

the trick. The railway (Montreal and Bytown) is a hopeless failure. Huron and Bruce counties owed interest on £27,000 (£51000) on 1st of Jan. 1855; they owed about 16,000 of interest Apl. 1, 1856: the inspector general is their representative, and nobody pushes them; he makes electioneering capital by betraying his trust. Cobourg was £4,000 of interest in arrear Jan. 1, 1855, and knowing that our upright executive paid the interest to the holders of the bonds, and afterwards lent F. P. Rabidgo and G. S. Boulton, agents for Cobourg, \$100,000 more, while it was a defaulter; the people are taxed, and the knaves in office spout loyalty, cheat the public, and squander the revenue. This may be belied: it is truth, and Sir E. Head, as an English gentleman, might blush to read it. Of course Canada has had to pay out of the common purse every dollar for which these municipalities are in arrear. Much of the loan fund is lent to municipalities for railways of local interest—and so greedily are these land-peddlers that not even the loan of £3,000 a mile will gratify their base avarice, tho' it makes their wild land valuable, and gives them village lots to peddle. They must have more. Port Hope borrowed on speculation from municipal loan fund 170,000 for its railway to near Peterborough, pockets the gains, pays no interest. Why do not the government call out these defaulters? Must Haldimand be taxed to check such knavery as this borrowing? Will the clergy fund meet the deficiency? No indeed.

**BOUNTIES TO STATE PRIESTS.**—Apl. 11, I got the official return to late to complete my list, page 61.—J. Y. Ardagh, age 51, \$3,624. G. A. Bull, age 26, £50, gets \$3,948. Charles Brown, age 38, \$100, gets \$5,432. Wm. Belt, £120, age 28, bounty \$6,996. Jos. C. Gibson, £40, age 24, \$2,384. John Hilton, £50, age 34, \$2,796. Jas. Hockridge, £121, age 39, \$6,544. Henry B. Jessopp, £80, age 28, \$4,664. C. C. Johnson, £30, age 26, \$1,768. T. S. Kennedy's pension, page 61, should have been \$684. John Kennedy, £120, age 35, \$6,680. W. B. Lauder, £150, age 36, \$8,264. J. W. Marsh, £100, age 39, \$5,380. John A. Morris, £55, age 30, \$3,168. R. N. Merritt, £100, age 28, \$5,832. Alex. McNab, £100, age 44, \$5,120. Garrett Nugent, £75, age 33, \$4,214. H. N. Phillips, 50l, age 49, \$2,380. R. L. Stephenson, 91l, age 28, \$5,320. George C. Street, 121l, age 41, \$6,428. Jacob Van Linge, 120l, age 41, \$6,340. For Geddes (Saltern) page 61, read Givens. For Bowers read Bowers. These Church of England Priests' ages are given very differently in three returns.

Either the returns to the Assembly, April 1856, assert a fraudulent falsehood, or else the statements shewn to me at the end of May 1855, by Deputy Receiver Anderson, and which he assured me were the full communications settled on and paid, were a deception. I copied them. They gave 249,684l. to the Church of England, viz: 223,267l. to U. C., 26,424l. to L. C. The returns are 245,614l. U. C., and 30,236l. L. C. (omitting shillings.) Increase 26,166l. Few, if any, of the names given above were in the list I read. Will our Finance Committee sift these black transactions?

**VICTORIA OR MONTREAL RAILWAY BRIDGE.**—The expenditure upon this folly, up to 31 Dec. 1855, was \$1,445,112, viz: \$1,038,700 up to 30 June 1855, and \$406,411 to 31 Dec. 1855—say a million and a half. The whole scheme was a palpable fraud all round. Who is to raise the other \$½ millions? Or is the bridge abandoned?

