(*Correspondence of the London Evening Mail Sept. 22d.*

TO AMERICA BY THE ST. LAWRENCE, AND CANADIAN TRADE.

SIR,—Having noticed in your issue of the 12th inst. an article from the *Montreal Herald* in reference to the mail steam service between Liverpool and North America, and its influence on Canadian trade, I shall feel obliged for space in your columns briefly to advert to the same subject, which at present is exciting much attention in Canada, and cannot be a matter of indifference to the Government and people of this country.

The question is, shall the trade of Canada and of the Western States of America flow through American channels of communication between the ocean and the interior, or shall that trade pass through Canadian channels? I shall attempt to show that, by the present large subsidy given by the British Government for the ocean mail service to Halifax, Boston, and New York, while no aid whatever is given to ocean steamers by the St. Lawrence, a great injury is inflicted on Canada, and an influence thereby created which tends powerfully to attract and has attracted trade to the Atlantic ports of the United States; that the mails can now be delivered, not only in Canada, but in all parts of the United States in less time through the route of the St. Lawrence during the period of navigation, and in winter to Portland until St. John's, New Brunswick, or Halifax is connected to Maine by Railway.

That I may be better understood, and the position of Canada in relation to this question more clearly defined, I would state, that after the repeal of the differential duties in 1846 in favor of colonial agricultural products, Canada had no more advantage in the markets of Britain than the United States or any other foreign country; and it soon became evident, that the trade which had been forced to Quebec and Montreal through the influence of these differential duties could not be retained, unless the cost of transport from the interior of Canada and the States to Britain was as low by the St. Lawrence as through United States' routes.

That Canada was not prepared for this contest with the adjoining States in 1846 will be readily admitted, when it is considered that in that year and for some years before, both Boston and New York were connected by various lines of railway with Lake Erie at Buffalo, while at the same time the only railway then existing in British America was 14 miles in Lower Canada. The canals of New York connecting the Lakes Ontario and Erie with the Hudson river had been then in operation for 22 years, while the canals on the St. Lawrence were only opened in 1849.

The North American royal mail steamers were established in 1839, and till 1846 ran fortnightly to Halifax and Boston. The same steamers now form a weekly line to Halifax and Boston and direct to New York at an annual cost to the British Government of £186,000 sterling; but in no instance, are the mails or freight destined for Canada landed at Halifax, but at either Boston or New York, and are carried to their destination through American territory and by American canals and railroads. The Government of the United States also subsidize an American line of steamers at an annual cost of $865,000 per annum.

Such were the disadvantages under which Canada had to enter into competition with her intelligent and active neighbours, without railroads, her canals unfinished, and the British and American Governments paying together a sum exceeding £350,000 per annum as a subsidy to mail steam-ships. It is, therefore, not surprising that trade should have been attracted away from the St. Lawrence route, to which no aid has been extended, to American Atlantic ports, and that freights should be less by the one route than the other. The actual results are in perfect agreement with the circumstances. The imports and exports of the Western States and of Western Canada have vastly increased since 1846, but the imports and exports by the St. Lawrence in 1855 were not greater than in 1846. The average cost for freight of a barrel of flour in the nine years ending in 1854, from New York to Liverpool, was 2s. 0½d., while the average cost from Montreal in the same period was 3s. 10½., or about 90 per cent. higher by the one route than the other.

Whatever may have been the disadvantages under which Canada was thus compelled to contend, certainly she did not long mourn over her position, and it must be acknowledged, I think, that the increased energy and self-reliance of her merchants, since the commercial policy of the late Sir R. Peel was inaugurated, has far outweighed all the advantages arising from the previous enervating colonial system.

