exports of Canada to the United States exceed six million of dollars annually, and are wholly paid for by our productions and manufactures, and our imports of foreign goods re-exported to that province. Our present exports to Canada of foreign commodities, such as tea, coffee, wine, segars, dried fruits, hides and sugar, were formerly obtained by Canada through Great Britain; but since 1846, have to a great extent, been procured through the American markets.

The exports of New Brunswick and Nova Scotia are chiefly lumber, coal, gypsum, and fish. They import, in return, from this country, a large portion of their consumption of manufactured and foreign goods, and the principal part of their breadstuffs. In the article of flour they have been among the best customers of the United States.

Newfoundland, although furnishing but few articles of export, except fish, seal-skins, and cod oil, imports from the United States, yearly, over a million of dollar's worth of goods. The exports to the United States from that province do not amount to one-tenth part of that sum. The rapidity with which this trade with the United States has sprung up is illustrated by the fact that in 1827 the trade of Newfoundland with this country was absolutely nothing.

Upon reviewing the statistics of our trade with all the colonies, we find that, during the past twenty years, it has greatly increased, and that already they occupy a position among the best customers of the United States. The total exports to the colonies for the year ending June 1852, were valued at upwards of $10,000,000, exclusive of specie, near one-sixteenth part of our whole exports of goods; whereas the average value of our exports to the colonies for each of the years 1827, 1829, and 1830, was only $3,125,577. Thus, through the influence of the relaxations of former restrictions, which we have before adverted to, the trade has been nearly quadrupled in a period of twenty-two years. What we have gained has been won from our great commercial rival, Great Britain. The total exports to the colonies from Great Britain, in 1840, were £15,385,166; in 1849, $11,346,-334.

The colonists now consume our domestic exports at the rate of more than $2 64 for each individual of the population. The value of colonial products consumed by us is only 23 cents for each person of our population. It is estimated that the population of the colonies doubles every sixteen or seventeen years. At the end of that period, if the same rate of consumption is retained, we shall export annually more than seventeen millions in value to the colonies. But, under a liberal commercial system with this country, the colonists will each year consume less of British and other foreign exports, and more of our own, so that we may safely predict that in sixteen years our domestic exports to the colonies will be from twenty-five to thirty millions, and greater than our present exports to any country in the world except Great Britain. The question to be determined is, whether the whole current of commercial intercourse, now settling in our favor shall receive a fresh impulse in this direction, or whether it shall be checked and perhaps wholly diverted from our shores. Geographical position and daily increasing social sympathies are strengthening the bonds of our commercial alliance. These colonies are the natural outlets of American productions, and of the overflowing returns of our extended commerce. Geographically separated from all other countries, they are commercially united to this country. Separate and conflicting commercial systems, in the position of our continencet, seem to be in violation of the physical adaption of its surface for a commercial union of the people inhabiting it. The grand highways of oceans, bays, lakes, and rivers, which form our Northern frontier, would seem to set at defiance the barriers raised against illegal traffic. Nature thus strengthens the common sentiment on both sides of the frontier.

It would seem to be almost a waste of words to urge the advantages to us of a reciprocal free trade with a people possessing so many common resources and affinities with ourselves, speaking, in the main, the same language, having the same necessities and social and domestic habits, and so situated that the natural products of the one and the manufactures of the other are alike necessary to both.

The great example of the blessings of reciprocal free trade, which we have in the freedom of intercourse between the separate sovereignities of our Union, is alone sufficient to settle the question. To secure this broad basis of commercial reciprocity among the States was one of the prime objects attained by the adopton of our constitution. It is to this freedom of trade among their several sovereignities, more than to any other source, that the United States owe their unexampled commercial prosperity. All the commercial arguments which have been presented in favor of the annexation of any State or territory, will apply to the connection which reciprocal trade with the British North American provinces will effect, without any of the evils of political alliance. We might as well consent to suffer the largest State in the Union to be surrounded with a cordon of custom houses as refuse to break down the walls which separate us from nearly three millions of people.

Yet there are some who, having taken a partial view of this subject, are fearful of colonial competition, or who, timid and apprehensive of evil from any change in the existing order of things, are doubtful if any benefits will follow to this country from colonial reciprocity.

The committee, therefore, propose to discuss the effects which reciprocity, with its kindred measures, will have upon several of the leading interests of the country. to wit:—

First—The trade of our great commercial cities.

