

THE "POTTER" POLICY STILL ALIVE!

NOT a little indignation has been excited throughout Canada by the action of the American Government prohibiting the importation of cattle from Canada into their country. The pretence set up that this course is adopted for fear of *Rinderpest* being introduced into the United States, is so shallow and absurd, that it can deceive nobody. There has never been a symptom of the cattle disease in Canada; and that it would be introduced by imported cattle during the depths of winter, we shall not insult the common sense of the American authorities by supposing they believe it probable. Following close upon the heels of the obnoxious order of Mr. CARLYLE with regard to Canadian goods passing across the lines, we fear this prohibition of our exports of animals can have only one interpretation. It is either a threat to influence the negotiations about to begin at Washington, for a new Reciprocity Treaty, or it is another instalment of a settled policy on the part of the United States Government to harass and injure our commercial interests, with a view to create a feeling favourable to a change of our political existence. We believe reasons are not wanting—and good ones too—which would indicate that the latter view affords the correct solution of Mr. SEWARD's policy. The Potter idea does not yet seem to be dead, and imposed upon by such lying correspondents as the *New York Herald's*, it is hoped that a little pressure may inspire that desire for admission into "the great Republic," which more honourable means have failed to produce. There may be some Americans who see in this stoppage of our cattle trade, only a justifiable protective measure in the interest of the American farmer; but it is to be feared that the politicians have very different and more unscrupulous objects in view.

So far as the people of Canada are concerned, it can have no political effect, unless it be to make annexation more distasteful than ever, and it cannot seriously affect our commercial interests. During the past season, Canada has almost been drained of its surplus stock. Drovers have scoured the concessions and by-lanes of our most distant townships, buying up all the cattle, horses, sheep, pigs, &c., upon which they could lay their hands. The province has therefore become very bare of live stock, and it is questionable if it is not for the interest of the great bulk of the community that foreign exportation should cease, at least for a time. While not seriously affecting Canada, there can be little doubt that Eastern consumers will suffer from the absence of Canadian Beef, Mutton and Pork. Already, we understand the price of live stock has risen at New-York, Albany, and other points; and so long as the prohibitory order continues in force, Western Stock-raisers will reap a rich harvest at the expense of the Eastern consumers.

From all points of view from which it can be considered, the stoppage of the cattle trade is ill-advised and ill-timed. It is, besides, a glaring violation of the Reciprocity Treaty. Had *Rinderpest* existed in Canada, the obligations of the Treaty might justly have been set aside. But when no such pretence is set up—when no danger menaces American cattle—there can be no palliation for so flagrant a violation of a solemn national obligation. In fact Great Britain would be fully justified in calling upon Mr. SEWARD to fulfill the articles of the Treaty, and to know why its provisions are thus set at naught. If the object of the Washington authorities be, as many suppose it is, to endeavour to teach us that we are at their mercy—that we should end such obnoxious trade regulations by joining them—it is a great blunder. It has already excited much bitterness in Canada, and it will only serve to intensify the feeling already existing, that the time has emphatically arrived when Canada must make herself more independent of the United States than she has ever yet been. That our Government can accomplish this, many of the deepest thinkers in the province believe.

Our Views in a Nut-shell!

Commenting on the prohibition of the import of cattle from Canada the *N. Y. World* says: "It would have been quite as wise to prohibit Canadian men and women from crossing, to this side lest they should bring the cholera with them, for there is neither cholera nor cattle disease in the Province. The treaty has only a few weeks to live, and this petty, indirect legislation evidently degrades the United States in the estimation of the Provincial people." These are just our views in a nutshell!

A DETROIT VIEW.

WE notice that at a recent meeting of the Detroit Board of Trade, President ASPINWALL made a speech in which he took pretty strong ground against the Ottawa Ship Canal. Mr. ASPINWALL, doubtless, had the interest of the "City of the Straits" in his mind when he spoke, but his remarks, nevertheless, deserve attention. He admitted that Western producers could reach tide-water quicker by constructing the Ottawa canal than by any other route, but contended that it had disadvantages which no science or art could overcome. These drawbacks are, that it would be so far north that it would shorten transportation two months in the year; that it would only serve a portion of the country, cutting off part of New York and Pennsylvania, Ohio, Indiana (Toledo being the great shipping point for that State), Michigan, and mostly all commercial towns in Upper Canada, from directly participating in its benefits. Mr. ASPINWALL is strongly in favour of a ship canal or marine railway around Niagara falls, and the deepening of the Welland and St. Lawrence canals, which, he asserts, will be cheaper and better.

