

number of arrivals from our possessions in North America, notwithstanding a great increase in the size of the vessels, had not diminished.

With South America, as with our possessions in the North, the commercial intercourse of this place does not commence at a very remote period. A contraband traffic was, indeed, very early carried on, but **the** regular intercourse with all the ports on the eastern and western shores dates with the beginning of the present century. A treaty having been effected between Great Britain and Brazil, the cotton which we had received indirectly for many years, then began to arrive at once from the original port of shipment, and rapidly increased in quantity till 1820. Though it has been stationary since, the amount of produce generally has materially increased ; being swelled by the large supplies of sugar bonded in the warehouses of Liverpool for re-exportation in the raw or refined state. These, during 1819, were but 1800 chests, while last year upwards of 16,000 chests and barrels, and 137,700 bales of cotton were imported. The returns to Brazil consist chiefly of manufactures in their most finished state, and a great part goes from Liverpool. The trade with Buenos Ayres and Monte Video seems to have commenced with the Brazilian. Upon the separation of these colonies from the mother-country in 1808, the fetters that were placed upon their commerce were shaken off, and they began to export their valuable domestic products—hides and tallow—and receive our manufactures in exchange. In 1819 the hides imported numbered 125,000, and in 1823, 410,000. But of late years, the internal convulsions of rival republics, and the blockade by the French of the River Plate, has seriously affected their once flourishing trade. Doubling Cape Horn, a valuable traffic is carried on with the towns on **the** western coast, principally to Valparaiso and Arequipa. Altogether the number of vessels engaged in the South American trade, which amounted in 1822 to about 190, now averages 230, of 45,000 tons burden,

The last branch of the commerce of Liverpool, though extensive and valuable, has not been pursued more than twenty-five years ; it is the trade to the East. Her merchants were, by the operation of the East India Company monopoly, long prevented from entering this extensive field of enterprise ; and when it was opened in 1814, they eagerly seized the opportunity afforded them. Five years afterwards **they** had thirty-eight vessels engaged in the traffic, and besides other **valuable produce, imported 62,000 bales of cotton.** For some years **this measure of prosperity declined, but its subsequent** restoration was

very rapid, Excluding the imports from Mauritius, the supplies of sugar have trebled within a few years, as also those of hides and spices. Cotton has varied with the different favourable or unfavourable seasons, but the average exhibits a large increase. During the past year, seventy ships arrived from the Mauritius and our East Indian possessions, bringing, besides dyes, stuffs, and spices, as follows :-174,000 bags of sugar, 58,000 of saltpetre, 75,700 bales of cotton, and 443,000 hides.

Foremost in its importance, and earliest in its origin, is the Irish trade. We have seen that it constituted the chief share of the limited commerce of the port, at a period when foreign intercourse was unknown, and even that coastwise and small in extent. Accounts of the great progress it had attained so early as 1641, appear in the *Treasure of Traffic*, by Lewis, published in that year, in which work mention is made of its being a great market, in which Irish merchants disposed of their linen-yarn ; and the rising trade between the two countries was firmly established by a number of the latter settling in the town. The earliest records of the actual tonnage engaged in this traffic, are of the date of 1759, when 327 vessels, of 15,777 tons burden, arrived from Irish ports. In 1788, this number had further extended to treble its former amount ; and at the commencement of the present century, it exceeded 1,300. In 1820, 2,162 vessels were entered inwards, and the value of agricultural produce received was very considerable. But the great era in the history of this branch, commences with the introduction of steam -vessels in 1820. Previously, most of the cattle imported into England, were landed at Holyhead, and driven through Wales to the different markets ; but the ease, facility, and cheapness of the new mode of transport, effected a total change. In 1831, 400,000 head of cattle were entered, of the value of £1,766,000, with other agricultural products, such as flour, meat, eggs, &c., making the total amount five millions sterling. Six years afterwards, the cattle alone were valued at £3,397,000, and numbered 934,000 head ; and during 1839, exhibited a further increase, namely, to 964,000, worth £3,500,000. With other articles, the trade scarcely falls short of seven millions per annum, and now employs twenty-five to thirty large steam-vessels, and more than 400,000 tons of shipping.

