

humbly conceive, for the injury done to our commerce and industry by the differential duties on foreign articles imported into this colony...

Table with columns: Articles, Foreign, British, Discrimination. Lists various goods like Beef, Butter, Cheese, Candles, etc., with their respective prices and duties.

On most articles of import not included in the above table, there is a protection in favor of British goods...

As a proof that these discriminating duties impose heavy burdens on us in their operation, it may be added that the amount of duty collected under them last year was no less than £104,555...

Your Committee, however, would wish carefully to guard themselves against a misconception of their motives in making these observations. They deprecate the imputation that these remarks are intended to cast blame upon the conduct of the Mother Country...

The next point which attracted the attention of your Committee was the existence of a duty of 3s. sterling per quarter, levied on American wheat imported into this colony for consumption...

It is acknowledged that this colony raises a large surplus of wheat and other agricultural productions for exportation...

It may, however, be viewed in another light, as having the effect of limiting the supply that could gain admission to the markets of Great Britain...

The last subject, but by far the most important which has engaged the attention of your committee, is the question of the British Navigation Laws...

to the British ship-owner. The following extracts will show how restrictive they are:

- 1. Goods the produce of Asia, Africa or America, shall not be imported into the United Kingdom, to be used therein, in foreign ships, unless they be ships belonging to the country of which the goods are the produce...

But your Committee, averse to employing unsupported assertions, or to creating odium against a class by mere general charges, will select a few instances to prove the fact which they assert, that these laws are highly injurious to the commerce and welfare of this colony...

Table titled 'Rates of Freight current from Montreal to Liverpool in the years'. Columns for 1844, 1845, 1846. Rows for Wheat, Flour, etc.

As a proof that these discriminating duties impose heavy burdens on us in their operation, it may be added that the amount of duty collected under them last year was no less than £104,555...

Table titled 'Rates of Freight current from New-York to Liverpool in the years'. Columns for 1844, 1845, 1846. Rows for Wheat, Flour, etc.

These latter averages are subject to 5 per cent. primage.

Table titled 'Recapitulation of the above average of Freight'. Columns for From Montreal, From New York. Rows for Flour, Wheat, etc.

Your Committee in submitting these tables, do not intend to imply that the rates of freight would be equalized from Montreal and New York respectively, by the abrogation of the British Navigation Laws...

The manner in which these laws, in connection with the differential duties, cramp our trade with foreign states, such as the sugar producing states of Cuba, Porto-Rico, and the spirit and wine producing countries, such as France, Spain, and Portugal...

Our supplies of Muscovado Sugar are now chiefly derived from the Spanish Islands, but by the Navigation Laws on which we are animadverting foreign commodities can only be imported in British ships or ships of the country where the goods are produced...

It is acknowledged that this colony raises a large surplus of wheat and other agricultural productions for exportation...

The last subject, but by far the most important which has engaged the attention of your committee, is the question of the British Navigation Laws...

It is not for your Committee to trace out the probable causes of the comparative cheapness of United States over Canadian vessels. The duty is accomplished in calling the attention of your Board to the necessity of petitioning for the repeal of the laws which occasion the evil...

No goods shall be exported from the United Kingdom to any British Possession in America, except in British ships. No goods shall be carried from any British Possession to any other British Possession, nor from one part of any such possession to any other part of the same, except in British ships...

Why should Canada be thus limited to the use of British vessels? What equivalent in trade does England now afford to compensate her for that injurious restriction? None, absolutely none.

But your Committee, averse to employing unsupported assertions, or to creating odium against a class by mere general charges, will select a few instances to prove the fact which they assert, that these laws are highly injurious to the commerce and welfare of this colony...

The repeal of the Imperial Differential Duties. The repeal of the 3s. frontier duty on American Wheat.

MELANCHOLY.—Two labourers employed on the St. Lawrence Canal, at Mariatown, met with a sudden death there last week. It appears that they were in the act of undermining a bank of earth, when the large baron fell and crushed them to death.

DREADFUL OCCURRENCE. A destructive fire and the loss of life, occurred at Markham, the 2nd concession, on the 8th instant. The Dwelling-house of Mr. David Leake, a highly respectable farmer, one of the original settlers in those parts, burst into flames about two o'clock that morning.