**CANALS.**—What do the Welland, St. Lawrence and Chambly canals yield? Scarcely anything of consideration. Look at the disbursements for repairs on them! They amounted in five years, ending 1854, to 480,000l., general repairs and expenditures, same period, 172,695l., making 652,695l. Total receipts in same period only 458,889l., leaving an excess of expenditure over gross receipts in five years of 193,806l. The interest on the capital of the cost of those canals in that time, amounted to 925,000l. The direct public debt up to 31st January, 1855, was 5,153,494l., indirect debt 6,489,509l., total liability 11,643,458l. Investment in railroads up to 31st January, 1855, 5,093,574l., and canals 3,446,780l., making 8,540,354l.—JOHN YOUNG.

## ELECTORS OF HALDIMAND: You

will find many useful facts in this Almanac. It conveys to you the knowledge that the Grand Trunk Railway, and the Ontario and Huron Railway Corporations, are defaulters, bankrupt, hopelessly insolvent—that neither had paid their January interest, nor would be able to pay any more interest;—that to meet the interest on the Trunk bonds will require \$940,000 a year of revenue, and on the Northern railway \$144,000 a year, for ever, unless the roads become profitable, of which there is no hope—that the tory-French government propose to borrow more money on your farms, or to increase the taxes at your custom houses 25 per cent.—that the Municipal Loan Fund has broken down, and is about \$100,000 in arrear of interest—that the province is also bankrupt, meantime, 16 millions of dollars of its bonds being under protest—that the customs revenue is \$281,774 for 1855, (a falling off 30 per cent in one year,) the territorial \$125,000, the public works 109,000l., but all expended on them; the casual revenue \$5,880l. [including premium on 35l. 400l. sterling we borrowed last year in London, being 43,000l.]; total revenue 1,217,531l., the expenditure being within 22,000l. of it—that Brassey, Harling, Glyn, &c. propose to Canada to pay \$2,330,000 of interest yearly, for 99 years, on 9 millions sterling, and then get a railway already forfeited! That three million dollars of your means have been thrown away on favorite priesthoods and on Seigniors, and that waste, profligacy, and folly mark Sir E. Head's government.

Against all this I have faithfully warned Upper Canada. I voted alone against the Municipal Loan Fund; I opposed the other companies; I strove to make all aware of the mischief in progress. My honest conviction now is that to address the House of Commons stating the injustice of the system, and to lay our condition before the English people, so that an honest constitutional government may be established, is the true remedy; but concerning this course I shall soon have cause to address you again. Prepare for a general election; prepare for hard times in the way of money, prepare for more down-comes than this address can inform you of, and believe me to be your faithful servant. W. L. MACKENZIE.

Toronto, April 16, 1856.

## Taxes Exacted at our Custom Houses.

Amount of Taxes collected at certain ports, on imported goods consumed by Canadians, in 1854, viz:—Montreal \$1,934,413. [Three dollars out of every four of this heavy tax is paid by Upper Canada, which buys the goods that have paid the duty at Montreal.]—Toronto \$690,304.—Hamilton \$676,490.—Kingston \$116,132.—Stamford \$83,399.—Port Stanley (the port of London) \$66,240.—Belleville \$48,754.—Brantford \$42,922.—Ottawa \$37,287.—Brockville \$37,836.—Quebec \$716,559; also many smaller ports. Including the clerkships and trade returns \$300,000 would not pay the cost of collection. The French swallow up the greater part of the Public Revenue. They vote heavy taxes on Upper Canada, and are now to increase our taxation 25 per cent!!

As a specimen of the taxes of 1854, I may state that Canada paid—Coffee tax \$35,428.—Tea tax \$263,388.—Tobacco tax \$120,118. [The Americans pay no taxes on their Tea, Coffee, or Tobacco.]—Sugar tax \$558,934.—Molasses tax \$83,931.—Dried Fruit Tax \$49,175.—Cotton tax [American cotton inclusive] \$634,543.—Hardware tax \$430,279.—Silk tax \$186,303.—Woolens tax \$677,180.—Iron tax \$115,760; with hundreds of others. The merchant pays the tax, and charges it, with a per centage upon the farmer, mechanic or other buyer, and Frenchmen squander the proceeds. Away with all such Unions!