

flies will not light on the articles washed. This may be used without apprehension, as it will not do the least injury to the glasses.

## The Politician.

From the St. John New-Brunswick.  
FREE TRADE.

We insert the following letter from an intelligent correspondent on a subject which is attracting a considerable share of attention, and although differing on some points, we believe that his suggestions are worthy of a perusal:

Boston, June, 12, 1848.

Being well assured that you have always the best interest of the province of New Brunswick in view, and that in order to come at the truth of any question which is before the public, you are willing to give a hearing to both sides of the argument, although at the same time you may have taken a stand, on what, in your opinion is the true basis, I beg leave to offer a few observations on the movement lately set on foot in Saint John to bring about what is called a reciprocity of trade between New Brunswick and the United States. Before taking any notice of my text, I will venture a few remarks as my opinion, in reference to the vexed question of Free trade vs Protection. Solon who flourished five hundred years before Christ, on being asked which is the most perfect government? said, 'That where the least injury done to the meanest individual is considered as an insult on the whole community.' A maxim of political morality which has never been exceeded by any man since his time. And this should be the object of every measure emanating from a representative government. Now, I firmly believe that unrestricted trade, carried out to its fullest extent, by every nation, one with the other, would be productive of the greatest possible good; as no undue advantage would then be held by any one class of men over another—every one would be on the same footing—and superior knowledge and industry would be the only means of climbing the rugged path of distinction and wealth. Take one nation or community for example. If one class of business is to be protected by law, all others should be; and if you protect the mechanics, you should protect the professions in the same ratio. And if you protect the trades and professions, the whole weight of the tax will fall upon the poorest of the poor—the labourers—and they ought to be protected as well as the others. Well, if justice is to be taken as the rule, all ought to be protected; and if all are protected there are no protection at all, and they would be in the same position as they were at first—that is Free Trade, or a perfect equality. The same example will hold good with respect to any two nations who trade with each other. If one nation from selfish motives will shut out the manufactures of the other, the nation so shut out, must in justice to her own people, retaliate in the same manner, to preserve an equality, and then they will be in precisely the same position as if they had Free Trade. But if the nation so shut out persists in allowing her antagonist's products to be imported free of duty into her territory, it naturally follows, (the balance of trade not being maintained) that, not being able to pay for these imports by products of their own, her mechanics and operatives will be obliged to leave their country from want of employment; and if this ruinous one-sided free trade system is kept up, she will eventually become a bankrupt. This is exactly the present position of New Brunswick, in regard to her trade with the United States. She has allowed the Americans, for years past, to enjoy an almost unrestricted trade on her side, while they have placed such heavy protective duties on her staple products, as amounts to almost a prohibition, and the consequence has been (and still is) the banishment of her mechanics and manufacturers. This is one great reason why the prosperity of New Brunswick is at a stand still, and so far behind her Democratic neighbours, possessed as she is, at the same time, of resources and latent wealth, equal, if not superior to any of the New England states. The potent cause of all this misfortune to the mechanics and manufacturers of New Brunswick, as I have said, is this one sided system of Free Trade, which has been carried on for years, and still kept up through the influence of that mighty interest, the Timber business.

It is high time, now, for the manufacturers and mechanics to bestir themselves, and look out for their interests. Brother Jonathan, ever on the look out to get the upper hand of his neighbours, has just now laid another trap to gain a little more of the balance of trade in his favour. A bill has been reported to Congress by the committee on trade, its object the admission of certain articles into the U. States from Canada free of duty, provided the same articles shall be admitted into Canada from the United States on the same footing. These are the articles:—Grain and breadstuffs of all kinds, vegetables, fruits, animals, hides, wool, tallow, horns, salted and tresh meats, ores of all kinds of metals, timber, staves, wood and lumber of all kinds. With the exception of the breadstuffs and meats, your readers will perceive they all come under the head of raw materials. On the strength of this proposition the timber interest of St. John got up a public meeting in order to petition Her Majesty's Government to take such steps toward the Government of the U. States as will include New Brunswick

in the arrangement. Now, of all the articles above enumerated, how many of them would be articles of export from New Brunswick? None, except the last mentioned—wood and lumber of all kinds—and that must be manufactured. All the others they import at present from the United States. On the other hand, the U. States would export all the others, with the exception of timber.

