

sional one—an indispensable and prolific source of national wealth.

The mercantile marine commerce of the United States is and ever has been so nearly allied to and blended with the naval power of our country that it may be regarded as the indispensable auxiliary of the navy. By our energetic and daring privateers and by the men in the naval service drawn from our merchantmen, this country contested the assumed supremacy of England on the ocean, and wrested the scepter from her in the war of 1812. By a similar intimate union and co-operation between our navy and our merchantmen, our coast was blockaded for more than 2,000 miles during the war of rebellion.

We believe that it is not too much to assume that the splendid achievements of the Kearsage, the equally brilliant victories of Farragut at New Orleans and Mobile, of Rogers at Savannah, of Porter at Fort Fisher, and others equally worthy of mention, could not have been accomplished without the hardihood of the ocean taken from our merchant ships, and previously educated in the merchant service. The tens of thousands of seamen drawn from the New England States to recruit the navy are in proof of the truth of this position. To admit foreign built vessels to American registry, as proposed by a few persons, would be the last blow to more effectually prostrate American shipping interests, and indirectly yet effectually render our navy dependent in part on foreign mechanical industry and material. By such a transfer of industry to the workshops and shipyards of Europe, as must result from the purchase of foreign built vessels, the gold of our treasury must be transferred in payment for them, capital and labor hitherto employed here in construction of vessels and steamers be dispersed in this country and when it shall be again necessary to equip a navy and a fleet of transports, we shall have the privilege of drawing on English workshops and artisans which under her neutrality laws may possibly be closed to us. But the proposition to your committee appears so unparliamentary as well as unwise, that we forbear to exhaust a argument upon it.

As an economical measure to the government, can it be doubted that the mercantile marine with the men and workshops sustained by private capital are a cheaper resource to the navy to meet an emergency than to keep up mammoth establishments at great cost to the treasury at every naval station adequate to the possible and sudden exigencies of the government? As the people do not believe in large standing armies in time of peace, neither do they wish to be taxed to keep up large naval establishments in time of peace with little or no commerce to protect. As the high position of the United States as a naval power in comparison with England and France has been acquired by the co-operation and aid of maritime commerce, so it can only be sustained in the future by a similar intimate relation and alliance.

In view of the foregoing statements and facts your committee earnestly urge the adoption and cordial endorsement of the accompanying resolution.

Respectfully submitted by vote of a committee
EDWARD S. TOBEY, Chairman.

Resolved.—That this convention respectfully and earnestly urge on the Congress of the United States the enactment of such measures of relief to the foreign and domestic commerce of the United States as shall enable us to compete with the commerce of other nations on the ocean and thereby permit the promoters of our merchant marine to regain for our country her proud position on the high seas from which she has been driven by the late war of rebellion.

SEWING ONE'S SELF UP IN A SACK.

THE New York League (Free Trade organ) says.—Never was the process of which the above proverb speaks, more neatly and effectually accomplished than by the protectionist. They have added protective duty to protective duty, restriction upon restriction, till they are unable to move hand or foot. "In the range of my vision," said Senator Sprague in his speech "I do not know of a single manufacturing interest that is not almost destroyed—at any rate prostrate to the dust." The engineer has been hounded by his own potard. It seemed a fine scheme for the American manufacturer to keep out foreign wares and get the market for himself. But all of a sudden he finds that he has been destroying the home demand, and that he is unable to sell in foreign markets. In the whole range of my experience, says Senator Sprague, "I do not know of an article that the American manufacturer can now produce and export, and compete with foreign manufacturers in the markets of the world, even with the drawback."

Senator Sprague is frank enough to confess his complicity in sewing the sack. "Taxes have, in a measure, placed the American laborer in the position he is in. I am as much responsible perhaps, as anybody for that, although I have opposed many specific items of taxation; but I must say that we have taxed out of existence, interests which made us a prosperous people."

The copper-miner thought he would enrich himself by procuring a heavy duty on foreign copper, and lo! he finds that he has made copper so dear that the ship-builder can no longer afford to build ships, and now the copper-mines of Lake Superior are standing unworked. He has sewed himself up in his sack. So on through the catalogue.

It is always an ungracious task to say to the victim of his own folly, "I told you so," but in this case the temptation is very great. The free-traders warned the protectionists of the consequences of their course, and their prophecies have come to pass. However, if they will have recourse to free-trade they can unrip the sacks in which they have sewed themselves up. Let us hope that when they are liberty again, their experiences will have taught them not to repeat their folly.