The coasting trade is scarcely of less importance, though more limited in value. It extends to all parts of the island ; to the eastern, from which it conveys grain and malt ; from the southern, the clay of the potteries ; and from the north, their kelp, timber, and agricultural products; while it supplies these in exchange with the salt, coal, and

lime, so abundant in Lancashire. In 1764, this traffic had become very considerable, and the arrivals were **776** in number. In the year 1818, there were entered inwards 2,960 vessels ; and in 1823, 3,580. A portion of this belongs to the intercourse with the Isle of Man, which, though of limited extent, has sent no mean share of domestic products for many years. In 1830, more than 5,000 vessels arrived ; and from the returns in 1839, this rapid increase showed no abatement.

The intercourse between Liverpool and northern Europe was long of slow though steady growth ; a circumstance well accounted for by the very superior natural position of the ports on the Thames and the Humber. The import of Baltic produce in 1770, was very small. The hemp was but 600 bales and bundles, and the tallow two casks ! In 1815, the former had increased to 3,300 tons, the latter to 9,400 casks, and, in 1823, to 16,000, the tar being 12,000 barrels. During the last year, the number of European arrivals was 1,376, and the principal products, exclusive of corn, wax, tallow, hides, hemp, dye-stuffs, and fruit, the tallow alone numbering 39,000 casks. Under a more unrestricted system, the increase in this trade would have been even greater than at present ; corn, timber, and ashes cannot be imported save at heavy duties.

The enterprising spirit of Liverpool merchants soon out-stepped the bounds of the European continent. Prevented by legislative enactment from any traffic with the eastern, they explored the harbours of the western hemisphere, from the cheerless snows and icefields of the **Arctic** circle, to the stormy seas round Cape Horn itself, and aided by the commercial spirit of the hardy descendants of the pilgrim fathers, they opened up a trade which, in 1764, employed 150 vessels. During the war of independence, some decline took place, but upon **peace** being restored, a great increase was manifested. In the mean time, a mighty cause was in operation, destined to effect an immense **change** on the face of this branch, as well as that of the whole commercial world. The genius and skill of man developed the mighty **power** of the steam-engine and spinning jenny, and the nation that had carried her arms to every part of the globe, healed the breach she had made with the arts she created. At this juncture, with the means called into being of consuming an immensely increased quantity of cotton, America discovered her capability of affording a supply. Minute quantities of this staple had been brought into this country as early as 1770 ; but the curious fact stands on record, that in 1784 an **American** vessel, with eight bales of cotton on board, was seized,

it being suspected that they were falsely entered. Thirteen years afterwards, the invention of Whitney did for America what that of Arkwright had done for England ; and the amount of American cotton received has since been on a ratio of increase as rapid as that of the manufacture. In 1790, it was 50 bales ; in 1800, 24,138 ; in 1810, 199,220 bales ; in 1821, 271,000 bales were imported, and 772 vessels entered inwards, of 215,500 tons burthen. Two or three years before, the first attempt was made to establish a line of packets, which sailed once a month to and from New York, The number and efficiency of these splendid vessels has been since constantly increasing, and their superior accommodations, gentlemanly commanders, and safety in all seasons, are universally known and appreciated. Save in one or two instances, excluding the unfortunate catastrophe that befell the Pennsylvania during the memorable hurricane in January 1839, casualties attended with loss of life have been unknown. Six packet-ships now sail every month 'for New York, and two for Philadelphia, and the trade between England and the United States is the most important in the empire, employing a large number of our population in every department of manufacture. The exports of manufactured goods in 1836, of which by far ' the greatest part was shipped. from Liverpool, was more than 1-5th of that to all parts of the globe, of the declared value of upwards of ten millions and a half sterling ; and the import of cotton wool into Liverpool in 1838 was 1,328,000 bales. Recently the advantages of steam-navigation have practically reduced the distance between the two countries, and the benefits it has indirectly conferred in the social intercourse of such nations has been considerable.

