

have work in their own waters; when out of employment they will come and work in Canada for less than they charge at home, not only depriving our own people of work, but cut prices so as to make it folly for any capitalist to invest in Canadian enterprises.

The firm we referred to, Messrs. Calvin and Beck, have, we believe, fifteen steamers arranged with powerful engines for tugging, and employ from 800 to 1,000 men. The system in vogue tends to ruin them, to enrich the Yankees, and to destroy all confidence on the part of business men in the wisdom of our legislature, or the propriety of wasting their energies and capital in a country, so far as its material prosperity is concerned, so scandalously misgoverned.

There was also a cheap floating elevator brought this summer from the States to Kingston, to divide the business with men who had invested their capital in a permanent structure.

TO CHICAGO.

If we go to Chicago, or any other American port, our vessels have to pay a tax of 10 cts. a ton of the vessel's capacity, for the right to come away, while they come and go from our ports free. If our vessel is 360 tons, it is rated by them at 400, and we have \$40 to pay.

Under the Reciprocity Treaty we were to have a free interchange of products; but now they charge us an export duty on all the cotton, tobacco and hides, we purchase of them, which is an injury to our manufacturers, and enables them to secure undue advantage in our markets, which virtually reduces our tariff to them upon all goods manufactured from their products.

CANADIAN GOVERNMENT.

The Canadian government, on the other hand, allow them to come to Canada and take our products—free. They annually take from Canada immense quantities of unmanufactured timber and saw-logs. From one stream alone called "Big Creek," in the county of Norfolk, it is said, \$500,000 worth were taken the past year. On several streams entering into the Bay of Quinte, all the pine logs for thirty or forty miles back have been stripped off, so that in large tracts there is not enough to put up the necessary farm buildings. That was done through the sale of "timber limits." A saw

mill was put up in the township of Clarendon, back of Napauce, when it was ready to run the owner of the "timber limit"—if we recollect right, the Hon. Mr. Skead—sent on men and slashed down all the pine timber within reach of it. The investment was worthless—the man ruined—and a new settlement deprived of building lumber. On the "Big Creek" referred to there is \$100,000 worth of saw-mills idle, rotting down, in consequence of the Americans preferring to raft the logs across the lake in place of shipping the lumber. The slabs pay for the rafting, the lumber thus costs nothing for carriage, and American towns and cities are built up through the manufacturing of it.

Why not take a leaf from American political economy? Why not put on an export duty which would retain that manufacturing in our own country? when by the way, under a wise government, the lumber would all be wanted to build up our own towns and villages, in place of those in a foreign country.

What must business men and capitalists think of the government of a country whose ideas and acts are antagonistic to its material prosperity? It is easy to conceive what they must think when on property, thus idle and rotting down on their hands, they are compelled to pay taxes to support the government which thus indirectly deprives them of their hard earned accumulations.

ANOTHER FACT.

A load of lumber is shipped for Albany, on a Canadian "*craft*," to be carried through. Arriving at Tonawanda, on the Erie canal, "where from?" is the enquiry: Canada. Where bound? "Albany." "Unload!" Why? No Canadian *craft* goes through those gates. And yet American vessels float gaily through all our canals. Again; if a Canadian vessel loads at Chicago for San Francisco, it is called coasting.

LOOK ABROAD.

Look abroad over Canada and investigate its various industrial pursuits, and wherever you look you will see that the whole legislation of the country is apparently particularly directed for the benefit of foreign lands, to the injury of the agriculture, manufactures and shipping of this Province.