Second—The inland navigation and transit trade of the States bordering on the British provinces.

Third—The agricultural interests.

Fourth—The manufacturing interests.

Fifth—The interests of the lake trade and the North-west, as connected with the free navigation of the river St. Lawrence.

Sixth—The Fisheries.

Seventh—The Revenue.

It is now well understood that the prosperity of our great commercial cities is intimately connected with the settlement and growth of the remotest West. The great prize for which they are all contending is the vast trade which is flowing eastwardly, towards the sea, and discharging at various outlets. The trade of the remotest settlements is drawn to the few great centres of distribution by a force as powerful and sure as that of gravitation. The same necessity applies to the colonial trade. The markets of our great cities afford to colonial merchants such advantages for buying and selling that we have only to remove the present restrictions and we shall enlarge the trade to nearly the whole extent of colonial means for paying for their purchases. Not only our own productions, but the returns of our transatlantic trade, which have been purchased with the produce of American labour will flow through our great marts into the colonies. The reason for this is obvious, when we reflect upon the causes which have changed the course of trade from many of our smaller towns, which formerly transacted a considerable importing business. It is well known that, thirty or forty years since, most of our maritime towns, with good harbours, carried on a direct trade with Great Britain, France, Russia, and the West India Islands. The merchants obtained their goods by orders, and were exposed to long delays before they were answered. They were obliged, therefore, to have heavy stocks, which remained a long time upon their hands, and were often unsaleable. These inconveniences led gradually to an abandonment of the importing business by the smaller towns.—This whole business now centres in our few great commercial cities. The merchant now purchases in the great markets, which he visits himself. He there finds large assortments; and, selecting his goods by inspection to suit his customers, in a few days has them for sale on his own shelves. He is enabled to do business on a small capital; for by this system he makes frequent purchases, and keeps on hand a small stock. He makes quick sales with certain profits. These are the advantages which the colonial merchant needs. He also can purchase better by inspecting large assortments than by ordering his goods from England. Great facilities for communication are now open to him. He only needs facilities for selling his goods to make it for his interest to purchase almost wholly in our large cities. The Canadian merchant who sends his flour or lumber to New York, Boston, Philadelphia, or Baltimore, need not take in payment a bill on London, to enable him to purchase in the British market with the proceeds of sales here. The natural course of trade is direct exchange; he will purchase where he sells. The Nova Scotian, who carries wood and gypsum to Boston, will not only barter his cargo for articles of American manufacture, but will often purchase their British goods, notwithstanding our higher duties. By the operation of this barter trade, it is said that the lower colonies are largely supplied with goods from the United States, notwithstanding similar goods, imported from England, can be furnished in the colonies at much lower prices.

The city of Boston will derive great advantages from the increased trade with the lower colonies. This trade is already of paramount importance to that city.

The total foreign tonnage entered at the port of Boston, in 1852, was 1,955 vessels, whose tonnage in the aggregate amounted to 260,758 tons. Of this 1,649 vessels, with a tonnage in the aggregate of 169,294 tons, were entered from the British North American colonies. Thus it will be seen that the clearances of provincial vessels represent a very large proportion of the revenue, labor, truckage, wharfage and storage, incident to the commerce of that city.

The competion of the Portsmouth and Concord Railroad, and of the Atlantic and St. Lawrence Railroad, will enable Portsmouth and Portland—the commercial capitals of New Hampshire and Maine—to share largely in the profits of this trade.

The city of New York will secure a large share of the trade of the rich country of Canada. Through this port supplies of Western flour have been carried to the lower colonies. The value of wheat and flour from Canada, received at New York, in bond, in 1850, exceeded a million and a half of dollars. The value of the same articles exported by sea to the colonies, was a little short of a million of dollars ($957,943). It cannot be long before direct lines of railroad communications will connect the cities of Philadelphia and Baltimore with the great lakes, and a portion of the Canada trade will thus seek these cities. In our great commercial cities there can be but one sentiment as to the benefits of reciprocity.

INLAND NAVIGATION AND TRANSIT TRADE.

