

sible for the North American Provinces to compete with the northern European countries. According to this proposition, there will still remain a nominal difference in the amount of duties, and this the Finance Minister says will still be sufficient to favour the North American timber trade. So it would, if the voyages were of the same length. Nor would our shipping interests be injuriously affected, or other national interests interfered with, if the transactions were, in all other respects, similar. But the comparative duration of voyage, and other essentially different circumstances, are such, that the North American timber trade, instead of being favoured, would be utterly annihilated, if this measure be carried into effect. To equalize the duties would be to favour decidedly, and at enormous sacrifices to the nation, the *Baltic timber* trade. It is assumed, that this equalization, or alteration of duties, would minister somewhat to cheapness in building houses, and in other operations in which foreign timber may be used ; but the statesman should consider with what materials, and how produced, and whence procured, a nation's greatness is constructed, and in what way it may be endangered. It would be a poor consolation, should Britain's bulwarks feel the want of a hardy and well-trained race of seamen to pro-