Side by side with that commerce, whose rapid progress we have been retracing, sprang up, the West Indian trade, and interwoven with it that inhuman traffic which has, in violation of humanity and justice, been carried on by nearly every nation in the Christian world. Of the African slave-trade Liverpool long possessed the largest share. At first the 'exports to the West Indies were direct, and consisted of manufactured goods, large quantities of which were by this channel smuggled into the Spanish possessions of America. But the, single vessel which in 1709 sailed for Africa was followed by yearly increasing numbers, and in 1765 eighty-six vessels sailed by this route to the West Indies, and conveyed 25,720 slaves, returning with 10,000 hogsheads and casks of sugar. In 1780 both London and Bristol were exceeded, and thirty-two vessels sailed for the coast of Guinea, and

during the last year that this trade was allowed, the number had **reached to** 126. Though some falling off was experienced in the import of West Indian produce, during following years, it afterwards increased in a greater ratio than before. In 1823, the sugar was 46,000 casks, and notwithstanding the active competition of that from the East Indies, in 1834 it was 50,000. The peculiar circumstances connected with this portion of our empire during late years, have, as **might be expected**, occasioned some defalcation.

The **other branch** in this united trade, though considerably **diminished** in amount, did not by any means become extinct. It was established, indeed, on a sound and healthy basis, and if not so profitable to the merchant, it was not only freed from the moral taint it previously possessed, but considerably benefited the natives of the **African continent**, in the markets it opened for their natural products. **Palm oil became the** chief article now imported in exchange for our manufactures. In this trade in 1838 and 1839 thirty vessels were employed, carrying 14,000 tons, besides ebony, gum, bees'-wax, &c.

The **opening of** the trade to Canton in 1834, was followed up by **the despatch** of several vessels to China, the first arriving during the same year. In 1836 the arrivals were twelve in number, and during 1838, before the present interruption of that trade, the tea imported exceeded 4,000,000 lbs.

The intercourse between Liverpool and Australia exhibits a degree of **prosperity** commensurate with that of the colonies of that immense region of the globe. In 1808 only three vessels were engaged in the **trade**, and the returns were few -and unimportant. Shortly afterwards the wonderful facilities of the colony for grazing, and the fine qualities of **the wool** grown there, began to be developed. In 1820 a great **addition had been** made to both exports and imports ; and during the last few years the proportion of wools exported from the colony to this port **has** been on the increase. The number of arrivals from Sydney, **Van Diemen's Land**, and South Australia last year was twelve ; and the average quantity of wool imported during the last **three years has been** nearly 6,000 bales, or 2,400,000 lbs. weight.

In the brief notice we have given of the Irish branches of the Liverpool trade, we have alluded to the introduction of **steam-navigation**. It was in the year 1815 that the first steam-vessel plied on the **Mersey** as a **ferry-boat**. The rapidity and certainty of the new mode of transport were such, that channel **navigation** soon followed, and the City of Dublin Company and the **mail steamers** soon converted, to

use the words of MF. Sheil, “the Irish Channel into the Tweed.” Scotland, the birth-place of the invention, was similarly connected with this **town** ; and ever since, the number and efficiency of the steamers has been increased, particularly those of the Clyde. **At** present, the power of these splendid vessels averages 300 horses each, and the voyage between Greenock and Liverpool has frequently occupied less than sixteen hours. Recently a line of iron steamers, of great speed and exquisite proportions, has been established, making six vessels employed in the trade. The Irish steamers are more numerous ; twenty vessels are employed in the conveyance of goods and passengers to and from -Belfast and Dublin, and the passage between the latter and the **Mersey** has been accomplished under ten hours. Numerous vessels **sail also** for other Irish ports ; Cork, Waterford, Londonderry, &c., making a total of fifty to sixty sailing every week. Taking into account those lying in dock unemployed, there are not fewer than a hundred steam-vessels connected with the port, a great number of which could, upon any sudden national emergency, be converted into vessels of war. Recently the introduction of ocean navigation has opened up new sources of prosperity to the town, in the resort of the largest class of vessels to her convenient docks, and **skilful** engineers for the construction and fixing of their massive machinery.

