

CANADIANS IN THE UNITED STATES.

WE have received the following from a Western subscriber, and may state that it is a fair sample of many others on similar subjects, which have reached us from subscribers and Canadians in the United States. The correspondent encloses his subscription and says:—

Sir, I have never seen your paper but admire some extracts which I have seen in papers which I take. I have spent four years in Yankeeedom, and at that time I have scarcely seen a Canadian whose heart and soul was not in Canada, and many a tear of gladness is shed as we read of the progress of our dear Canada. The more a Canadian stays here, the more he loves Canada, the very efforts brought forth to make Canadians hate their country only make them love it the more, and I assure you that in the hour of her trial she can rely on thousands of loyal hearts and strong arms now beyond her border. The feeling of Canadians here towards Canada is similar to the feelings of the boy towards his mother and sisters the first time he leaves home to seek his fortune in the world. Every cobbler in the United States thinks that Canada is dreadfully oppressed and would be glad to be annexed to the United States. I wonder at many of our Canadian papers sending forth glowing accounts of the United States, especially when they have a tendency to make our people dissatisfied with home, and migrate to Minnesota or some where else. Now that the Dominion is a reality, it is to be hoped that those in authority will act with a disinterested love for the whole people and country. You must excuse me for writing so much; I have only partly expressed the feeling of Canadians here.

STORAGE OF PETROLEUM.

THE following letter was read at a recent meeting of the Liverpool Chamber of Commerce. It is addressed to the Secretary, and explains itself.

WILLIAM BLOOD, ESQ., SECRETARY OF THE LIVERPOOL CHAMBER OF COMMERCE.

SIR,—I am having been called to the report of the evidence taken before a committee of the House of Commons about fire prevention, in which considerable mention has been made of petroleum, and as we consider that the evidence as already given may tend to damage the business of that article, by causing it to go above an unfounded idea of danger arising from the use of the oil for burning, we beg that you let this subject have your favourable consideration. For this purpose we beg to hand you a short statement of facts.—Imports into Liverpool during the past five years, 45,830 barrels. Imports into London during the past five years, 839,738 barrels. Since the commencement of the trade, over six or seven years ago, no fire or accident has occurred.

The insurance offices are so satisfied with the system of landing and warehousing (in warehouses which are specially adapted and licensed for the purpose) that they take the risk on the same terms as any other produce. The marine offices also have made a large reduction in the rate of insurances; they used to charge seven to ten guineas, apparently regulating their rate by the description of cargo, whereas now they charge as on other goods by the class of the vessel, say 3/4 to 5/6 per cent. In fact, if properly treated, there are no more elements of danger than in many other articles.

The trade is one of immense importance to the revenue of the port; the amount of dock and town dues paid during the past five years up to December last, have, at the rate of eight barrels per ton, been about £800, while the amount expended in labour, rent, and insurance, is very large.

We fear that any further restrictions will materially affect the trade, and divert from this country to the continent and other places a great part of a large and rapidly-increasing branch of import.

We are, yours respectfully,

LAIRD & ADAMSON.

Adelaide Buildings, Chapel Street,
Liverpool, June 8, 1866.

Mr. Clarke moved that the letter be referred to the Colonial and Foreign Committee, with instructions to take such steps in the matter as they might deem necessary to prevent interference with this highly important trade.

This was agreed to.

APPEARANCE OF THE MIDGE.—We find in the Galt Reporter the following doleful statement:—

"We were in hopes that we were this year going to escape the ravages of the midge in this neighbourhood, but within the past few days we have been completely undeceived. The pest has appeared in its worst form, and the wheat—the soul's variety in particular—is affected most seriously. Even rye, and the variety of wheat known as midge-proof, is attacked by the pest, and it is now evident that we are about to lose a large portion of this year's crop from this cause. In Whitby and Watford we believe the midge is even worse than in Dumfries, but at the same time complaints of its appearance reach us from every quarter."

We have noticed complaints in some other papers, but they have been far less numerous this year than usual.

THE PRICE OF WOOL IN FERUS.—The Record says:—The price during the past week in Fergus has been fully up to that paid in Guelph. Mr. Wilson is in the market, and is paying the highest price in cash for any quantity of wool. Mr. Fredrum is also buying for cash, so that there is no need of farmers passing the village.

RAILWAY MATTERS.

A large and respectable meeting of persons in favour of the proposed Toronto, Grey and Bruce, and Toronto and Nipissing Railways was held in the Toronto Exchange on Tuesday Mr. J. G. Worts in the chair. Mr. A. M. Smith, M.P.P. moved the first resolution as follows:—

"That the members of this meeting are fully satisfied of the vast and general importance of the proposed Toronto, Grey and Bruce, and Toronto and Nipissing railways, for opening up and settling the country, and of the suitability and sufficiency of the light narrow gauge system to accommodate the local trade."

