

their national canals, their railroads, and their people. A large proportion of those engaged in forwarding on the St. Lawrence were ruined, our canals built at such immense cost, were left comparatively idle, and our great highway to the ocean was evidently returning to its primitive aboriginal condition while Yankee forwarders, Yankee routes and cities secured the profits which our "theorists" took from our own routes and people.

It is right to state that some yet believe that it was the Grand Trunk Railroad that ruined our forwarders. If the theorists are right, how does it come that the Grand Trunk had scarcely any traffic when the river traffic was ruined, and that it now increases in proportion as the forwarding on the St. Lawrence increases. As with the New York State Canals and railroads, the prosperity of the one secures success to the other.

It is therefore evident the Reciprocity Treaty, since its consummation has deprived the St. Lawrence river and Grand Trunk routes to the ocean of somewhere between 15 and 100 millions of dollars of traffic—ruined our Grand Trunk and our Canadian forwarders, and ruined the reputation of our railroad stocks and the credit of our country more than will ever be ascertained.

We ask the *Leader* to show why "the thanks of all true Canadians" are due to our Government for perpetuating a "Treaty" that produces such results to farmers and shippers.

If we take a trip up the Welland Canal we will find ship timber in large quantities being sawn to build vessels in the United States while our own ship-yards are comparatively empty. How is it? it will be asked. Where is the enterprise of our shippers? We answer there is no enterprise where there is no money. The farming and shipping interests of the country having, by the action of the Reciprocity Treaty, been so injured through the losses of our shippers in the forwarding trade and the withdrawal of \$50,000,000 of gold for their products. There is no money left. That assertion scarcely needs proof, but we will give it.

A ship building firm, on the Welland Canal, who have several vessels afloat, and are rich, but needed less than a \$1,000 for two or three months to pay their men. The bank refused to let them

have it to pay men with, but offered them \$10,000, if they would take it to the States to purchase grain to load the vessels they had running.

THE REASON.

The \$50,000,000 given to the Yankees has used up all the capital of the banks, and within a trifle all they could borrow, therefore they dare not lend their notes on two or three months for fear they will be presented—as they would be—before they would get their pay for the note discounted, whereas, if the money was paid out for grain in the States they would get in the gold from the sale of the grain before their notes are returned upon them. And yet our currency is called the best in the world. Can absurdity go farther?

A parallel case is, when a man lends for interest his own note, not on interest, with the assurance virtually given that he will be paid before his own note comes due, for he has no money to meet it.

The end of the ship building industry of the country is, that vessels are built in the States with the money our legislature bribed them to take, and more or less of the vessels are brought to Canada and sold to a people who have furnished them the timber, which they can do by paying 20 per cent duty; while, if a Canadian wants to sell a vessel there, he would have to pay from 40 to 50 per cent duty, is really prohibited. He consequently has only his own market to supply, and is in danger of having it glutted any day by the Americans.

THE ST. LAWRENCE.

Example: This year there is but little for tugs to do on Lake Erie. One was brought to Canada and sold. The tug business in Canada is limited. A firm at Kingston has ample tugs to do the whole business of the lakes from Hamilton to Prescott. On a trip from Prescott to Kingston, not long since, we observed an American tug thus bought towing a raft, aided by an American tug, which is an infringement of our *Revenue* laws, except by special permit, which they have found no difficulty in procuring of our government. Thus American tugs are sold to Canadians, and American tugs unsold to them are doing the work, and will get for it the Canadian gold, while, on arriving at Kingston, we found our Canadian tugs lying idle at the docks. In busy times the American tug