

bring back the drugs, dyes, and chemicals required by the manufacturer, the raw hides from the Pampas, and the rare woods of the tropics; and thus place us in a position to engage in these undertakings with similar facilities to those enjoyed by England and the United States. * * *

That there are certain classes of manufactures, which we can profitably carry on, notwithstanding all that has been said about the superior cheapness of transatlantic labour, must be admitted, on looking at the very excellent cloth mills, tanneries, furnaces, and foundries, the asheries, breweries, and distilleries, soap, nail, chair, and pail factories, oil and paper mills, potteries, machine shop, and many other establishments, which have sprung up without any other encouragement than those most important ones, which we offer to every branch of manufactures, viz.: abundance of cheap food and water power, a local market, low rents, and a healthy and invigorating climate. And there are many more which we could have at once, were we in possession of the requisite enterprise, such as rope walks, wire works, copper manufactures, white lead, and paint works, and an extension of our oil mills, candle factories, &c., and more particularly all manufactures of wood,—cabinet ware and turners' work,—and lastly, *ice*. The quality of our iron and the cheapness of charcoal offer every facility for the manufacture of *steel*. These manufactures flourish here because we produce the raw material, and because the expense of transportation and the opportunity for barter are in themselves a protection and an advantage over foreign supplies. Iron we could advantageously produce; our ores are of the finest description, and as we must now use charcoal, the quality would be equal to Swedes'; the inferior though cheaper English article would not come into competition with it, because, in iron the better article is generally the cheaper.

Cotton we could procure either from Tennessee, by continuous water communication through Cincinnati and Cleveland, or from South Carolina by Quebec or New-York; and it could be laid down on any part of the St. Lawrence as cheap as at the mills in New England. The coarser manufactures of this article we might profitably engage in, for in these but a small proportion of labour enters into the cost, the water power and machinery doing the most of the work. In this description of goods the Americans have supplanted the English in India; and British officers serving there, now wear the Yankee drills.

We need not envy the coal of England or Pennsylvania, the chief use of which in manufactures is to produce steam power, because we have a cheaper and more regular power in the countless falls and rapids of our many rivers; and for the manufacture of iron, in the composition of which coal enters so largely, we have seen that with our boundless forests we have a supply of charcoal which is far more valuable for this purpose. The pig-iron manufactured upon the Ohio River, where mineral coal is cheaper than wood, is, for the reasons above mentioned, made from charcoal where it can be obtained.

We have a population in Eastern Canada naturally intelligent and easily controlled, but who are, for one-half of the year, eating almost the bread of idleness:—and we cannot expect to attain the same wealth and prosperity as our neighbours, unless we rise as early, work as hard, and husband our resources as carefully as they do. With an increasing population, who have long since commenced to emigrate, with abundant food, unlimited water power, the noblest river, and the finest canals in the world, Canada, commanding the seaboard, must become the commercial factor for an important portion of interior America, and in due time a manufacturing country,—but we trust never one in which the agricultural interest shall be subordinate; where the husbandman, struggling in that vocation to which Providence has called him,—the first and most natural employment of man,—shall be told that his efforts *must be misdirected*. This is "an axiom" as difficult of adoption as the undisputed, but unnoticed, Golden Rule of Christianity; and as irrefutable by a minority, as the arguments we have employed when we took from the Indian his hunting-grounds, and proved (to our own satisfaction,) that he would be a happier man if he forsook his vagabond propensities and tilled the soil.—pp. 38-42. * *

RECIPROCITY WITH THE UNITED STATES.—The advantages of a free access to the American Market need no demonstration, but the readiest mode of obtaining it is a subject of much discussion. That it will become the interest of the United States to yield this privi-

lege, we have no doubt—but that they will be brought to do so by *argument*, instead of by *action*, is we fear scarcely to be expected.

Canada is in a position to compel the Americans to open their ports to her produce,—and to exact tribute from the trade of the Western States; and she owes this position wholly to the improvement of the St. Lawrence. Without her canals, she would be compelled to do, what Ohio, Michigan, Wisconsin, and other Western States are now doing,—contribute to the support of the Government and improvements of the State of New-York; with this additional disadvantage, that she would at all times have twenty per cent. to pay toward the support of the general Government of the United States. * * *

Whether we obtain reciprocity or not, and whatever be our future commercial position with regard to the United States, our policy is the same, viz., to render ourselves speedily and permanently independent of all other routes, so long as we have one (under the control of our own legislation) which admits of being used. If the withholding of this concession on the part of the United States, for two or three years longer, should have the effect of arousing us to a proper sense of our position,—whatever pecuniary loss we might in the interval undergo would be a most valuable investment. If however we had the *entré* of the American markets to-morrow, the attendant advantages would be but imperfectly enjoyed without our St. Lawrence canals. If, as in 1847, a good demand existed on the seaboard, we would be the victims of an expensive and limited means of export, and nearly all the profit of that demand *would go to the forwarders and the State of New-York*. In that year the cost of transport from Buffalo to Albany rose to two dollars per barrel, owing to the want of capacity in the Erie Canal.

Of the produce coming from, and merchandize going to the Western States by the route of Syracuse, about one-third now goes by the way of the Welland Canal and Oswego; the other two thirds by the way of Buffalo. Oswego is gaining so rapidly upon Buffalo in the strife for the western trade, as to leave very little room for doubting, that in a few years the greater part upward and downward would take the Oswego route,—*if sufficient facilities could be afforded on that route*. A most significant fact is, that of the salt leaving Syracuse (the point of junction of the Oswego and Erie Canals) for the West, 56,000 tons went last year by the Oswego and Welland Canals, and only 19,000 by Buffalo. Had the remainder of the up freight started for the West, from Syracuse, (instead of from Albany in *Buffalo boats*) a greater portion of it would undoubtedly have gone by the Welland Canal. In 1840, Oswego had only one-sixth of the Western and Canada trade up, and one-seventh down. These proportions have now increased to one-half and one-fourth respectively; the receipts of western produce being greater now than they were at Buffalo in 1840; and, although in 1848 (after the enormous export of 1847) there was a decrease in those receipts at Buffalo, of 167,000 tons—there was at the same time an increase of 5,000 tons at Oswego.

Now if the Welland Canal, substituting twenty-eight miles of ship navigation for 154 of boating on the Erie, has produced the effect we have shown upon the Western trade, what would it be if we could take the cargo which has passed the Welland, to Whitehall on Lake Champlain? thus substituting say twenty or forty miles more of ship navigation for about 130 of boating;—leaving only a boat navigation of less than seventy miles, with but fifty-five feet elevation to the summit above Champlain,—to reach tide water at the Hudson. Would we not inevitably secure to the St. Lawrence canals the same western trade of the Americans which now moves through the Welland Canal? Would not that flour which now passes through the Erie Canal and is carried by railway from Albany to Boston, pass down through the St. Lawrence canals to Burlington, and thence take the *two rival* railroads into the best market for breadstuffs upon this continent—the manufacturing districts of New England? The manufacture of those districts would then go west through our canals; and our vessels by thus going down, would draw up freights from Quebec and Montreal, New-York and Boston, the whole of New England, and the manufacturing counties of Northern New-York. The immediate construction of a canal from Lake Champlain to the St. Lawrence, the cost of which would not exceed £500,000, is an object of the most vital importance to us, as the proprietors of the St. Lawrence and Welland Canals, for it would secure the payment for, and support of our magnificent artificial navigation, chiefly by