The Caledonia was telegraphed at a quarter before 11 o'clock, yesterday morning, thirty miles out, and arrived at her dock at 1/4 before 2, making the passage in 1 3/4 days, and bringing ten days later intelligence from all parts of Europe.

The Caledonia brought 105 passengers from Liverpool to Halifax, left 21 there and took in 23 additional for Boston. Total, 128.

The infant Princess was christened with great pomp on the 25th of July, receiving the name, or names, of Helena Augusta Victoria. The Court newsmen take great pains to impress on the minds of the people that the first named of the Princess, with the accent on the first syllable, and not Helena, as some utter it.

The London papers announce the death of Sir George Murray, late Master-General of Ordnance. A very severe storm has passed over and around London, doing much damage in every direction.

The proceedings of the British Legislature, since the last arrival, present nothing of striking interest except the success of the new Government proposal for the settlement of the agri-question, which was carried through this preliminary stage by the large majority of 295 to 135—almost two to one.

The weather since our last has been variable. Several brilliant days there have been, succeeded by thunder storms and showers, and by the latter the crops in several parts of the country have been beaten down and injured.

This unfortunate occasion, the victims not having been sent out, he went into the pantry for the purpose of helping himself, and the demon of drunkenness employed his hand to immolate a valued and useful life, and the property of his own best and dearest friends.

PORT ROBINSON, 17th August, 1846. We were visited by a heavy shower of rain yesterday, accompanied by thunder and lightning, a little after two o'clock, P. M. During the height of the storm the lightning struck a barn belonging to Mr. John Ramsden, near this village, and almost instantly the whole barn was enveloped in flames.

Harvest is now nearly over and the crops in this part of the country, as we have from time to time reported, are generally abundant and for the most part well got in.

On the 24th of June, in the House of Commons, Mr. Miles, of Bristol, moved for a select committee to inquire into the circumstances connected with the granting of the present contract for the conveyance of the mails from England to Halifax and Boston, and also into the circumstances connected with the granting of any new, or the extension of the existing contract for the same purpose.

Mr. Goulburn, in behalf of the late Ministry, explained. In 1839 an attempt was made to establish a communication by steam across the Atlantic. At that time no second party put in tenders. Altered two tenders were put in by the St. George's company and the Brussels company, neither of which fulfilled their contracts, and their tenders therefore fell to the ground.

Mr. Cunard made a proposal to convey the mails from England to Halifax and Boston, and also to Halifax and Nova Scotia. At that time no proposal was made by any other party. Three vessels were then employed in conveying the mails, and shortly after it was found that three vessels of 300 horse power were not sufficient, and that four of 400 horse power would be necessary.

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inglis; but some of their stock arguments were abundantly handled by all the opponents of the Government scheme; though more reliance was placed on the very opposite class of arguments in the planter interest. Pure anti-slavery was clearly a discount.

The West Indians contributed an interesting share of the discussion. They may be divided into three sections. One, for whom Sir John R. Reid spoke, cried out in utter alarm at the scheme; but this section was in a minority. Another, with Mr. Philip Miles, deprecated exposure to competition, but much more emphatically insisted on compensatory measures; thus not denying the political necessity, but rather implying an admission of it.

Opposition was expected from the East Indians, as new sugar-producers, to whom protection had been promised by implication; but on their part Sir James Weir Hogg betrayed no alarm. Indeed, they are in no bad position; nothing has been taken from them, as from the West Indians; they have abundance of labor; and they have consumption in India itself which promises to increase as fast as the supply; so that they are not dependent on protection.

The liberals took no separate ground. Mr. Home, who is understood to have West Indian connections, spoke out stoutly for free trade—free trade—free admission for colonial produce, free trade in labor.

On the whole, the debate was satisfactory; the House of Commons thoroughly adopted, in the new branch, the principle of free trade; at the same time, there was a prevalent disposition to render ample justice to the colonists; and there was a very intelligent view of party relations.

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four continue to arrive from the United States and Canada, which keep down prices of the trade inactive.

The money market has fluctuated but not since the falling of the last market, and the adoption of the division of the House of Commons, which subject of the House of Commons, which subject of the House of Commons, which subject of the House of Commons...

The Mexican exchange has been a subject of present critical state of affairs, and the subject of the Mexican exchange, which subject of the Mexican exchange, which subject of the Mexican exchange...

There is not much business in the profitable districts, and the business in the profitable districts, and the business in the profitable districts...

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