This was seconded by Mr. T. C. Chisholm, who said in the course of his remarks that the description of road proposed would, he sincerely believed, pay at least 6 per cent, and if properly built and managed 12 per cent. At present the Northern Railway was paying 6 per cent on £27,000 a mile. Now, if this proposed road were built for £16,000 a mile, of course it might reasonably be expected to pay nearly 12 per cent; and there would be the less doubt of this result when it was remembered that compared with the narrow gauge route the Northern Railway passed through a wilderness. (Hear, hear.) One of the benefits of the proposed new line would be a reduction of the price of cordwood. By this time it was proposed to carry wood from within 100 miles of Toronto for £2 per cord. There were some who averred this rate would no pay; but Mr. Cumberland had stated that he could carry grain from Orangeville to Toronto for 6 cents per bushel, and if that freight would pay cordwood at \$2 would certainly pay. (Hear.) At present the high rates current for wood proved a great tax on the people of the city, but if this road were built there was very little question but for the next 25 years wood would be sold in Toronto at £6 per cord. (Cheers.) Hamilton was moving in this matter with all her ability and means, and he was afraid that if the citizens of Toronto let the present occasion slip, they would never get the road. But if, on the other hand they took solid property, they were yet able to defeat Hamilton and save their charter. He was prepared to say, to the municipalities about the projected line of road—give us a bonus of £6,000 per mile and your road will be built and put in running order twice of two years. (Loud applause.) And in making that statement he would merely add, that he had sound mind to back him up in the undertaking. (Renewed applause.)

Letters on the cost and working of narrow gauge railways in Norway were next submitted to the meeting by Mr. G. Laidlaw. Their general purport has already found expression in these columns. Mr. Laidlaw thought these documents afforded very good evidence that the 3 ft. 6 in. gauge would be sufficient for the business of the sections of the country now proposed to be opened up. As was the case in Sweden, we had within ourselves the resources to build them. And it became, therefore, a question for our public men and capitalists, whether they should take hold of this system, and by getting charters from the Legislature, and setting the municipal machinery in order to help the companies to build them, might succeed in getting them built for the benefit of the country.

In moving another resolution expressive of confidence in the Provisional Directors of the proposed railways, Mr. Laidlaw further said:—

The Toronto, Grey and Bruce Railway would run through the section of country between the Northern and Grand Trunk, to Orangeville, thence through the heart of a fine country to Mount Forest, and thence to Southampton, or such other joint on Lake Huron as the County Council of Bruce might determine. With another line through the county of Grey. This railway would secure for Toronto a very important business, and would greatly benefit the places along the route, making Orangeville and other places west large and prosperous towns, as London, Stratford, Guelph and other places on the Grand Trunk had become. (Hear, hear.) The other line running north-east from Toronto to Balsam Lake, was proposed in the interest of the timber business and also with a view to the settlement of the country, into which it would penetrate. He supposed they were all aware that for 20 miles inland, east and north of the Georgian Bay there was nothing but rock, and the interior country could not be settled by entering it from that side. It could only be settled in the direction which it was proposed this railway should take. The timber existing in that section of country would afford the railroad an abundant supply of through freight, probably as long as the youngest of them would live. The Port Hope and Lindsay Railway brought down to Port Hope last year 65,000,000 feet of pine while the Northern only brought down 45,000,000 feet. If we had the Toronto and Nipissing Railway in operation, the quantity of lumber it would bring here would make this a very busy harbour. The people of Toronto should instruct the representatives they sent to Parliament that they must use all the influence they could command, to obtain the charters. (Hear, hear.) Mr. Laidlaw then gave some details as to the aid expected by the Provisional Directors from the municipalities. In the case of both railways, the municipalities were prepared to assist with liberal bonuses. As regarded the Toronto, Grey and Bruce there could be no question, that beyond Orangeville, a bonus of £5,000 a mile would be obtained from the municipalities. The railway could be built for £15,000 a mile and the company which undertook it would have no difficulty in raising the other £10,000 per mile, especially if the Government were prevailed upon as he thought they might be, to make grants of land in aid of the enterprise. He thought that as regarded at least the Toronto and Nipissing Railway, the Company would have a very strong claim on the Government, as it would open up for settlement a new section of country. (Hear, hear.) In conclusion, he said the electors of Toronto should ask the candidates now before them,

whether, if elected, they were prepared to do all in their power to aid these railways. (Hear, hear.)

