

## RECIPROCITY.

WE are glad to notice a growing disposition towards a re-establishment of the Reciprocity Treaty, in those parts of the United States which were the chief instruments in effecting its discontinuance, and which hitherto have frequently expressed themselves as opposed to its renewal. We cannot remember another instance where from mere spitefulness, felt by a portion of one nation against another, the former acted in a manner so as to damage its own interests, for the sake of interfering with the prosperity of its neighbour. Yet it is most difficult to trace to any reasonable motive the conduct of the bitter Anti-British Republicans of the New England States, in seeking to abolish this mutually advantageous trade. The argument of the proprietors of coal and iron in the interior of Pennsylvania, in Western Virginia, and thereabouts, had a greater show of reason. The colonial productions of the same nature were likely to prove, as years passed on, more formidable rivals than even they had been, during the comparatively short term of the existence of the Treaty. Taking the one item of coal, which was likely to continue our richest export on the whole, we can admit the soundness of the theory advanced by the owners of that mineral in those States, when they advocated a strong protectionist policy; as the different species of Anthracite there and soft coal here, while each possessing its peculiar properties, could in several ways be profitably adapted to the same uses; and the importation from the colonies would certainly clash directly with their monopoly. But still, like most protectionist theories, this was a short-sighted conclusion to be arrived at on their part; as the increased demand for all sorts of coal established by the increased supply, and the inevitable cheapening of the price of many necessities of life throughout the Union, which must always result from the judicious opening of ports to free trade, would more than counterbalance the advance in rate at which they might otherwise sell this product. It is a matter of congratulation that, at least, this opposition appears not to be so strong as it once was; and we trust that there may be no mis-take in the reports that the United States Senate Committee of Ways and Means advises the renewal of Reciprocity with Canada, and that the Legislative body generally think favorably of a new Treaty in some form, which may be equally acceptable to the people of both countries. A fair bargain is all that Nova Scotia wants; and we will not follow the senseless rage of some rabid New England politicians, which provoked them to declare, that they would have the old Treaty abolished, because although they could not deny its benefits to their own country, they would not be parties to any contract which promoted the welfare of these Provinces.

There is one stipulation, however, which was not included in the former treaty, but which we much desire to see forming a part of any new agreement for Reciprocal Free Trade. The United States have up to this time persistently refused permission to the shipping of foreign nations to participate freely in their coasting trade. A foreign vessel may carry from one port in the United States to another port in the United States the whole, or part of the original cargo, with which she has arrived from abroad at the first port; but this is, we believe, the extent of the indulgence allowed her in this respect. No foreigner may carry from one United States port to another, produce or merchandise, taken on board within the limits of the jurisdiction of that Government. With regard to abolishing this harsh measure in favour of our shipping, it has been urged by interested parties in that country, that we cannot reciprocate the privilege by an equivalent in kind. True, our coast line is not so extended, nor so thickly dotted with shipping places, as is that of the Republic; but we believe that on the whole the advantages we can offer are quite commensurate with those we may receive; and we hope this view will impress itself upon the minds of those who may have charge of the future negotiations for Reciprocity on the part of the Dominion.

But to return to the article of coal, in connection with this trade. We cannot but think that this production is destined to be for many years to come, the richest export of this Province. Its competitor, fish, must be distanced in the race. Now, what more suicidal action could be taken by any people, than that was entered upon by Massachusetts, when, as one of the United States, she laid a heavy duty on this mineral? With the natural avenues of commerce unbarred, we could give her a better quality of coal, at a less cost, than her sister State of Pennsylvania could. Why should the manufacturers of New England seek to pay out of their own pockets, money to swell the purses of the coal owners of the Central States? With fair play, Nova Scotia coal on the Boston wharf, should always prove a more economical purchase, than Pennsylvania fuel at the railway terminus. The blind protectionist principles of those manufacturers should not mislead them into a policy, whose effect must ever be to make the great essential of their business rise in price. Both the proprietors of coal mines, and the manufacturers in Pennsylvania and its adjoining States, shrewdly foresaw this gain to them, when they strove for a prohibitory tariff on our produce; and now, shut up in the little circle of their wealth, those men may enjoy their individual gain, at the loss of the common country. But this cannot endure very long, and the turn of New England will come, if she is wise enough to benefit herself, without disgust at the mutual profit of the Dominion of Canada. Meanwhile we know that the great bulk of all classes and parties here, (always excepting a miserable little body which prefers to grind its own axe, rather than make sharp and ready the weapons of its country,) is disposed to greet an equitable Treaty of Reciprocity with true satisfaction, and this a large part of the settlement of the

question. What the policy of Grant may be in this respect we are not able to tell. Always reticent, a peculiarly silent fit seems to have possession of the new President. We have no reason to suppose, however, that he is inimical to the fair trade of Reciprocity; and, with Congress in favour of renewal, there should not be much delay now, before a new and beneficial agreement be arrived at between the two Governments; and the sooner the better for all concerned.—*Halifax Express*.