Intimately connected with the prosperity of our great commercial cities is that of the lines of transportation, through which the vast tide of wealth ebbs and flows between the cities and the interior. No less than five broad channels have been opened for the transit of the products of Canada towards the sea coast—the Erie Canal, the Champlain Canal, the Ogdensburg and Boston, the Buffalo and Boston Railrods, and the Erie and New York Railroad. To these a sixth will soon be added, the Portland and Montreal Railroad—an enterprise for which reciprocal trade with the British provinces is almost indispensible, and aided by which this road will advance the city of Portland into the first rank of our commercial cities. To these may be added, now in process of construction, the Sunbury and Erie Railroad in Pennsylvania, which, when completed, will unite with the Reading Railroad, thus forming an unbroken line of railroad communication between Philadelphia and the city of Erie, on Lake Erie. And when the Baltimore and Susquehannah Railroad shall be extended to this line, the city of Baltimore will also be connected with Lake Erie at the same point. In this way, both Philadelphia and Baltimore will be enabled to share in the Canadian trade. The total value of our exports and imports to and from Canada, for the year ending the 30 h of June, 1852, was $11,307,029.

The greater part of this trade passed inland through the United States, and a large portion of the merchandise which this value represents, paid tribute to the canals, railroads, and steamboats, of our interior. There can be but little doubt that reciprocity would soon double the revenue which our inland routes of transportation now derive from Canadian trade. This increased trade, together with the rapidly swelling stream from the Northwest, would overflow the present channels and render practicable at least one project which, in the grandness of its conception and future results, is second to few only of our great works of internal improvement. The committee refer to the project of uniting by a ship canal, the waters of the St. Lawrence and the Hudson. It is evident that this work cannot be safely commenced, until we shall secure the future enjoyment of the privileges of the Canadian canals, on the St. Lawrence, or until we shall be relieved from the apprehension that discriminating duties will be imposed by Canada upon American productions. These questions will be settled by the adoption of the proposed measure of reciprocity, and an increase of trade secured, which will demand the completion of this route. It has been proposed to construct a canal near Montreal, of sufficient size to float a vessel of three hundred tons, to unite the waters of the St. Lawrence with Lake Champlain, and to enlarge the Champlain Canal its entire length, to the head of navigation on the Hudson, to the same size; so that vessels of the above named dimensions from any Western lake port, can, without breaking cargo, discharge at the port of New York, or any other port on the Atlantic coast, and thence load with merchandise for the West. By means of this ship canal, the coal of Pennsylvania will be borne to the inexhaustible iron mines on Lake Champlain, whose forest combustible is nearly consumed; and by opening a direct communication with the Western States and the fertile regions of Canada West, this canal will furnish a new market for the iron of Northern New York. Much as the city of New York would gain by a direct ship communication with the great Mediterranean seas of the Northwest, and particularly by obtaining cheap supplies of lumber from Canada, she would be compelled to share with Boston, Philadelphia, Baltimore, and other Eastern cities, the advantages of this enterprise. While Philadelphia and Baltimore would be reached by water communication from Lake Champlain, the railroads from Boston, which reach the lake after crossing Vermont, must divert a considerable portion of the trade, and will gain from the completion of this canal a most important accession to their revenues.

AGRICULTURAL INTERESTS.

Apprehensions have been felt that the proposed measure of reciprocity would injuriously affect some of the leading branches of our agricultural interests. It has been said that it will be an abandonment of almost the only protection which the farmers now receive, and particularly, that the American wheat grower, paying high taxes, will contend on unfavorable terms against the Canadian, who is taxed at a much lower rate. These objections appear to the committee to be wholly unfounded. The warmest advocates for protection defend it, mainly upon the ground that our producers should be protected against the advantages which foreign competitors have in cheap labor and low rates of interest, and that we should be released from the fluctuations of foreign trade. It is obvious that the latter reason will not apply to a trade with our colonial neighbors, having all the firmness and stability, indeed, partaking of all the attributes, of a home trade. There is no material difference in the prices of labor, in districts similarly situated, in the colonies and this country. We have, if anything, the advantage of cheap and abundant capital, and a more dense population. When countries are similarly situated, as to the supply of labor and capital, even those who consider free trade impracticable, acknowledge that protection against each other need have no place in their revenue laws. No protection is needed for commodities which, from the nature of the case, must be produced by different communities at nearly the same cost. In such a case competition may generally be left free, and success will follow superior sagacity and enterprise. Among these commodities political economists rank breadstuffs, and such agricultural products as demand an extensive surface of soil; "for the advantage of cheap land and new soils is balanced by the scarcity of labor and the cost of transportation, while the very state of things which renders agricultural labor abundant and transportation unexpensive, enhances, in the same proportion, the cost of land and the remuneration of the capitalist."