After 1847, public works of various kinds necessary to enable Canada to begin the competition for the interior trade were commenced and have been vigorously and consistently pushed forward. I say begin, because the position which Boston and New York occupied in 1846 in reference to railways will only be achieved by Canada in October next, when Quebec will be connected by railroad with the Upper Lakes. and the network of railways in the United States as far south as New Orleans, and west as far as the Missouri river. Navigation for the largest class of vessels from sea has been rendered practicable as far as Montreal, a point 100 miles nearer interior lake navigation than any other point on the continent. Lighthouses have been built in the gulf of the St. Lawrence, and a line of screw-steam vessels has been established at an annual cost to the province of £24,000, for a fortnightly line to the St. Lawrence for seven months, and for five months to Portland—the Atlantic terminus of the Grand Trunk Railway. This line of steam-vessels has been eminently successful in demonstrating the great value of the St. Lawrence route, and although the ships are not equal in size or speed to the vessels of the lines running to New York and Boston, yet the mails between Canada and Britain since these vessels commenced running have been delivered earlier than the mails coming through the United States. Trade is also increasing. The Board of Trade of Montreal in presenting a memorial to his Excellency the Governor-General on the 22nd ult., say:—"That the advantages arising from the establishment of direct communication by steam between this country and England, already apparent in the marked increase of exports from the St Lawrence, in the partial restoration to our own channels of the import trade, which of late years has sought American routes, and in the earlier receipt of European intelligence, would be greatly augmented by the formation of a weekly line."

But however successful the line has been in demonstrating the shortness of the route by the St. Lawrence, I regret to say, it has not been so to the contractors; and with their subsidy of £24,000 from the Province of Canada they are at the mercy and can be run off at the pleasure of the contractors, who receive £186,000 sterling from the British Government and $865,000 from the American Government.

Of the £790,735 annually paid for the mail steam-packet service to the various colonies, Canada, the most magnificent of the whole, not only receives no part of this enormous amount, but the influence and weight of the British Government are thrown into the scale against Canada by a subsidy of £186,000 sterling, the effect of which is to lead "British and British colonial commerce captive into American ports.'

I shall now show that, with vesels of equal speed to those running to New York and Boston, the mails between Britain and any part of the United States can be delivered in less time by the St. Lawrence during navigation, and in winter by the way of Portland.

A careful examination of the matter will demonstrate, that in order to secure the most rapid delivery of the mails between any part of America and Great Britain, the voyage of the Atlantic steamers should terminate at that point the least distant from Britain, and which also shall be in connexion by railroad with other parts of the interior.

The distance from Liverpool to New York—I obtain my figures from Mr. Wyld, of Charing-cross—is computed to be 2,980 geographical miles; from Liverpool to Quebec, 2,502 miles, *via* the Straits of Belle Isle. If, therefore, the Persia, or any other vessel, makes the voyage to New York in 10 days, it follows that the same vessel would have run to Quebec in eight days and ten hours; and as the distance from Quebec to New York by railroad is 570 miles, or 19 hours, at the rate of 30 miles an hour, it is evident that the mails by the steamer to Quebec would be in New York 19 hours earlier, than if the Persia or other steamer had gone direct from Liverpool to New York.

Boston, the nearest eastern American port to Great Britain, under the present mail contract, is 2,790 miles from Liverpool. Suppose such a vessel as the Persia, able to make the voyage in 9½ days, Quebec could by the same vessel be reached in eight days and 19 hours, and with 14½ hours to pass over 430 miles of railway from Quebec, it is clear that the mails, even to this point, could be delivered in eight hours and a-half less time than by steamer direct from Liverpool to Boston.

New Orleans is 2.280 English miles distant by from New York, *via* Charleston, or three days and four hours, or 13 days and four hours, from Liverpoo, Quebec, *via* Toledo and Cairo, is distant 2,223 miles by rail from New Orleans, or three days and two hour, which, added to the time of the ocean voyage to Quebec, makes 11 days and 12 hours, or a saving in time of transport of mails from Liverpool to New Orleans of 40 hours. Take one more instance to the west. New York is distant by rail to Detroit (across the Niagara) 785 miles. Quebec is distant from Detroit 752 miles The ocean voyage to Quebec being eight days and ten hours, and to New York 10 days, the saving in time would be 37 hours *via* Quebec. This difference will be greater when the railroad which is now in course of construction to Trois Pistoles will be finished,—a distance below Quebec of 150 miles.

