

free from the danger of losing the connecting link. But still I prefer the bolt and socket, it makes a much firmer fence, and the extra cost is regained by the additional space of ground covered, and a few dozen extra bolts and sockets, at 3s. per dozen, can be added to supply the place of loss. The prices I have named would, of course, be subject to the fluctuating price of iron, and would either be reduced below, or increased above the prices quoted, in accordance with the price of iron at the time. But even under any change, either up or down, I do not think the price of hurdles would be affected above 3d. each, above or below the cost I have named. I am firmly of opinion, too, that if the Provincial Government would admit the importation of wrought iron hurdles at the moderate duty of $2\frac{1}{2}$ per cent on the invoice price, that hurdles of the very best description and quality of iron of $6\frac{1}{2}$ feet in length (with two up-rights) three feet six in height, and weighing 56 lbs each, could be laid down in Toronto at from 7s. 6d. to 8s. 9d. currency, each. The revenue, instead of losing, would be benefitted by the operation, to the extent of $2\frac{1}{2}$ per cent, as any higher rate of duty would act as a prohibition to their importation. This permission on the part of the Government would in no way affect, or encroach upon, the interest of the mechanic, as none whom I have spoken to upon the subject, would undertake to make the same kind of hurdle for less than 20s. to 25s. each, and then of inferior iron. For the reasons assigned, I am fully persuaded that if the Agricultural Board would communicate with the "Governor General in Council," setting forth these facts, and the urgent necessity that exists for the introduction of a better, more enduring, and economical kind of fence into the Province than any at present in use, and so obviously to the advantage of the Province, the boon denied to an individual would be willingly conceded to the Agricultural Society.

The larger the quantity of hurdles ordered, the greater would be the advantage in purchasing, and economy of freight upon the simple principles of commerce. 1000 can be bought and shipped upon better terms than a tithe of that number; on that account it would be advisable to ascertain what number of gentlemen in the country would join in the importation, and what number of hurdles each would take. For one, I would take 100, on my own account at least, and doubtless many others would take a like number, so that a respectable Invoice would be ensured to begin with.

The 100 hurdles which I imported in 1854, were under every disadvantage, but that of purchase, which was at the lowest cash price of the time. The hurdles were manufactured in the interior of the country and subject to 50 miles inland carriage to port of shipment,—the freight across the ocean was paid by measurement instead of by weight, and the duty exacted $12\frac{1}{2}$ per cent. Yet in defiance of all these untoward circumstances, including inland carriage from Montreal, and Insurance, I consider that my hurdles do not stand me in more than 12s. 6d. cy. each. At that period, there were no vessels sailing direct to Liverpool from the Upper Lakes, and returning with freight cargoes, as now obtains, affording a better chance of procuring freight upon more reasonable terms, and of delivering the goods in Toronto without trans-