

tance by the River St. Clair, Lake Erie, and to Lake Ontario, is fully equal to 700 miles, and would by steamboats, &c. occupy three days, with a like number of transshipments or removals, and by the ordinary ship conveyance would occupy as many days as hours by the Railroad to Toronto. From Toronto by steam to Oswego, twelve hours, what route can compare with the one under consideration? Who does not perceive, that the vast supplies of hardware, crockery, cutlery, and British manufacture, would pass direct from England to the Western merchants by the St. Lawrence, while all the supplies they draw from New York would by way of Oswego, pass on to Lake Huron by Toronto or Hamilton?

And would you allow the citizens of the United States and others to pass their merchandise the same as His Majesty's subjects, across the Peninsula from Toronto to Lake Huron free of duties? Certainly! and that too without reference to any act of reciprocity on their part, deeming it sound policy to pursue that course which is beneficial for the Province, and not preclude it from great advantages because others may not be disposed to pursue a corresponding policy towards us, the policy of drawing commerce by our rivers, railways, and by our vessels and boats, is solely with a view to render the facilities which the Province affords profitable to its inhabitants, and that too without reference to the policy of others.—I should hope the day is come, that those measures which will draw out the vast resources of the country may be adopted without talking of reciprocity, so that the unrivalled, and but little known great advantages of the Canadas may be called forth. I presume earnestly to recommend the measures of a free transit as one of commercial policy, as well as of political expediency and sound wisdom. If by this channel the products of England can reach the Far West, by a shorter route, unlogged with duties, will not a fair portion, if not the chief of the carrying trade, and particularly all the heavy and bulky articles, be carried by our ships to Quebec, Montreal, and on to Lake Huron, and shall not we draw upon an average four pounds a ton, and derive from each individual passing from Quebec a like sum, independent of the freight from England; and if only by the railway, would not each passenger leave a pound at least, in the Province. Surely, to turn away such advantages,—to shut out such a certain source of incalculable gain to the Province, upon the plea of reciprocity, would manifest an intellectual lethargy, a degree of indifference truly to be deplored and not to be expected from a people goaded to exertion by a surrounding energy and prosperous enterprise unexampled. I am grieved to find that such is the baneful influence of political strife, that one party cannot

bear to see a measure conferring prosperity on the Province, emanate from, or that such should be strenuously supported by the other—yet, each party professes to be governed by liberal principles, and these in accordance with a regard for the rights of, and tenderness for the opinions of others. O that I could but persuade my fellow-subjects, who talk about their anxiety for the prosperity of the Province, to unite in the support of those measures which they, and all others admit, must produce certain prosperity.

I call upon all who are jealous of their loyalty, of their love for the British Constitution—for British connection,—and I call upon all who wish to cherish a kindly intercourse with our neighbours, to lay aside every feeling but that of rendering Canada the great highway from the shores of the Mississippi, and the Rocky Mountains, not only to the Atlantic by Quebec, but to New York, the commerce of which city is mainly attributed to those internal channels of communication which have been made at a great expense. I deliberately state that such prosperity has been the fruit of their enterprise and energy, and hence capital has flown in from other countries entrusted to their management; I may venture to say, that one third of the capital which has set afloat the great enterprises in the States of the Union, including also the Bank of the United States, has been furnished by British capital, and were similar energy exhibited in Canada, and the baneful consequences arising from limiting the rate of interest done away, surely Canada would be preferred, as a more stable security, as happily exempt from the certain ruinous consequences of universal suffrage, and voting by ballot.

Before I conclude I would earnestly press the following consideration on the attention of the proprietors of property in Montreal and Quebec, who, it is believed, do not appreciate the advantage within their reach.—There are but three main outlets to the ocean for the Western trade: one is chiefly by artificial means, viz: New York; the other two by natural channels, viz: New Orleans and Quebec; the power of steam can be rendered all important to the two latter, and only partially so to New York,—see to what an unexampled value the houses, building lots, and lands, in and near New York and New Orleans, have attained,—and to what may such rise be justly attributed? Has not such risen with the increased facilities afforded to commerce, in drawing it to those ports?—And will not the same results assuredly arise to Montreal? I feel a deep conviction that the proprietors of the property at Montreal and Quebec would be not only great, but immediate gainers, did they even at their own cost, complete that line of navigation, now