Before the completion of her railroads, Canada could not (although having the nearest ocean port to Britain,) and did not demand from the British Government any change of the contract for ocean mail-service to America. Now the circumstances are changed, and the Canadian public and press will be deemed right in demanding of the Government on this side, either that the subsidy for mail steamers to America be entirely withdrawn, leaving Canada to contend with the United States only; or, if it is still deemed necessary to subsidize a line of steamers to Boston and New York for the advantages of United States' commerce, then, it is only fair and just that an equal amount should be allotted by the British Government for ocean mail service to British North America; by which means, the subsidy could be so distributed as not only to have a weekly line of steamers to Quebec during navigation, and to Portland in winter, of such a size and speed as to be able successfully to compete with other lines, but a line could be established to sail direct from England touching at the port nearest to America for mails, to St. John's Newfoundland thence to Halifax, in Nova Scotia (with a branch line to Prince Edward Island,) and thence to St. John, New Brunswick, and Portland. It would then remain matter of arrangement among the several provinces, to what extent they themselves would contribute a sufficient amount to have either a weekly or a fortnightly line.

Surely some such alteration of the arrangements for ocean mail service to North America is required. It is manifestly unjust to the British provinces generally, and particularly unfair to to have things remain as at present. To the Canadians it is a matter of the most vital importance. They have invested upwards of £10,000,000 sterling in canal, railroads, &c., upon the value of which (as I think I have already shown) the subsidy, as now given for the ocean mail service to North America, has a direct bearing. The Canadians ask for nothing which will not promote the general and commercial interests of this country—they have difficulties of some magnitude to surmount in contending with their American neighbours; but they are in no way afraid, nor shrink from the contest. All they ask is fair play and, that the mother country, in her arrangements for the Imperial postal service, shall inflict no injury, if it is not in her power to afford her assistance.

JOHN YOUNG, late Chief Commissioner of Public Works in Canada, and at the present M. P. P. for the city of Montreal.

London, British Hotel, Sept. 16.

AMERICAN BOOK CRAFT.

"Forty years ago, three men, by hand-work, could scarcely manufacture 4,000 small sheets of paper a day, while now they can produce 60,000 in the same time. It has been calculated that if the paper produced yearly by six machines could be put together, the sheet would encircle the world.

Nowhere is paper so much used as in the United States. In France, with 35,000,000 of inhabitants, only 20,000 tons are produced yearly, of which one-seventh is for exportation. In England, with 28,000,000 of inhabitants, 66,000 tons are produced; while in this country the amount is nearly as great as in France and England together.

A large portion of this consumption of paper is directed to the 2,000 newspapers which are incessantly springing up in all sections of this country—some to flourish, but more born to die and make room for the succession."

"The first book ever printed in the New World was in the city of Mexico. It was printed in the Spanish language, in the year 1544, and was entitled *Doctrina Christiana per eo los Indos*. The first publications made in English, in America were the *Freeman's Oath*, an Almanac for 1639, nearly a hundred years after the work published in Mexico. In 1640 was published the first book, entitled the *Bay Psalm Book*. It was reprinted in England, where it passed through no less than eighteen editions; the last being issued in 1754. It was no less popular in Scotland, twenty two editions of it having been published there. Altogether, it is estimated it reached to seventy editions abroad."

"The first printing press set up in America was 'worked' at Cambridge, Massachusetts, in 1639. The Rev. Jesse Glover procured this press by 'contributions of friends of learning and religion,' in Amsterdam and in England, but died on his passage to the New World."

"It is believed that the amount invested in the book business in Boston alone, at the present day, cannot be less than three millions of dollars. Now there are nearly one hundred booksellers, and over fifty distinct publishers in the American 'Athens.'

In New York, there are four hundred and forty-four booksellers and one hundred and thirty-three publishers, and in Pennsylvania, four hundred and two of the first and seventy-two of the last. Most of the publishing, and the largest number of the booksellers, centre in the three great cities of Boston, New York, and Philadelphia, which are the leading publishing cities of the country. New York has the most capital invested in the business."