## CANADIAN TRADE WITH SOUTH AMERICA.

A CORRESPONDENT of the *Hamilton Spectator* is of opinion that the trade of the Dominion with South America might be considerably extended. He says:—

There are many articles besides lumber that Canada might export with decided advantage, at the present moment at least, over the United States. I will mention a few:—Sewing machines, the use of which is becoming general in South America; furniture, carriages, carts, waggons, agricultural implements, and machines of all kinds; carpenters' tools, veneers, grass and garden seeds, butter, cheese, hams, lard, burning oils, of which an immense quantity is consumed in those countries; candles, soap, biscuits. The first might be considerably augmented, were it necessary for my object.

Vessels of 300 tons register burthen might be loaded in the Bay of Hamilton, and dispatched by the way of the Gulf of St. Lawrence, to the River Plate, Montevideo, or Buenos Ayres, the cargo sold, and a return cargo made up half in the latter places, with hides, and the other half in Brazil, with sugar, coffee, cigars, &c. Should this return cargo require too large a capital at the disposal of the consigner, the vessel can be partly filled up with wood or hides on freight to Boston or New York.

The round voyage can easily be made in six, seven or eight months according to the luck of the vessel in encountering favourable or adverse winds. The route itself is one of the safest of the great highways of the ocean.

The States I have alluded to have already a very large trade with England, France, Germany, and the United States; and an immense European capital is already invested in them, in commerce, railroads, steamboats and banks. It would not be initiating a new trade with unknown countries. The Anglo-Saxon race is already busy in those regions opening up and developing their wonderful natural wealth.

In yesterday's *Gazette* we quoted a correspondent of the *Hamilton Spectator* urging the feasibility and profit of an extended trade with South America. The subject is one of high importance, and can scarcely be brought too forcibly under the observation of the enterprise of the country. But, while reference has been made hitherto only to the Brazilian and Argentine emporiums, it is worth while pointing out that a commerce, if possible, more attractive, and, if possible, more lucrative, can be, without any supreme difficulty, commanded through another channel. The district that travellers, who know it best, regard persistently as the true Eldorado, scarcely takes the hour's attention of the magnates of our 'Change. Such gentlemen are not usually given to romance, and may therefore be pardoned for unacquaintance with its teachings. But there is, somewhere, a true index in each of the grand myths which have awayed the superstitions of the world. And, when Sir Walter's and Frank Drake's sailors listened long ago to the wild seductive legends of the golden city of Manoa, they learned from the narrator's lips a true tale of shining wealth to be followed, although the guiding-posts were inscribed with allegory illegible by their simple education. Manoa lay somewhere south of Lake Maracaybo, and east of the head waters of the Magdalena. So they said but were correct but partially. Manoa—taken as the true type of the wealth of the continent—lies up among the higher spurs of the Cordillera, and south of the source of the Orinoco. It lies in the Amazon's territory of Peru, and is easily accessible from either ocean. For, suppose you take Brazilian steamers from the mouth of the giant river—that river from whose midstream the gliding banks of either shore are, for four hundred miles, invisible—with a cargo of pocket-knives and looking-glasses, of hand-saws or of curling irons—of anything in the "notion" line likely to suit an amiable savage population;—you can be within the heart of your best within a month, and have disposed of your heaviest stock already through the Llanos and up the Purus' tributaries. Disposed of them for payment in cochineal, indigo, bark, and silver, all which if you are minded, you can send backward by the route you came. While you yourself press your mules onward under the shadow of the Chimborazo, picking up rough gold and uncut gems until you have fairly passed the ridge of the Sierra. Then there is the gleam of the Pacific westward, and the steeples of Lima far below, and a market for your sapphires and diamonds, only excelled at Amsterdam. And all this while your track will have lain among a simple hospitable people, and you will never have to re-load your revolver since you took the saddle. There will probably be more trouble on the Pacific slope, for there is tolerably sure to be a current revolution, carrying plunder in its train. But the risk is infinitesimal as contrasted with the profit, and here, if ever, *le jeu vaut bien la chandelle*.

A return trip takes you over almost the same ground, and you can make two easily within the year. There are obscure and retiring merchants who are this moment gathering handsome fortunes in this ground of Tom Tiddies, where there is no competition. We have said enough here to invite attention to its capabilities, and shall have used our acquaintance to profit if we may succeed in awakening interest.—*Montreal Gazette*.