viewing the rapid advance of Liverpool in her wealth and **commercial** prosperity hitherto, the inquiry is a natural one, whether it will continue in future y-ears the same rate of progress ? If such should be the case, the time is not far distant when it will outvie, in its foreign trade, the metropolis itself. **At** present the superiority of the last is not so much **real** as apparent, the Custom House receipts being no correct criterion of the difference, from the circumstance of high duties being paid on many of the articles imported into London, such as silk and wines, and comparatively moderate ones on cotton, timber, &c. so largely entering into the commerce of Liverpool. **In** the meantime every circumstance conspires to extend the trade of the latter. Her physical resources are inexhaustible. The splendid estate of the dock trustees, yearly increasing in value, is sufficient to extend dock accommodation to any required extent ; and the very moderate expense of discharging and taking in a cargo in this port has been added to the new and commodious channel to the sea that has been lately opened. **Lastly, with** her **skilful** engineers, and fortunate position as the **outport** of a county abounding in mineral fuel, she holds the sinews of that mighty power which is extending its conquests over

the wide world, walking the waters through storm and calm, and* bridging the Atlantic itself, gliding over the peopled plains of the old world, through the eternal forests of the new ; and, as it passes along, scattering in its train civilized man, - his energies guided by Christian knowledge, and by his expanding wants and rational desires.

Table, showing the Increase in the Trade and Custom-House Revenue of the Port of Liverpool, from 1565 to the present time.

Date.	Vessels belonging.		Arrivals.		Gross Custom House Receipts.	Dock Dues.
	No.	Tonnage.	No.	Tonnage.		
1565	12	275				
1618	24	462				
1650	15	300				
1701	102	8,619				
1716	113	8,386				
1720	...	.....	500	.....	.....	810
1733	...	.....	.....	.....	92,400	
1750	220	19,176	900	.....	216,000	1,650
1760	230	24,295	1,245	.....	248,000	2,330
1770	323	35,586	2,087	.....	232,000	4,203
1780	...	.....	2,261	.....	188,800	3,528
1790	...	.....	4,223	.....	.....	10,037
1800	821	129,470	4,736	450,060	1,058,578	23,379
1810	...	.....	6,729	734,391	2,675,766	65,782
1820	...	.....	7,276	805,033	1,488,072	94,412
1830	...	.....	11,214	1,411,964	3,562,114	151,329
1832	853	166,028	12,928	1,590,057	.....	170,047
1833	...	I....	12,964	1,590,461	3,733,132	182,980
1835	996	207,833	.....	.....	4,272,847	
1837	...	.....	15,038	.....	.....*	191,330
1839	...	.....	.....	.....	4,234,486	

JUDGE ROBINSON ON THE PROPOSED UNION OF THE CANADAS.

THE question of abolishing the distinct legislature of Upper Canada, because that of Lower Canada was destroyed by the wicked and totally unprovoked rebellion of the French Canadians, is now under the consideration of parliament. It would be well if the imperial legislature would pause on the threshold of this grave question. We therefore offer, without note or comment, the ideas of an able and upright man (Judge Robinson), himself a native of Canada, and thoroughly

acquainted with all its affairs. There is sufficient in the judge's remarks to make a wise statesman reflect ere he urges a junction' between two territories of such wide extent as the Canadas, and of such a dissimilar people, as a cure for the evils incident to our past folly. (*See Colonial Magazine, No. 1.*) The following are the principal alterations which the bill now before Parliament would effect in the constitution of the Canadas:—

1st. It would make one province of the two, to all intents and purposes, giving to the whole of Canada one government and one legislature.

2dly. The constitution of the Legislative Council (the upper house of the new legislature) would have introduced into its working some novel principles in government, not only unknown to the constitution which each province has enjoyed under the British statute, 31 Geo. 3, ch. 31. but equally unknown to any other colony or country.

3dly. There would be created in Canada (not only in Lower Canada, but in the upper province, where no such institution has ever been desired or thought of,) a number of elective councils, not for the municipal regulations of towns, but extending their government over the whole territory, each of which councils would have power within its district to raise any amount of money by taxes, and to appropriate it to certain public objects, and also to regulate the internal interests of the district in several important particulars. They would, moreover, be invested with a very important control over the proceedings of the provincial legislature, and would have power of appropriating the local rates and assessments which are now raised by law in either province.

4thly. The new colonial legislature would have power to alter certain principles of their constitution, which in respect to Canada, as well as other colonies, have been hitherto unalterably fixed, or which, more correctly speaking, have been subject to alteration by the Imperial Parliament only.

The learned judge* proceeds to remark on the first and grand alteration which would be effected by the bill, viz. the union of the two provinces of Upper and Lower Canada. The legislative union was proposed in 1822, but was abandoned by the government in 1823, in consequence of the opposition shown to the measure.