CHICAGO AND MICHIGAN GRAND TRUNK RAILWAY.

THE Lansingburg paper says.—On the 16th of January a meeting of the Directors of this road was held at Paw Paw. Messrs A. A. Stanton, and several prominent gentlemen from Oakland, Lapeer, and St. Clair counties were present, and represented \$32,000 of stock and municipal aid, obtained from Smith's Creek to Fenton, a distance of fifty miles. A board of Superintendents, consisting of one from each township on this fifty miles were appointed to take charge of the construction of the road. The entire line is surveyed from Smith's Creek to Chicago.

This line was originally intended to start at Ridgeway, but as a saving of distance and expense could both be made by starting at Smith's Creek, four or five miles from Fort Huron, that route was adopted. The route proposes to take a line from Smith's Creek to Almont, Oxford, Fenton and Conway, to Lansing thence west via Grand Ledge, Hastings and Paw Paw, to St. Joseph, thence via Lake Shore to Chicago.

Work has already commenced at St. Joseph on the road. The English bond-holders of the Grand Trunk of Canada, propose to iron and equip the road and to take the same in stock. Pledges have been made which makes this aid certain.

The road will strike the Howell and Lansing Railroad near Conway about 25 miles east of Lansing. By this route, the Howell and Lansing road would run about three miles north of a direct route from Howell, and would lengthen the road from Howell to Lansing not to exceed half a mile. By a union of the Companies, a consolidated line could be built from Conway through Williamston and Okemos to Lansing, which of course would be subject to the same competition of freights as it there were.

Mr. A. A. Stanton, who has charge of the line from Fenton to Lansing, holds meetings this week at Conway, on Wednesday evening, on Thursday evening at Delhi Center, on Friday evening at Williamston; and on Saturday evening at Okemos. Messrs. Davis and Latourette, of Fenton; A. A. Stanton, of Oxford, and probably speakers from this city will address these meetings.

Of the importance of this project little need be said. It is the shortest route contemplated from Port Huron to Lansing, by 12 miles, and will shorten the distance from Lansing to Buffalo 44 miles over either route from Lansing to Buffalo via Detroit.

It is proposed to construct 110 miles of this road by the 1st of April; 60 miles on the east end of the route, and 50 miles on the west end. This will build the road to Fenton and from Paw Paw to the Indiana line. The townships on the central divisions are also to be graded during the summer, the aid voted by every township to be expended on the line of road in that township. The Grand Trunk road proposes if the grading on the line is completed, to have the road ironed, equipped, and running from Chicago to New York within eighteen months.

Lansing in the fall of 1865, voted ten per cent. of the assessed valuation, or over \$4,000 to aid this line. This is the limit of aid. The bonds should be given on long time in every township, and thus they will be easily paid when due, by the largely increased wealth of every township through which the road will pass.

We commend this project to the people, believe it feasible, and that prompt action will secure its early completion. To Lansing, Grand Ledge, Meridian, Williamston, and to all towns on the line, it is a project that should command hearty support, as of the first importance. It renders easy and certain the completion of the 36 miles from Howell to Lansing, on the Detroit and Lansing road.

Push on the work, the more roads the cheaper the freights.

WHITEHALL AND PLATTSBURG RAILROAD.

THE annual meeting of the stockholders of the Whitehall and Plattsburg Railroad Company, was held at the Company's office in Plattsburgh, Feb. 6 at which the old Board of Directors submitted a report showing the work done during the past year, and the encouraging prospects of the Company for the year just entered upon.

At a meeting of the new Board of Directors, Gen. John Hammond was chosen President, Hon. N. Lapham Vice-President, and Hon. T. Hoyle, Secretary and Treasurer.

We submit the report of the Directors for the information of our readers, and desire to call their especial attention to it:

REPORT

To the Shareholders of the Whitehall and Plattsburg Railroad Company:

The Directors of your Company congratulate you upon the success that has attended their efforts the past year, and the present encouraging prospect in regard to the ultimate success of the enterprise.

At the last annual meeting we had only completed a preliminary survey of the road, and obtained subscriptions to the capital stock of less than \$100,000—insufficient to organize the Company. Immediately thereafter we applied to the Legislature for aid, and succeeded in obtaining a grant of \$250,000. The Legislature admitted, by an almost unanimous vote, the justice of our claim, and would have given the sum originally asked for (\$500,000) but that owing to the heavy burden of taxation then resting on the State, they thought it better to vote only half that amount in one year leaving it for a future Legislature to appropriate the balance.