The current of prosperity which this measure will pour into our great cities, and through our works of internal improvement, will not be arrested, until it is diffused through the agricultural districts, upon which they depend. The articles of foreign luxury purchased by the colonists, through the diversion of the trade to our great cities, will be first obtained by the sale of the products of our own agricultural labor. It will be hereafter shown that, through this system, the colonies will become the most important foreign consumers of our manufactures. When they purchase cotton goods and agricultural implements, they purchase in an other form, agricultural products, which have constituted the chief cost of their production, either in the form of the raw material or the manufactured article, or of both. As the proposed measure contemplates the free introduction of Canadian wheat, the effect of reciprocity upon this important article of our own production demands particular consideration. It is obvious that Canadian competition could not effect us injuriously, if we did not raise a surplus of wheat for exportation. But having, as at present, a surplus for exportation, it must be remembered that we have already given the Canadians increased privileges for competing with us in the sale of all our surplus products, in the market of the world, by opening the American canals, railroads and ports, for their exports, under the drawback law of 1846. The fact is that, in the principal markets, Great Britain and the United States stand together, upon equal terms. It is well known that the surplus production thrown upon the markets of the world establishes the price of all consumed. The prices at Marklane fix the prices of wheat both in the Canadian and American markets. It will be remembered that in 1847, when we exported so largely to Europe, the price of wheat and flour in New York rose and fell with the prices in London as surely and constantly as mercury in a thermometer rises and falls with the changes of temperature.

In one important market, the Western wheat growers at present have to compete with the Canadians upon disadvantageous terms.

The lower colonies, Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland, have been among the best customers of American breadstuffs. The market which they have afforded is equal to that of Brazil. Our exports of breadstuffs to these colonies in 1852 amounted to $1,659,285, and to Brazil $1,655,558. The value of our exports of breadstuffs to these colonies for the year 1852, was nearly equal to the whole value imported from Canada. The value of imports, in 1852, of breadstuffs from Canada was $1,677,530. The value of breadstuffs exported to the lower colonies was as above stated, $1,659,285.

In these provinces there are revenue duties on American flour, of from 25 to 75 cents per barrel. In the year 1850, a reciprocal free trade in natural products was established between Canada and three of these provinces. The effect has been that Canadian flour, being subjected to no duty, obtained the preference over our flour. The protection in favor of Canadian flour when sent by the St. Lawrence to Halifax, St. John, and other ports, has already diverted a portion of the trade of these provinces from New York and Boston to Montreal and Quebec. The vessels which take flour carry back sugar, molasses, and other foreign commodities, which of late years had been purchased in New York, which but for commerical restrictions, might be more advantageously purchased in that and our other Atlantic cities.

While the farmers of the West would be benefitted by the free introduction of wheat into the lower colonies, they would gain equally by the effect which the proposed arrangement would have in increasing the consumption and export of another of their most important staples. The principal food of the lumbermen and fishermen—next to the agriculturalists, the most numerous class of laborers in Canada and the lower provinces—is pork. This staple can be produced in Western States, where Indian corn is cheap, at less cost than in any other part of the world.

The impetus which would be given by this measure to the fisheries of the St. Lawrence and the lumber trade of Canada would largely increase the consumption of this article. The value of the lumber trade of Canada in 1846 was estimated at $6,000,000. She must therefore have a large army to support in her forests. The duty charged in Canada on pork swells the price of lumber sent to our Eastern markets, so that actually the Eastern consumer pays the greater part of the revenue collected there on this article, while, to a certain extent, its production in the provinces is encouraged by the continuance of the duty.

It is not improbable that some local and temporary inconveniences may follow from the free competition of provincial products. This is particularly true in respect to the coarser grains.

But to comprehend the effects of a great commercial measure like this, we must look beyond the lines of a town or county, and the temporary derangement incident to any change in the existing order of things.

It is a part of the present American system to invite the freest competition upon equal terms. The New York farmer does no fear the competition of the great West, although it is rapidly filling up by emigration, and by this means the surplus agricultural products, particularly of the States of Illionis, Indiana, Wisconsin, Iowa, and Michigan, have immensely increased within the last few years.

MANUFACTURING INTERESTS.