## THE WELLAND PEAT DEPOSIT

It has been proved by experience on the Grand Trunk, that whereas a cord of the best dry wood will drive a train 27 miles, a ton of peat will drive the same train 31 miles. At St. Hubert, seven or eight miles from Montreal, one of the Hodges' machines turned out, with thirty days' work, 2,000 tons of peat. The peat now sells in Montreal for \$5 per ton; and the benefit of the people from this new source of fuel supply may be seen in the fact that wood is now only about \$7 per cord there, instead of \$10 as was the case this time last year. At \$3 or \$3.50 delivered on the banks of the Welland Canal, it will pay the Company handsomely; while the effect of this new fuel supply in keeping down prices of both coal and wood, preventing prices from reaching the alarmingly high figures which would be reached but for this new supply, can hardly be over-estimated in the interest of the public generally.

The great Welland peat bog is situated in the townships of Wainfleet and Humberstone, on the west side of the Welland canal, and within a short distance of Lake Erie. A line drawn from a point on the canal, three miles from Port Colborne, to Marshville on the feeder, would pass pretty nearly through the centre of the bog. On the side next the lake it is bounded by the corniferous limestone ridge, which makes the heavy rock cutting at Port Colborne, and which extends from opposite Buffalo westward, keeping within a short distance of the lake shore. South of the summit line of this ridge the fall is towards this lake, but north of the summit line in some places up to within two or three miles of the lake shore, the fall is away from the lake, towards the north and east, into the Chippewa creek. It is a remarkable fact that the deposit of peat is deepest at the north side of the bog, immediately next to the limestone ridge, and that it thins out gradually to the northward. The inclination of the ancient clay surface is, therefore, in this locality, in a direction contrary to that of the present bog surface. Long ages ago the site of the present peat deposit must have been occupied by a small lake, with the bottom shelving towards its deepest part, next to the limestone ridge which formed its southern boundary, and held the waters from finding their way to Lake Erie, so near at hand, a peculiarity of condition which possibly may have had something to do with the formation of peat in that particular locality.

The three thousand acres of bog owned by the Anglo-American Peat Company, is the choice of the whole, selected where the deposit was found to be deepest. The company's tract extends in its longest direction from east to west, across the wilds of 13 lots, (20 chains each, or 3½ miles altogether), and along the greater portion of its extent is about two miles in width. Proceeding from the canal, the company's land begins about a mile back, with lot No. 30, 7th concession of Humberstone, taking in the north ends of lots 30, 31, 32 and 33, 400 acres. On the western boundary of lot 33, runs the Wainfleet town line, and all the rest of the 3,000 acres is in Wainfleet. From a point a mile and a quarter south of Marshville, a "main drain" as it is called, was some years ago cut by the Welland county corporation through the bog, discharging into Lyon's creek, about five miles north from Port Colborne on the canal. The drain is 12 feet wide, with an average depth of four feet, and has a good quick run of water throughout. The water of this drain, as throughout the whole peat bog, is remarkably clear, though a little brownish in a colour, and as it may astonish most people to know, very clean and pleasant to drink, either in summer or winter. This is something altogether different from what we know of ordinary swamps and marshes, and the most probable explanation appears to be that the whole upper layer of peat moss is in such active condition of growth that all portions of decaying matter, which would otherwise become offensive, are constantly seized upon and absorbed as food by the present growth of peat-forming plants. The surface of the bog is thick with buckelberry, bushes, cranberries are also plentiful, and certain enterprising individuals have made arrangements for the gathering and barreling up for exportation of unknown quantities of these—the former especially during the coming season.

The Company's works are about a mile from the canal, and a little further on, a large boarding house, to accommodate 120 men, has been erected. A wooden railway has been built from the canal, some distance beyond the works, and will be extended further as operations require. The cars on it are now drawn by horses, but a light locomotive, specially contrived for the purpose, is being built by Beckett, of Hamilton, and will shortly be on the track. Even the locomotive, however, will, by-and-by, be superseded by a still cheaper instrumentality working on a larger scale; for it is intended to make the Hodges' peat machine cut a canal for itself, straight out to the Welland Canal, which will reduce to very near a minimum, the cost of laying down the peat alongside the vessels on their course. It is believed that the work of cutting a canal large enough for vessels even, right into the bog, would be easy and inexpensive, and when this is done, the *ne plus ultra* of convenience for shipment will have been attained. Along the east side of the canal runs the Welland Railway, (itself having connection with the Great Western, and so with all principal points,) but a few rods distant, and with a switch to the canal bank, shipments by railway would be available, in all seasons. No such facilities for cheap transportation to the dearest markets exist in the case of any peat deposit in Canada, perhaps not in the case of any source of fuel supply in Canada. There are other peat deposits in Canada, but none at all so favourably situated as this is, on the main transportation line of the country for heavy freight by water, and with a railway as well, only a mile from the works.

The company have a wharf and weighing scale on the bank of the canal—the arrangements being such that the loaded cars can be dumped on board very rapidly. The railway now extends a mile and a half