MARINE DISASTERS.—1865.

THE disasters to Shipping of the United States during the past Season have been very serious. Both upon the Lakes and the seaboard the casualties have been large. One account sets down the losses upon the Lakes at 500, which is much larger than for many years past. The *New-York Shipping List of Wednesday*, gives the following Statistics of the whole number of vessels belonging to the United States which have been lost during the last twelve months:—

No.	Value	No.	Value
January 34.....	\$890,000	July 22...	\$500,000
February 26.....	302,000	August 35...	1,092,000
March 29.....	625,000	September 34...	608,000
April 28.....	795,000	October 49...	850,000
May 18.....	330,000	November 77...	1,500,000
June 18.....	650,000	December 80...	1,800,000
			445 9,737,000

Railway Time.

We have received from the publisher at Hamilton the January Time Tables of the Great Western, Grand Trunk and other Canadian railways, with their American connections. This is a useful little publication. It only costs 5c. per copy.

Trade and other Items.

—A great sensation has been created in Chicago by the failure of W. H. Crosby, the proprietor of the famous new Opera House, which cost over \$400,000. Failures in speculations—among them is a loss of \$200,000 in wool—are said to have caused Mr. Crosby's downfall.

—The *Pittsburgh Commercial* says that it is proposed to lay down 12 miles of tubing from Pit Hose to Titusville, for the conveyance of oil without delay and expense of teaming. The following is the estimate:—Allowing two thousand barrels of oil per day to pass through the tube, sixty thousand barrels of oil at the present rate of teaming, would pay for the whole capital stock, \$150,000, in 20 days.

—The following is an extract from a Circular to Postmasters recently issued by the Postmaster General:—"The offence of applying to letters now posted in Canada, postage stamps in prepayment of postage which have been previously used for that purpose, is a very serious one, rendering the perpetrator liable to prosecution for *felony*, and on conviction to imprisonment in the Penitentiary." Postmasters are instructed to report all cases of infraction of the law.

—Last week another new locomotive was turned out of the Canadian Machinery and Locomotive works, Kingston, under the superintendence of Mr. Tutton, and on Tuesday another was sent down from the works to the Grand Trunk station, making the tenth since last April, at which time comparatively little of the work had been done.

—A party of gentlemen, comprising Mr. Swinyard, of the Great Western, Mr. C. Hunt, Mr. Wallace, Mr. McKellar, M.P.P., Messrs. Ferrie, McLaren, and A. G. Ramsay, of Hamilton, and others, lately visited Bothwell and Petrolia, for the purpose of enquiry, the object being to determine how far the petroleum trade would warrant the construction of a line of railway from Bothwell to Oil Springs and Petrolia, terminating possibly at Wyoming.

—The English and American Bank is announced in England with a capital of £1,800,000 in 60,000 shares of £30 each. Of these, 25,000 shares are stated to have been already subscribed, leaving only 5,000 to be distributed to the public. It is intended according to the prospectus, chiefly to transact credit and exchange banking business in Great Britain and America, but more especially in the latter country.

—We are pleased to observe that the new Provincial Telegraph line is now opened from Kingston westward to London, and is ready for the transaction of business. In two weeks, the line will be extended to Windsor, and connected with Detroit. At Kingston, it connects Cape Vincent by submarine cable.

—It appears from the message of the Governor of New York, that the gross amount of the tolls received on the New York canals during the year 1865, was \$3,577,465. This is \$768,800 less than the year's receipts of 1864. The repairs on the canals this year have amounted to the enormously large sum of \$1,784,086, or more than half the tolls. The *New York Tribune* says there is swindling here—wholesale, gigantic, atrocious—and it must be stopped.