The idea of uniting the two provinces was not renewed from that time until May, 1839 ; and even in April, 1837, when Lower

* For details see "*Canada and the Canada Bill,*" by John Beverley Robinson Esq. Chief Justice of Upper Canada. Hatchard & Son.

Canada was seen to be fast verging to that state of anarchy which compelled the British Legislature to suspend its constitution, the secretary of state assured the Legislature of Upper Canada that no such union was contemplated. The delays and **difficulties** which preceded the measure, and the long hesitation of ministers in bringing it forward, argue that the decision has been adopted with no very satisfactory degree of confidence.

The common argument that as so many evils are supposed to have followed **from** dividing Canada by the act of 1791, the surest and simplest remedy must be to unite the provinces again, is not a safe method of reasoning, for it by no means follows that you can always get out of **difficulties** by simply reversing the proceeding by which you got **in**. A man may contract a pleurisy by imprudently throwing off his clothes, but he will not remove the disorder by again putting them on.

Unsound as is the conclusion, the fallacy is even greater in respect of the premises, for that nothing is more groundless than to imagine that because the French Canadians have become numerous, have also become troublesome, that therefore the dividing the province of Quebec must have been a political blunder, to which all subsequent disasters are to be imputed.

The division of Canada, in 1791, was a just and necessary measure ; it was requisite for the convenience of the inhabitants, for the due administration of justice, and for giving effect to the representative **form** of government bestowed by parliament in 1791 upon the colony ; and which gift would have been little more than nominal, as far as **Upper** Canada was concerned, if it had not been accompanied by a division of the territory.

It was rendered necessary by the act of 1774, which restored the **ancient** law of Canada, and made it “ the rule of decision in all controversies relating to property and civil rights ;” and to which it would have been absurd and unjust to have subjected the settlers in Upper Canada, who had all their lives been accustomed to English laws.

The division of the province has been, in fact, highly beneficial to Upper Canada, and has not been the cause of the present political **evils**.

The learned judge then proceeds to state his objections to the proposed union, which are in substance as follows :—1. That it would create a legislative assembly not likely to be more reasonable than the other, but certain to be much more formidable. 2. That the securities desired by Upper Canada as security **against** the dangerous **preponde-**

rance of Lower Canada in the legislature are not afforded by the bill, and if they were, could not be permanently retained in force. 3. That the proportion of French Canadians in the assembly would be considerable, and from these nothing could be expected but a reckless, indiscriminating, and factious opposition, prompted by a wish to destroy the power of the crown, and to gratify such feelings as Her Majesty has been assured by the royal commissioner now reign, and must be expected for ever to reign, in the hearts of the French Canadians. 4. That the union, so far as Upper Canada is concerned, would soon change the religious character of its legislature. 5. That the whole of Canada is much too large a territory to be governed as one province. 6. That it is not safe to withdraw the presence of the executive government entirely from that portion of Canada which contains 450,000 French Canadians, whose violent and treasonable plots have occasioned so much mischief, and whose reported hostility to the crown is the main cause of disturbing the present constitution, and who would require to be more closely superintended than could be done by an executive government situated in Upper Canada. 7. The inconvenience of withdrawing it wholly from Upper Canada would be intolerable, on account of the enormous distance. 8. That the same reasons, coupled with the peculiar position of Upper Canada, lying as it does opposite to a foreign country, from whence it is easily approached, render it imprudent to take the executive government from Upper Canada. 9. That the provinces are already larger than is compatible with the good of the inhabitants, for whom it is desirable, on every account, that the protection, the influence, the intelligence, and the example of the government should be brought near. 10. That the very unusual state of things would exist, of having two distinct codes of law prevailing under the same identical government. 11. That by retaining the provinces separate as they now are, Great Britain has every assurance that she will have one colony under good laws inhabited by a British population, enjoying British institutions, and animated by sound feelings of attachment to the parent state, and thus forming a strong barrier to the success of projects hostile to the British crown.

We have stated in a previous number (I. p. 48) the real cause of the evils of Lower Canada : that cause must be removed, ere any union of the provinces will produce peace. We ask both parties in the Imperial Parliament to pause on this highly important question ; we ask this without reference to party feelings or political considerations, and solely with respect to the social condition of the Canadas, present and prospective.