DELICATE ATTENTIONS.—In the tenth century to eat out of the same plate, and drink out of the same cup, was considered a mark of gallantry, and the best possible understanding between a lady and gentleman.

CAMEOS ENCLOSED IN GLASS.

When bas relief figures and medals enclosed within a coating of pure white glass were first brought before the public, they excited great surprise. This invention was first introduced by the Bohemian glass makers about a century ago, but from the inquiries sometimes made of us about it, it appears that a majority of persons are not yet aware how such works of art are manufactured.

The figure (or figures) intended for incrustation is made of materials requiring a higher degree of heat for their fusion than the glass within which it is to be incrusted. A mixture of China clay and silicate of potash is found to possess this quality. The bas relief is made of this material in a plaster mold, and after being slightly baked is gradually cooled. A mass of transparent white glass is blown hollow, with one end open, and the cameo, heated to redness, is placed within it. The mass is pressed or welded to make the two substances adhere, and the remote end being closed, the glass-blower *draws out* the air from within (instead of forcing in air, as in the ordinary manufacture), thus causing the glass to collapse, and to form one continuous substance with the cameo. When the glass is cut and polished to any desired form, the effect produced is striking and beautiful, for the clay cameo or bust has the appearance of unburnished silver, isolated in the midst of the solid transparent glass. Small articles are incrusted in a more expeditious manner, especially upon glass goblets or similar hollow vessels. The hot cameo is placed upon the hot manufactured vessel, a small piece of semi-liquid glass is dropped upon it, and this both fixes the cameo in its place and forms a glassy layer to enclose it.

An Editor out west has married a girl of the name of Church. He says he has enjoyed more happiness, since he joined the Church than he ever knew in his life before.

Mr. Smith told a neighbour that he had purchased a set of jewels for his dear wife, which cost $2,000. "Guess she is rather a "dear" wife," replied the other.

GIVING HIM HIS DUE.—Dean Swift, in preaching an assize sermon, was severe against the lawyers for pleading against their consciences. After dinner, a young counsel said some severe things against the clergy, and added that he did not doubt, were the devil to die, a parson might be found to preach his funeral sermon. "Yes," said Swift, "I would, and give the devil his due, as I did his children this morning."

—— During the stormy days of 1848, four stalwart mobocrats entered the bank of the late Baron Anselm de Rothschild, at Frankfort. "You have millions on millions," said they to him, "and we have nothing; you must divide with us." "Very well, what do you suppose the firm of de Rothschild is worth?" "About forty millions of florins." "Forty millions you think, eh? Now there are forty millions of people in Germany; that will be a florin a piece. Here's yours."

—— Gainsborough was once examined as a witness on a trial respecting the originality of a picture, and a counsellor endeavoured to puzzle him by saying, "I observe you lay great stress on 'a painter's eye;' what do you mean by that expression?" "A painter's eye," answered Gainsborough, "is to him what a lawyer's tongue is to you.

—— In Niles' Register, of 1819, we find the following recommendation of a cure for cholera morbus: "Common cork, *thoroughly burned*, is recommended as a certain cure for this severe disease. It acts as an absorbent and neutralizer of the acid. It is taken without difficulty--and three doses, of a whole cork each, in an hour, effect a cure. One dose is generally sufficient."

FATAL VENTRILOQUISM.—Benjamin F. Gearhart, pastor of the Wrightville, Pa., Methodist church, imitated a wild turkey so well, that one of his hunting companions shot him, by mistake, for one of those birds, and wounded him fatally.

DONALD M'KAY, ESQ.—We regret to learn that our friend Donald M'Kay, Esq., the king of ship-builders has felt obliged to call a meeting of his creditors. This is owing mainly to his being called on to pay at once a large amount, result of an award against him in England, where he has lost very largely in connection with those who purchased parts of his ships. We trust his suspension is but temporary.