—The *Charleston Courier* refutes the idea of certain Northern journals relative to a large yield of cotton next year. It says:—"It is not in the course of nature that fields and plantations lying idle, should yield in the same proportion with land kept in a high state of cultivation. No one who is acquainted with the present condition of South Carolina, will venture to say her probable yield of cotton for the next twelve months will justify any comparison with the yield before the war."

—At a meeting of the Shareholders of the Cobourg and Peterborough Railway Co., the following gentlemen were elected:—Hon. A. A. Burnham, Dr. Beatty, A. Fraser, P. McCallum, W. I. Stanton, J. H. Dumbler, W. Kerr, D. H. Minaker, and J. Pidgeon, Esqrs. At a subsequent meeting of the Directors, Dr. Beatty was elected President, and W. I. Stanton, Esq., Secretary.

—The importations of foreign dry goods at the Port of New York for the year 1865 amounted to \$91,965,000; in 1864 they were \$80,164,000; so that high duties have not had the contemplated result of diminishing consumption.

—A large manufactory of steel is soon to be established on the Susquehanna River, in Pennsylvania, near Harrisburgh. One thousand skilled workmen are to be brought from England, and 1,500 will be produced in the United States. It will be the largest establishment in America.

—According to the last census, the little State of Vermont produces more horses, milch cows, sheep, butter, cheese, wheat, oats, hay, hops, maple sugar, and wood, than any other State in New England; and it produces, according to its population, more butter, cheese, wood, hay and maple sugar, than any other State in the Union.

—A letter from Chicago says: The stringency of the money market and the rapid fall in the price of grain have caused quite a number of serious failures in this city, although I have seen no mention made of them in the daily papers. There have been several this week, mostly of those engaged in the commission business. The dry goods men are heavily pressed, but, thus far have held out. The grain speculators are having a hard time, as they deserve to have. If the monetary pressure continues, we shall have, undoubtedly, quite a crash this winter.

—Last year, a Detroit firm shipped 90,000 fresh white fish; this year they will furnish not less than 185,000. The average weight of these is two pounds and nine and a half ounces each, making a total of over 490,000 pounds of fresh fish shipped from Detroit alone in a single season. The wholesale price ranges from 18c to 15c per lb, giving a total of from \$55,000 to \$72,000 brought into circulation in this city and vicinity from this commodity. This does not include the summer trade, which is also of very large amount.

—The import of foreign goods at New York has been very large for some time past. The other week they were \$6,463,518 against \$2,172,170 in the corresponding week of last year. Of the amount last week, rather more than one-half (\$3,404,907) was in dry goods. Of the general merchandise there was of coffee \$559,326, sugar \$304,679, tea \$266,717, and fancy goods \$131,718. The total amount of imports in October reached \$23,134,675 against \$10,088,808 in October last year, and the official figures for November and December, when the returns are completed, will show even a still greater relative difference.

—Twenty-three years ago the population of Prince Edward Island numbered 47,084; it is now over 85,000. In the year 1842 the revenue was only £13,745; it is now not less than £60,000. There were then but 121 schools; now there are but few less than three times that number. At that period 644,824 bushels of oats were raised in the colony; it now raises two and a half millions. Then it raised 83,229 bushels of barley; now it raises nearly 130,000. It owned then 9,861 horses, at present there are 20,000. The shipping of Prince Edward Island has increased in an equally satisfactory ratio.

—An Illinois paper states that the people of Warren and towns in the eastern part of the country are using corn for fuel. We had a conversation with an intelligent gentleman, who has been burning it, and who considers it much cheaper than wood. Ears of corn can be bought for ten cents per bushel, by measure; and seventy bushels, worth seven dollars, will measure a cord of wood. A cord of wood, including sawing, costs \$9.56, which is \$2.50 more than the cost of a cord of corn, besides the fact that the corn produces more heat than wood.

—The Atlantic gale of the 22nd and 23rd of December was so terrific, that the "Ottawa" had her bulwarks, water-casks, and life-boats swept away, together with Chas. Dyson, 4th Officer, William Collins, quartermaster, and John Munday, seaman. Two others had their ribs broken. The "Atlantis" also, which has arrived at New York, did not fare much better.