

Looking now at the coarser grains, we perceive that we exported \$2,200,138 worth of Barley and Rye, while we imported only \$75,793 worth. Similarly the exports to the United States of oats amounted to \$2,097,688; the imports to but \$17,457. But on the other hand, we imported Indian Corn to the value of \$975,014, and exported only \$39,967 worth. Thus we see that the Treaty has had the beneficial effect of enabling the farmers of Canada and the United States to use their lands in raising just that kind of produce for which their soil and climate are best adapted, the Canadians growing oats and barley, the Americans corn. The consumer has consequently had the advantage of cheaper prices than if the farmers of Illinois had been driven to raise oats, and those of Canada corn. So with animals. We exported live animals worth \$2,300,793, importing to the extent of \$20,855, but we imported meats worth \$1,238,923, and exported only to the extent of \$256,527. (a) The Canadian farmer, who grows oats, breeds horses and cattle, and the American, who grows corn, converts it into pork. The exchange, permitted by the Treaty, and always beneficial to both, was never more so than during the recent war, when the demand of the Canadian horse and cattle market was of the utmost value to the American people, and the hard times in Canada made our farmers welcome the American buyers with more than their usual cordiality. Nor must the article wool be overlooked. Before the Treaty, we exported to the States about \$100,000 worth of wool per annum, in 1853, the amount had risen to \$974,000. The money is of the utmost value to our farmers, the wool, which possesses valuable qualities not to be found in the fleece of the American sheep, is of the utmost value to their manufacturers." (b)

Turning from the produce of the farm to that of the mine, we find other illustrations of the mutual advantages resulting from the Treaty. Coal is one of the articles free from import duty. Pennsylvania, which sold 5,000,000 tons per annum at the epoch of the Reciprocity Treaty, yielded in 1860 11,869,574 tons of anthracite, and 2,699,000 tons of bituminous coal. Ohio gave in the latter year, 1,130,000 tons, all bituminous. But the bituminous coal of Pennsylvania and Ohio is so far West, that Boston and other North Eastern cities have to depend upon Nova Scotia for their supplies. (c) That colony yielded only 100,000 tons per an-

until of late, owing to the mining monopoly held by a powerful corporation. Now, however, this monopoly has been destroyed, and the report of the Nova Scotia Commissioner of mines shows that 429,351 tons were brought to surface in 1861, and 406,839 tons in the first three quarters of 1862. Most of this was exported to the States. Ohio is, however, within easy reach of Upper Canada, and we have imported an increasing quantity of coal thence, in 1863, 163,517 tons, worth \$488,816. (a) Now, as wood becomes annually scarcer, coal is becoming more and more indispensable, and since, from the position of the coal beds, the permission to import it reciprocally free of duty materially reduces its cost to the consumer in New England on the one hand, and in Upper Canada on the other, the withdrawal of that permission would be not only injurious to the commercial and manufacturing interests of both, but one of the most cruel injuries to the whole population of the two countries which could possibly be inflicted by the recklessness of their rulers.

The trade in other minerals is only just beginning to be developed, and as yet consists chiefly in the ores of copper and iron, many tons of which are exported to the United States, (b) where our copper ores are much sought after, since they act as a flux in melting those obtained from American mines.

The lumber trade is of equal importance to Canada with the trade in grain, but, contrary to the usual impression, it does not appear to have been so beneficially affected by the Reciprocity Treaty. Great Britain remains the consumer of by far the greater portion of our annual export, the States taking little from us save Plank and Boards, which they bought in large quantities before the Treaty, and will continue to buy if it should not be renewed. The amount of our export of lumber to the States has indeed increased considerably, but not much faster than the trade with England (c), or than the increase of the population of these regions and the denudation of the American forests would lead us to expect. The truth is, that although the Lake Cities may for a time be supplied by Michigan lumber, the Atlantic States must have ours, for which they must pay us what it costs us to procure it, and a reasonable profit besides. If they put a duty on it they but enhance the price of house building, and consequently of house rent in every one of the Eastern cities, of which public injury a few lumber manufacturers in the well-known exhaus-

ted limits of Maine will alone reap the temporary benefit. (a) The restricted interpretation given by the American Government to the clause affecting lumber has no doubt checked the increase of trade. The words are that lumber is to be reciprocally admitted free, if "unmanufactured in whole or in part." Under this phrase the United States have considered themselves entitled to charge duty on boards, if so much as grooved and tongued, on shingles, if so much as dressed. It will behove those interested in the lumber trade, on both sides of the line, to see that, in the event of the renewal of the Treaty, a more liberal policy is adopted in this particular.

