

teen miles long; and from London to Port Stanley, on Lake Erie, there is one just completed about twenty-five miles more.

Before proceeding west of Montreal, I should have mentioned the Industry and Rawdon road, several years in operation, twenty-three miles long; a road from Quebec northward, in course of construction, nineteen miles; the Montreal and Plattsburgh road, thirty-two miles; the Montreal and Lachine, nine miles; the Champlain and St. Lawrence, 43 miles; and a portion of the Montreal and Bytown or Ottawa road, thirteen miles. This latter forms part of a line which will be eighty miles long.

From what has been said, it appears that there are in Canada of railways built and in progress, about 1850 miles, which have cost, or will have cost, between seventeen and eighteen millions of pounds sterling.

I submit it to my hearers, if a young country like Canada can in the course of a few years accomplish such things, can maintain the highest possible financial credit, and exhibit throughout its whole length and breadth a population rejoicing in plenty, is it not worthy of being regarded with admiration?

But the railways actually built and in progress are only a part of the system, for another gigantic enterprise has been chartered, and will no doubt be shortly undertaken. I allude to the Quebec and Lake Huron Railway, which will run from the former city to Georgian Bay on the great Lake Huron. The accomplishment of this undertaking cannot fail of being most beneficial in drawing down the trade of the west, and opening for settlement a vast extent of country capable of supporting millions of inhabitants. The Legislature, at its last session, voted 4,000,000 of acres in the valley of the Ottawa in aid of this project, and steps are now being taken by surveys and explorations to put the matter in shape before the capitalists of Great Britain.

I have spoken of the great public works of the province, owned and managed by the government, I mean the canals, and had intended to dwell at greater length upon their magnitude, the very substantial way in which they are built, and the facilities they offer for the transport of the products of the west to the ocean, and *vice versa*; the carriage of imported manufactures, the fish and oil of the lower provinces, and the transmission of emigrants; but time warns me that I must be brief.

To show their superiority over the routes by canal from the west to the American seaboard, I need only say that their total length, in order to overcome the difficulties of the St. Lawrence, are only sixty-eight and a-half miles against three hundred and sixty-three by the Erie Canal to New York; forty-eight locks against eighty-one; locks of fifty and one hundred feet in breadth and one hundred and eighty-five feet long against forty-five-feet breadth and one hundred and ten feet long, and a depth of water nine and a-half feet against one of six and a-half feet.