

equivalent," in the year 1863; but the balance of *coin* was in our favor in the sum of \$1,390,015, since in the letter of the Secretary of the Treasury, already referred to—we find that the importations of the precious metals were \$4,892,195. Which country, then, in adjusting balances for 1863, was the *debtor* "in gold or its equivalent"?

Still again, as relates to transportation, Mr. Morrill avers that

"Our position gives to us the carrying trade over about one hundred miles of railroad, controlled by a perpetual British lease, and in whose prosperity no American has either a dime or a vote, from Portland to the Canada line, which the giant corporations of the British Provinces have Anglicized and monopolized; and for this equivocal favor we have, with excessive liberality, allowed more than one thousand miles of Canadian railroads to successfully compete for the carrying trade from one point to another in the United States."

Surely, he cannot mean that of the 30,600 miles of railroad in the United States in 1860, which cost \$1,134,450, we have no control over such of them as connect New England with the West; yet, as the words stand in the Speech circulated under his own *frank*, this seems the fair inference. Perhaps he himself will allow, upon reflection, that "our position" is not quite so desperate as to confine us to "about one hundred miles of road between Portland and the Canada line;" since the roads from Boston to Buffalo, and thence to all the great marts on the Lakes, which, with their connections to different cities and rivers, are thousands of miles in extent, were constructed with American "dimes," and are under the direction of American "votes" and skill. And, as concerns the roads which pass through Mr. Morrill's own State, and terminate at Ogdensburgh, we can but suggest that he ought to help save the business of *these*, and the use of the Welland Canal by our freight