Under these circumstances, I would suggest the propriety of the other classes of the community also calling a public meeting, with a view to concoct measures for the protection of their interests; and in their deliberations let them bear in mind the maxim of that celebrated philosopher, which I have quoted in the first part of this letter. If they only make a right use of the reason with which their Creator has endowed them, they will perceive that the only means by which the good of the whole can be effected is Free Trade—or an interchange of commodities, untrammelled by protective or prohibitory duties. But if the parties with whom you trade are not willing to allow you the same privileges which you tender them, place yourselves on an equality with them by shutting out their products in the same ratio.

A NEW-BRUNSWICKER IN BOSTON.

Montreal Herald, June 10.

### WHY SHOULD WE NOT HAVE A LINE OF ATLANTIC STEAMERS TO THE SAINT LAWRENCE?

While the Americans are passing their retaliatory postage laws, to obstruct the course of British and Colonial correspondence by their routes, it is well worth considering whether it would not be possible to establish a line of mail steamers to our own waters. We think that no good reason can be alleged, why Quebec, or if Lake St. Peter were deepened, Montreal should not be made the western termination of a line of packets. It is obvious that our inland navigation presents greater facilities for the distribution of passengers and goods, than that of any port on the continent. The waters of this succession of lakes and river enter the ports of seven of the States of the Union: New York, Pennsylvania, Ohio, Michigan, Wisconsin, Illinois and Indiana are all washed by the waves of an inland sea, of which Montreal is the Gibraltar.—Instead of five or six transshipments with as many petty vexations and pecuniary charges, at each change from railway to steamboat, from steamboat to trackboat, and from trackboat to stage wagon, one vessel takes the traveller, his family, his hand-boxes, and carpet bags to the place of his destination. His voyage is on the bosom of the noblest of rivers, and most expansive of lakes, and he reaches the farthest port on Lake Michigan in about six days. It is true that at present these distant States do not furnish the same number of Atlantic travellers whether on business or pleasure, as the more populous and richer States near the Atlantic seaboard. The country shop-keepers of these rich agricultural districts will, however, soon become wholesale merchants. Every day adds to the accumulation of their capital, and the demand for their merchandize. Who can doubt that such a country will afford ample business for a line of steamers?—It is little more than seven years since the Cunard line first began their twenty-one trips a year.—There are now enough steamers to make seventy-three trips each way in the twelve months, and a line is about to be established in the distant port of New Orleans. Is it not evident that a large portion of the increased business, which gives occupation to these noble craft, must be found in localities naturally pertaining to our system of navigation, and that can be reached more readily from our ports, than from Boston, New York, or New Orleans?—No one can doubt that such is the fact. It remains then to be seen whether there is anything in the salt-water voyage, which should prevent passengers and shippers from availing themselves of these fresh water facilities. We believe it requires only a few moments' consideration to convince any one that there is nothing to prevent them. After making the allowance necessary to carry a vessel clear of the southern end of Newfoundland, it will still be found that the distance to Quebec from Liverpool is three hundred miles, or about a day and a half's sailing, less to New York, the distance to the first place being 2,700 miles, and to the last 3,000. Here, then, is a saving of about ten per cent upon the distance, the time, and of course the cost of the voyage. We shall be told that the difficulties of the Gulf and River Navigation, and the rate of insurance, will so much outweigh these considerations as to render them unavailing. This we take leave to deny. The difficulties of the Gulf and River navigation are felt by sailing vessels, and by sailing vessels only. On the ocean a vessel can always make some way by traverse sailing. If her course be west though she may not be able to make a west course, there are but three chances out of thirty-two, that the wind will be so unfavorable as to prevent her from making as much westing as she makes northing or southing—in other words, that will prevent her from making something like sixty miles of her true course for every hundred miles she sails. In a river or on a coast she can make no progress, or next to none unless she can sail her true course. To divert is destruction on the shore. It is this that makes our shorter voyage occupy more time than that to New York. A steamer, whose course is not dependent on the elements, goes in all cases directly to the point she desires to reach. She is not therefore impeded by that which absolutely stops her less favored consort.—She can run a hundred miles of the lower St. Lawrence as easily as she can accomplish the