Our limits, now fast being filled, warn us to pass at once to the consideration of the last important article of the Treaty, - that which accords to the United States the right of using our canals, and enables Canadian vessels to navigate Lake Michigan. This, the article which perhaps most deeply concerns the Western States, appears to be that which has led to all the agitation hostile to the Treaty. Freedom to use our canals, especially on the liberal terms fixed by the Canadian Government, has naturally interfered with the monopoly of transport enjoyed by those of New York State whose policy has always been to raise as much revenue from tolls as the Western producers could be made to pay. Buffalo and New York consequently first took ground against the Treaty, and the Committee on Commerce of the New York Legislature, in reporting against it, plainly shewed their animus in the complaint that we have "built canals and railroads in Canada to compete with American interests," and "engaged in fruitless but persistent efforts to divert the trade of the Western States from the natural channels it had already formed." Let the Legislature of New York be answered by that of the State of Illinois. The Commissioners from that State, appointed under resolution of the 14th Feb., 1853, to confer on the subject of transportation with the Canadian authorities, said in their memorial. For several years past, a lamentable waste of crops already harvested has occurred in consequence of the inability of the railways and canals leading to the sea-board to take off the excess. The North-west seems already to have arrived at a point of production beyond any possible capacity for transportation which can be provided, except by the great natural outlets. It has for two successive years crowded the canals and railways with more than one hundred millions of bushels of grain, besides immense quantities of other provisions and vast numbers of cattle and hogs. This increasing volume of business cannot be maintained without recourse to the natural outlet of the Lakes. . . . The St. Lawrence furnishes for the country bordering upon the Lakes a natural outlet to the sea. (b) Our canal system, though it may compete with that of New York, does not appear to the representatives of Illinois to be "hostile to American interests." We have not yet succeeded in affording so much relief as we could wish to the bursting granaries of the West. Owing to a combination of causes we only transported in 1853, 13,200,000 bushels of wheat through the Welland canal of which but 3,300,000 passed on down the St. Lawrence, but even this must have been of great assistance to Western producers and forwarders. We hope, however, soon to do better than this. We have now but one grain portage railway connecting Lake Erie with Lake Ontario. We hope soon to have three. We contemplate the enlargement of our existing canals and the construction of another to connect the Georgian Bay more directly with the St. Lawrence, and shall thus endeavour to reduce the ardent hopes of the

The figures for 1863, are the following:
Imports of wheat and flour from the United States into—

	brls.	bush.
Newfoundland, flour.	216,545	1,082,975
New Brunswick, wheat.	...	15,137
Flour	217,420	1,087,100
Nova Scotia, flour.	286,000	1,430,000
Total, bushels		3,615,232
Exports of wheat and flour from Canada to United States—		
Wheat.	...	1,400,000
Flour, brls.	2,190,000	2,450,000
Total, bushels		3,850,000

(a) Imports of meats from the United States—	
1855	\$1,019,714
1856	1,417,771
1857	200,264
1858	511,596
1859	601,454

Exports of animals to U. States—	
Animals for food—	
1855	\$82,536
1856	100,853
1857	622,833
1858	787,582
1859	1,235,516

Horses—	
1855	\$491,493
1856	323,961
1857	467,321
1858	117,151
1859	778,657

Our exports of meats, and our imports of live animals are comparatively unimportant.

(b) Exports of wool from Canada to the U. States—	
1859	\$36,860
1861	73,133
1862	71,000
1863	105,600
1864	20,323
1865	275,375
1866	315,061

Our entire crop would scarcely supply the American worsted manufacturers. Our "combing wool" is worth twenty cents per lb more than the fine American wools. —Newspaper paragraph, 1865

(c) Tons shipped to U. States from Nova Scotia—	
1849	20,800
1850	22,000

Mines in operation—	
1850	4
In 1863, exports of coal to U. States—nearly—	
Tons	309,000

(a) Imports of coal from the U. S. into Canada:—
Value of coal imported in 1851 (from U. S.), \$38,682. —Andrew's Report, p. 431.

	TONS.	VALUE.
1855	80,000	\$226,512
1856	84,000	285,351
1857	94,816	400,297
1858	70,027	212,700
1859	78,537	237,776
1860	79,836	304,079
1861	171,561	458,653
1862	165,905	437,391
1863	163,517	518,816

Compare speech of Mr. Townsend, of Ohio, U. S. Reps., 1853. — The coal imported from Nova Scotia and New Brunswick is highly bituminous. . . . Some factories in the East are now lying idle because they cannot, without paying a high duty, obtain a certain amount of Pieton coal, which they find it beneficial to use in connection with that from Pennsylvania. . . .

Now the question is: shall we, by legislation preventing competition, compel the millions who want coal, and must have it, to pay an extra and exorbitant price in order that a few brokers, owning coal stock, may realize enormous profits?

(b) Ores of Metals imported into the U. S. from Canada (See Chase's return) —

	TONS.	VALUE.
1855-56	26,372	\$10,213
1856-57	3,231	42,821
1857-58	6,283	235,858
1858-59	2,753	226,086
1859-60	6,681	320,414
1860-61	12,297	523,314
1861-62	40,760	373,658
1862-63	4,915	220,229

(This statement of tons is evidently incorrect. The values are probably reliable)

(c) Exports of Lumber from Canada.

	Total Countries.	To Great Britain.	To the U. S.
1851	\$5,083,688	\$3,873,080	\$1,117,268
1852	5,548,132	3,918,688	1,550,316
1853	6,666,169	6,162,568	2,353,181
1854	9,275,789	7,246,968	1,975,639
1855	7,127,104	4,370,668	2,694,236
1856	8,894,948	5,935,892	2,897,548
1857	10,427,656	7,212,132	3,121,656
1858	8,234,765	5,106,696	3,207,964
1859	8,556,621	5,204,248	3,391,819
1860	10,061,147	6,159,776	4,446,611
1861	8,633,633	6,408,789	2,065,870
1862	10,051,147	4,896,653	3,232,689
1863	12,264,178	7,713,316	4,165,229

(a) The value of Plank and Boards exported to the U. S. since 1851 is given below, together with the price per M. feet; and the slight increase in this price, not greater than that in the price of pine-lumber shipped to England, affords, it is believed, a remarkable illustration that the consumer, not the producer, of imported articles chiefly suffers by (i. e. pays) the duty that may be imposed upon it.

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1851	\$774,116
1852	1,144,092
1853	1,896,712
1854	1,579,821
1855	2,313,339
1856	2,481,687
1857	2,557,206

(b) The value to the Western States of each additional facility for transportation cannot be over-rated. Each cent per bushel taken off the cost of carrying their produce to market increases the value of their annual crop by \$5,600,000, they having raised in 1862 650,000 bushels of wheat and corn.