Mr. Adam (P.O.K., Q.C.), one of the candidates for Toronto, replied that the scheme had his entire approbation, and promised to support it if elected.

The resolution was seconded by Mr. Charles Robertson, and carried.

Mr. Clarkson was the next speaker, and in the course of his remarks said that when the government had at its disposal millions of unoccupied lands, our representatives should say boldly to the government, "Give us live and undrained thousands of a million acres of those lands to help us to build the roads." There was nothing so central as to the welfare and good government of Upper Canada as the development of those vast resources now lying untouched. Mr. Clarkson went on to show how the great railways in the north-western States had been built in connection with the settlement of the country, the immigrants first getting employment in constructing the railway, then by cultivating the soil, giving the railways freight to carry. These railroads would make valuable the public lands now lying unoccupied, and would bring down the produce of those vast regions to our warehouses and to our shipping.

On motion of Mr. John Lays, seconded by Mr. Michie, it was resolved, "That this meeting recommend the Mayor and City Council to use their influence in promoting the interests of the Toronto, Grey and Bruce Railway, and the Toronto and Nipissing Railway, and are of opinion that the right of way over streets, little used, or over non-productive property, and access to the harbour should be accorded the said railway companies free or for a nominal rental."

Mr. Geo. Laidlaw then moved, "That whereas the people of the counties of Grey and Bruce, and the districts intervening, North Ontario and Victoria, have borne the share of the burdens imposed on the country in providing railway accommodation for the people on the lines of the Grand Trunk, Northern, Great Western and other railways, and whereas the people of the city of Toronto, in addition to their share of the general burdens, have invested in principal and interest the sum of \$2,400,000, in constructing the Esplanade and taking stock in the Grand Trunk Railway—therefore it is the opinion of this meeting that the aforesaid municipalities have an undeniable just and equitable claim on the public lands of the Province to enable them to construct a railway to open up the country, and afford settlers in the interior access to market." Mr. Laidlaw explained that he moved this resolution, believing it to be impossible to drive the road as far as it ought to be driven into the interior without the assistance of Government.

The resolution was carried unanimously, and the meeting shortly afterwards broke up.

We recommend the proceedings to the serious attention of the people of Lower Canada, and especially to the Municipal Councils of the "back country" and the counties along the North Shore of the St. Lawrence.

THE "NATIONAL BANK" SYSTEM OF THE UNITED STATES. ITS PROGRESS AND EFFECTS.

[FOURTH AND CLOSING ARTICLE.]

(From the London Economist.)

BEFORE stating the conclusions which arise out of the inquiry which has been gone through, a few additional facts must be brought forward.

One of the greatest merits claimed for the National Bank system by its authors and promoters is, that it establishes an uniform Bank Note currency over the whole Union, secured by a deposit with a public officer of an adequate amount of Federal securities. All the Notes are engraved by the comptroller at Washington, from plates of similar pattern and are only counter-signed and dated by the particular Bank to which they are delivered. Notes, therefore, issued by a small National Bank in Maine may, and do, pass away thousands of miles from their point of starting. It is hence a common currency for National Banks to have to provide for the redemption of a very small fraction indeed of the Notes they have originally paid away. The Notes of the State Banks, on the contrary, were purely a local currency and were, therefore, constantly and rigidly controlled in quantity by the frequent exchanges and clearings—that is, by the independent and spontaneous action of the real requirements of the public. But the wide dispersion of the Notes of National Banks has already reduced a large part of them to a discount; and to remedy this (as credit, the Comptroller urges that all National Banks shall be compelled to redeem their Notes at par at New York, by means of funds maintained there in the hands of correspondents—that is, of some one or more of the New York National Banks.

But in accomplishing this purpose, the Comptroller foresees a formidable evil which must be averted by further restrictive legislation. He says in effect:—"If all the provincial National Banks are to redeem their Notes in New York, they must constantly maintain there large funds—the New York Banks will condescend for the custody of these funds, and the more adventurous of them will bid for accounts by offering high rates of interest on country deposits. But if the New York Banks give high rates of interest for money deposited with them, they can only make a profit by advances more or less hazardous, and subject, therefore, to onerous terms. In order then to avert the catastrophe of a banking collapse, Congress must pass a stringent law prohibiting Banks from allowing interest of any sort on deposits. The allowance of interest on deposits may, under certain circumstances, be dangerous banking practice, but to enact a positive law interfering with perfect freedom of action in the matter, is a kind of legislation so unnatural that it must be futile or mischievous."