same distance on the Atlantic—she can do so more easily; inasmuch as she has, or can usually obtain, under one or other shore, the smooth water so desirable for the useful action of her paddles. Nearly the same reasons apply to the perils which enhance insurance. The very length of time during which a sailing vessel is exposed to the danger of our gulf must increase the rates that would be remunerative in the case of a vessel, subjected to them only for a tenth part of it. But there are other reasons well known to a seaman, that tend still farther to diminish a risk of this nature on a vessel propelled by mechanical means as compared to one dependent on the wind. The latter finding herself in danger is unable to extricate herself. She often goes ashore, with the full knowledge on the part of her commander of the fate that awaits her. He exerts himself through the long hours of a night to save her, but without effect; while the steamship captain has a power at his control, that enables him to avoid wreck, the moment he finds himself in a dangerous vicinity. We might go on with this comparison, and show still more clearly how many of the difficulties, formidable in the way of sailing vessels approaching our ports would entirely disappear before steamships. We think, however, that we have said enough to convince any one, that but a few years can elapse in the natural course of events, before the St. Lawrence is regularly ploughed by these messengers of civilization. Their advent may perhaps be hastened by a true estimate of the good they would produce, and of the want of any insurmountable obstacle to their establishment.

## Colonial News.

Canada.

Quebec Chronicle, June 14.

The Montreal papers this morning contains a memorial from the Board of Trade of that city to the Queen, praying for a repeal of the Navigation Laws and the free navigation of the St. Lawrence. One of a similar nature from the Quebec Board of Trade, was yesterday forwarded to His Excellency the Governor General, for transmission to the Imperial Government.

*Our Climate.*—Since the thunder storm on Sunday last, we have had a temperature more suited to the latter end of October than to the middle of June and within a week of the longest day. We have had a winter extraordinary for its mildness—and so far as present appearances enable us to judge, we are about to have a summer equally as extraordinary in character. Upon the whole, we think 1848 bids fair to be among the most remarkable years the world has seen—while the people of the eastern hemisphere have their political revolutions, we in the western have our elementary ones, and like them, partial in their influences. For example, at Quebec, as we have already stated, we have a temperature suited to autumnal or early winter weather—thermometer on Monday only 11 or 12 degrees above freezing; at Montreal same day, weather fine, thermometer 60 degrees; again, at Kingston on the 1st inst., we are told that one of those curses to Canada, a June frost had occurred. It did an immensity of damage, says the Kingston Whig. Whole fields of potatoes were cut off; what corn was up was totally destroyed; fruit trees were blighted; and large quantities of garden stuffs were irreparably injured. It is yet sufficiently early in the season to sow and plant potatoes and corn again, but the injury to the fruit trees cannot be made good. Making mention of fruit blossoms reminds us of a singularity in the present spring. No one in these parts has yet seen a plump or green gage blossom. And again, the Hamilton Spectator, published 223 miles farther west, tells quite another tale. There they have had no frost whatever, for several weeks, and so far from the fruit being injured, the trees are already beginning to bend with the young crop. Apples, plums, cherries, peaches and pears will be abundant—and the trees were never seen to be more heavily laden. The fields present an equally pleasing appearance. The wheat looks magnificent, and corn and potatoes appear strong and healthy.

Montreal, June 13.