The rise and progress of the arts and manufactures of the United States constitute an interesting and instructive chapter in our history.—There we see most clearly delineated the narrow and selfish policy of the mother country, discouraging the arts, and preventing the growth of manufactures in her colonies, for the purpose of retaining the monopoly of their commerce, and of perpetuating their state of colonial vassalage. So ruinous was this policy to the colonists, and so keenly did they feel its oppression, that the thirteen North American colonies, which in 1776 declared their independence, proceeded at once, in the first Congress convened under our present constitution, to protect by legislation our infant manufactures, and the preamable of the first revenue law passed declared it to be necessary, among other things, "for the encouragement and protection of manufactures." This policy, thus early commenced, has been continued, though with various changes in its application, down to the present time. Under its fostering influence our manufacturing interests have attained their present position, in which they are successfully competing with the world. It is not extraordinary that a system of protective duties so necessary, in the infancy of our country, to the developement of its resources and the support of its manufactures, against the competition of older, more wealthy, and populous States, should, after an uninterrupted continuance of more than sixty years, be regarded as indispensable to national prosperity. Many of our citizens have been so much accustomed to consider protective duties as the only aid which legislation can impart to industry, that they seem to have overlooked some more practicable, and equally efficient, remedies, which can be applied without violating any principle, or exciting the prejudices of any party. A prevailing error has been to regard the policy of protection by high duties as one based upon abstract principles, instead of being a simple business matter resting upon facts and common sense. The circumstances of a nation may so change, that free trade itself may become the highest measure of protection.

The English nation has found that the policy which nourished her manufactures in their infancy, would have been ruinous to them in their maturity. It was from no sentiment of philanthropy for her starving population, that Great Britain repealed her corn laws, but that, by establishing free trade with her most important consumer, she might enlarge the markets for her productions. When her manufacturers could successfully defy the world, she adopted a policy which would enable them to command the markets of the world. Some of our most intelligent manufacturers, and particularly those of coarse cottons, acknowledge that their difficulty is over-production, and that little relief will be afforded by an increase of duty, which would stimulate production and overstock the market already glutted. They perceive that the most efficient relief will be to adopt, wherever practicable, the system of Great Britain, enlarge the outlets for our manufactures, and secure a more complete occupancy of markets already opened. It is in this point of view that the question of free trade with the British provinces becomes one of the highest interest. The population of these provinces, as stated in their census returns in 1851, is 2,476,548. Nearly three millions of people, who are as large consumers of manufactured goods as any in the world, are at our very side. The Chinese or Brazilians can use only a limited number of our manufactured articles, because the circumstances of climate, habits, and domestic necessities in their countries, differ so much from our own. Here is a people similarly situated in almost every respect as ourselves; they need similar articles of clothing, use the like tools and implements for agricultural or mechanical labor, require similar articles of domestic comfort, and even luxury. The manufactures of the United States, adapted to the peculiar circumstances of climate and soil of this Northern continent, are much better fitted to supply the wants of the colonists, than those even of Great Britain. The colonists manufacture almost nothing, for the policy of Great Britain has been to keep her colonies entirely dependent upon herself for manufactured commodities. It may be many years, even under the more liberal system which now prevails, before the industrial habits of the people can be changed, especially as a sparse population and want of surplus capital will be unfavorable to the growth of manufactures among them.

On the other hand manufacturing industry is now firmly established upon our soil. Our fabrics and wares rival the choicest products of European workshops. Factories are springing up, not only on our Eastern water courses, but in our maritime towns and cities, where steam supplies the place of water power with equal or greater cheapness, and also in the South, where cheap labor and the contiguity of the raw material, with the best sites for manufactures, have raised formidable rivals of Northern industry. The colonies and the United States, from their relative positions, thus become necessary to each other's one desires to consume what the other can supply. We need their markets no less than they do our goods. The question is, how shall these customers, so necessary to us, be secured? It has been well said that "we can command their markets only as we render our own attractive; our best customers will be those who can make the best bargains with us for their own wares." Commerce must be mutually advantageous; that which is most profitable to both parties is a simple barter of commodities. The Canadian cannot profitably bring to us specie or bills—the representatives of value exported to other countries—and purchase American goods. The loss must ultimately force him to a market where he can make a direct exchange. All that is necessary to secure a vent to our manufactures, so necessary to prevent the accumulation of unsaleable commodities, which has often paralyzed the productive energy of our people, is to admit, on free terms, the surplus natural productions of the colonies, which, as has been shown may be done without diminishing the prices in the least, or injuriously aff