

but the imports and exports by the St. Lawrence, in 1855, were not greater than in 1846, and the average cost of freight in these nine years from New York to Liverpool was 2s. 0½d. per brl., while the average cost from Montreal, in the same period, was 4s. 11d.—or more than 100 per cent. than *via* New York. But whatever were the disadvantages against which Canada was thus compelled to contend, certainly she did not long mourn over her position; and there are few who will not now admit, that the increased energy and self-reliance of her merchants, since the commercial policy of the late Sir Robert Peel was inaugurated in 1846, has far outweighed all the advantages which then existed from the previous inveterate policy of protection to our products in the markets of the Mother Country. In 1847, public works of various kinds, necessary to enable Canada to contend for the interior trade, were commenced. In 1850, the St. Lawrence and Welland Canals were completed. Railroads, in 1854, were constructed to the ocean, from the St. Lawrence. Those designed to tap the Western trade, were begun from Quebec and Montreal, and light-houses on the Lower St. Lawrence were projected and commenced in 1852. Of the £799,735 sterling paid annually, in 1850, by the Government of Great Britain for the mail steam packet service to her various Colonies, Canada, the most magnificent of the whole, not only received no part of this enormous amount, but the influence and weight of the British Government was thrown into the scale against us, by a subsidy of £186,000 stg. given to the “Cunard Line,” the effect of which