

ings?—Also on Elmsley Villa, Government House, and Parliament House, Toronto, before 1854, £17,497; in '54, £5,423; in '55, £28,472; total £51,393. Expended in 1855, at Toronto £34,597. Total expenditure in Toronto £82,236.

WEEKLY MESSAGE.—By W. L. Mackenzie, \$2 a year, in advance. \$3 on credit. A good medium for advertising extensively thro' Canada.

Head, McNab, and "the Inferior Race."

Among the money votes of former years, which Government pretend they have the right, as they have the power, to take out of the treasury of Canada, when they please, and not before; I find the following in Lower Canada, voted but not yet spent:

Landing Piers below Quebec, another £8,817.—Light Houses below Quebec, another £4,336.—Quebec New Custom House, additional £24,931.—Chats Canal, Ottawa River, £18,851.—Junction Canal £11,099.—St. Maurice Works, back of Three Rivers, £1,552.—Survey of Champlain Canal [expenditure will be five million dollars] £970.—More French Arbitrations, £5,289.—More Surveys, £3,214.—Ottawa Works, £2,452.—River Ouelle pier, £3,000.—Light Houses, [£42,888, of which in L. C.] £26,318.—St. Ann's Rapids, £5,070.—Quebec Post Office, £14,991 [£39,992 additional for the Custom House and Post Office of a smaller town than Toronto.] Chambly Canal, £500.—Lake St. Peter £2,593.—Montreal and Quebec Bridges, £5,516.—Chats Road, £1,201.—Road through Forest to New Brunswick, [job.] £21,374.—Canals on St. Lawrence, L. C., £20,711.—Champlain Bridge, £991. [Upper Canada pays!]

Monsieur Lemieux omits a £20,000 vote for a deaf, dumb, and blind institution,—but mentions, as Upper Canada grants not used, Kingston Post Office, £5,500.—Welland Canal, £48,368.—Harbours on Lake Huron, [Which?] £13,883.—Dredging Lake St. Clair, £3,000.—Port Hope Harbour £10,000.—Hamilton Custom House, £4,985.—Burlington Canal, £2,852.—Scugog Lock, £6,503.

Trade of Canada, via St. Lawrence and the Hudson Rivers.

Protective, or lower, Duties upon Canadian Produce, as compared with imports from the United States, and in some things free trade, was continued in England till 1847. In 1849, the Canals which render the St. Lawrence navigable were opened and the Americans began to allow Canadians to import foreign goods from abroad, and to export their produce to Europe and the West Indies, in bond: this they did to take the carrying trade away from the St. Lawrence to Boston, New York, and Portland, and to encourage their own merchants, canals, railways, cities, and shipping.

New York and Boston have the New York Central, Erie, Oswego, Western, Cape Vincent, Ogdensburg, Montreal and other Railways—the Erie, Oswego, Chamblly, and Northern Canals—and the Hudson River, as feeders from Canada. Quebec and Montreal have the St. Lawrence, the Ottawa, and the Rideau, and their Canals. The Welland Canal and Great Western Railway are more used, perhaps, as American lines of traffic than as Canadian. The Grand Trunk has scarcely been felt as yet in business, as far as Upper Canada is concerned. It is, like the American Railways, to be a feeder to a great U. S. seaport, Portland. Among the results of competition, ac-

corling to Honorable John Young (reducing wheat into flour) were the following: Exported from Upper Canada to the U. S. 1849—24,936 barrels Flour; 1852—466,912; 1854—762,575; and in 1855 a still larger quantity. Exported to Montreal, 1849—967,286 barrels; 1852—710,749; 1854—594,394. Value of Imports from U. S. into Canada, 1849, \$5,724,806; and in 1854, \$17,300,736. The movement of property was—on the Erie Canal, in 1853, four million tons; on the St. Lawrence Canals 561,000 tons. Average of vegetable food received at tide-water, Hudson river, in barrels, in 1851 '2, '3, eight million barrels: by canal and St. Lawrence, at Montreal, 750,000. In 1855, to Nov. 30, all the grain of every sort received at Montreal was but thirteen hundred thousand bushels. The St. Lawrence Canal Tolls are, as Mr. Young states, merely nominal; and Canada pays £24,000 a year to lines of tug boats, and £30,000 a year to a line of ocean steamers, receiving no return for canal outlay whatever; while the Erie Canal yields over 6 per cent on the whole outlay, besides defraying all expenses. Altho' not one cent is charged to Upper Canada for outlay or support of the other U. S. routes to the ocean, we pay heavily for a route to the American seaport of Portland, and for the St. Lawrence. While the toll on a barrel of flour between Buffalo and Albany is 22½ cents, and cannot be reduced, and the freight is high in proportion, such is the waste, carelessness and gross mismanagement on the St. Lawrence River and Canals, that even thus the river route cannot draw the trade from the Atlantic seaports.

United States exports to Canada 1855, \$18,720,344: do. to other B. N. A. colonies \$8,085,676. Imports, Canada into U. S. \$12,182,314; do. from other Br. colonies \$2,954,420. This seems to leave \$12,669,286 in favour of U. S., (payable by the colonists in cash,) but much of our imports are European, sent thro' the U. S., altho' a large balance has to be met in cash besides.

Mr. Young Mr. Holton, the French, and the government, as moved at their nod, have recently advised that another burthen be laid on Upper Canada, (for as to Lower Canada she has but little to tax except idleness, prejudice, and unsaleable wild lands,)—to wit, an immense ship-canal, 10 to 12 feet deep, 80 wide at bottom, 200 at top, and 36 to 40 miles long, carrying steam ships of 750 tons, and drawing ten or eleven feet of water—which they propose to cut from the St. Lawrence near Montreal, (with locks, harbours, &c.) to the little narrow lake called Champlain, at the upper end of which there is a long canal of only four feet depth, requiring transhipment in Lake Champlain—transhipment in most cases at Albany—and transhipment a third time at New York for the ocean.

Mr. Young states, in page 6 of a recent pamphlet, that only 45 cents ¢ barrel is charged between Montreal and Portland—292 miles—for freight of a barrel of Flour, &c. ¢ railway—and then he proposes to destroy the trade by this railway, in order that large steamers may carry their cargoes to the entrance of the Northern Canal, or to some of the U. S. railways commencing in Vermont.

Mr. Young acknowledges, that tho' the St.