A law was also passed allowing towns to subscribe to the capital stock of the Company, and we now have 17 towns and town subscriptions and State aid, amount-

ing to over \$800,000—an amount sufficient to construct, ready for the cars, twenty miles in Clinton County, from Plattsburg to New Sweden, which is already contracted for, and about seventeen miles in Essex County, from Helderberg to Fort Henry, which your Directors contemplate putting under contract within a few days—making about thirty seven miles of road which will be completed by the 1st of November next. Contracts have also been made for the ties for the track, and posts and boards for fencing for that distance.

The Directors have asked for a further appropriation from the State of \$250,000, and feel quite confident of obtaining it, and they intend putting the whole line under contract early in the spring.

As we progress in the prosecution of this enterprise, its feasibility and its importance to the northern portion of the State, in furthering the development of the abundant natural resources of that section, are more and more apparent. The benefit that will accrue from it to the cities of this State in opening avenues of trade, and bringing the forests and deposits of mineral wealth to the north within reach of their capital and enterprise, and the importance of our road, as an indispensable link in the great chain of railroads, which shall connect Montreal and other cities of Canada with the commercial emporium of New York are also more clearly seen and more generally acknowledged, not only by those north and south of us, whose interests will be thus promoted, but by the capitalists of the eastern cities, who naturally desire to direct to themselves the trade of the north, and are thus led by self-interest to do all in their power to prevent the success of our enterprise, which would secure that trade to the cities of our own State.

In the history of all successful enterprises, involving large outlay of capital and much patient labor and persevering effort, there always have been and always will be periods of discouragement and depression—times when the obstacles to be surmounted and the difficulties to be overcome seem too formidable to be successfully encountered—when the faint-heartedness of friends and the opposition of foes threaten overwhelming disaster.

Upon looking over the history of this enterprise from its inception to the present time, and considering the magnitude of the work proposed and the progress already made—the conflicting interests that have operated against us and the many difficulties that have been met and surmounted—the Directors feel assured that with this Company, the period of doubt and apprehension is past—and that speedy and full success may be looked forward to with perfect confidence in its attainment. The friends of this road have but to push forward the work with energy, acting with the confidence and determination of men who wish and expect to succeed, and success is assuredly theirs.

JOHN HAMMOND.
M. HALE
T. HOYLE.
JAMES HUGHES.
H. C. BUCKLEIGH.
A. B. WALDO
N. LAPHAM.

INSURANCE AGENTS—The New York Railroad

Journal says.—An important case has recently been decided by the First District Court of this city, involving the question of the responsibility of Insurance Companies for the acts of irresponsible agents. The case was that of *Simon Black et al. vs. the American Exchange Insurance Company*. It was a test case, and was taken up from an inferior court to decide the point whether the actions of an irresponsible broker bound an insurance company or not. It appeared that certain insurance brokers had procured the insurance of policies to certain parties, but had never accounted to the company for the premiums. The court held that in such cases the insurance company was not bound by the action of the brokers and could at any time cancel the policy for non-payment, to them or their agent, of the premium.

This decision is one of importance to every merchant and property owner, and shows the absolute necessity of the utmost care in the choice of a broker to pay premiums to. It is a warning to insure only with such brokers as are well known to be honest men and of good standing. The better way in this, as in all other transactions of a like nature, is to do business directly with the principals at the offices of the companies. The plaintiffs claimed that the brokers acted as agents of the company which the defendants denied, though they admitted that they had at different times taken risks which were brought to them by these brokers, allowing a rebate of ten per cent. Justice Kevelen gave judgment for the defendants.

IMPORTS OF TORONTO.—The following figures show the imports at the port of Toronto for the month of January, 1866.

	Value	Duty.
Goods paying specific duties...	\$ 6,363.00	\$11,617.61
Goods paying ad valorem duties...	6,725.00	3,849.21
" " 25 per cent ...	340.00	128.48
" " 15 " " " " " "	120,838.00	17,938.32
" " 10 " " " " " "	2,800.00	280.87

Total of dutiable goods.....\$146,140.00 \$33,718.70
Free goods.....46,847.00
Copyright works paying 12½ p. c. 114.00 14.26

Grand total.....\$192,601.00 \$37,727.96

The total imports of dutiable goods in January 1867, was \$182,037, showing a decrease in the present month's imports, as compared with the corresponding period last year of \$3,597; and the value of free goods in the same month last year was \$69,291, showing a decrease this year of \$23,994.