

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 lines, 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 secures 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 February, 1863, 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