*Flour.*—The market to-day has been dull, the advance in freights tending to check transactions. We hear of a sale of superfine extra mixed at 24s 7½; a small lot of fine inspected, at 24s 6d; and superfine from Fall wheat, at 24s 9d. Some holders ask higher rates. Wheat 5s. 6d to 5s. 7½d. Ashes without change.

Quebec Chronicle, June 15.

It was our intention to have given in full from the Montreal papers a memorial of the Montreal Board of Trade to Her Majesty the Queen, and a corres-

pondence arising therefrom, between the Hon. Mr. Sullivan, Provincial Secretary and Mr. F. A. Willson, Secretary to the Board of Trade; but the news from England crowds so fast upon us that at present it would be next to impossible to do so. The memorialists desire that they should be relieved from any restriction which may exist for the benefit of the British Shipowner, and that the navigation of the St. Lawrence should be free. However they urge their suit in a rather objectionable manner, they say,—'it is manifest to your memorialists that a commercial union of the most intimate character will be produced between the United States and the Colony,—the inevitable result of which would be to dissolve the ties which connect her with the Mother Country—a consummation which your memorialists would deeply deplore.' Mr. Sullivan says, the Governor General 'observes with regret an expression in the memorial which the Board of Trade has requested him to forward, to the effect that should the River St. Lawrence not continue to be the great highway for the commerce of Canada, a commercial union of the most intimate character will be produced between the United States of America and this Colony, the inevitable result of which would be to dissolve the ties which connect the latter with the Mother Country.'

That this expression should be used at a time when the only remaining protection existing in England is afforded to Canadian trade, and after so many demonstrations of the disinterested desire on the part of the Imperial Government to make the connection of Canada with the Empire beneficial to the colony, is a ground of surprise, and disappointment to His Excellency.

Mr. Willson replies:—

'I am instructed to say, that while it would be a cause of sincere regret to the Council that any objectionable expression should emanate from them, they consider it to be their bounden duty, as it is their undoubted right, respectfully but unequivocally to declare to the Queen Lords and Commons of England, the baneful consequence which, in their opinion, must ensue from the abandonment of the protective policy of the Mother Country towards the Colonies, unless promptly followed up by remedial measures to compensate for the loss of that protection consequences which, as pointedly stated in the Memorial, the Council would deeply deplore.'

'It is true that a small remnant of protection still exists in England, not as you say in favour of Canada only, but also of Nova Scotia, New Brunswick, the West Indies, and other dependencies of the Empire. The Council, however, cannot recognize in this any valid reason for withholding the free expression of their opinion on the subject.'

The Montreal Herald of yesterday has a full report of the speeches delivered at the meeting in favour of the Repeal of the Navigation Laws, held in that city on Tuesday evening last. The meeting was attended by not only the principal merchants of the city, but also at one period of the evening by about 1500 or 2000 of the inhabitants. The resolutions, which we published in yesterday's Chronicle, were unanimously adopted.

Quebec Gazette, June 19.

*Ship Fever.*—The Revd. WILLIAM THOMPSON, of the Church of England, the announcement of whose death appeared in the Gazette of Saturday morning, has been this year, the first victim from among the clergy of Canada, to typhus fever contracted in attending on the sick emigrants at Grosse-Isle. The following particulars concerning him are taken from the Mercury of Saturday evening:

'The deceased clergyman was a man whose loss to the Church will be severely felt, and many circumstances connected with his sojourn in Canada are peculiarly painful. We are informed that in early life he was an officer in the British Navy. He came to this country with his wife and several children, and shortly after his arrival here was bereaved of the former and all his children save one. This child had been sent home, but was recently sent for, whether on its way or not we do not know. Wishing, with the feelings of a father, to welcome and enjoy the society of an only child, Mr. Thompson volunteered to be the first on duty at Grosse-Isle this year. He has not seen his child—having been summoned into the presence of his Maker.'

New Brunswick.

Fredericton Head Quarters, June 21.

Loss of a Steam Ferry Boat.—The