

enlarge the Welland Canal would go very far toward the construction of the Georgian Bay Canal, where it can be used more effectually to promote the interests of Great Britain, Canada and the great and growing North-West. The great central highway for the commerce of the continent, if I read the purposes of Providence aright, was designed by him who formed it to pass from the Georgian Bay through Lake Simcoe to Lake Ontario. There a channel can be secured, broad and deep, through which the vessels and propellers can pass, laden with the products of British skill and industry, directly from London and Liverpool, to supply the millions who shall dwell in the mighty valleys of the Mississippi and the St. Lawrence, and having performed their mission, they could return filled with the beef, the pork, the lard, and the golden grains of the teeming West. The dangers and the expense of transshipment, always, if possible, to be avoided in commerce, would thus be entirely removed. The products of the West would now go to Europe by the St. Lawrence probably a hundred fold more than they do, could the Quebec and Montreal lines bring back the foreign goods consumed by the West. For the last year, and, if I mistake not, for two or three years past, a bushel of corn and wheat could be delivered from two to five cents cheaper at the wharves of Montreal, than they could at those of New York; but the large return freights from Europe received by New York vessels, gave them on the round trip the advantage over the Canadian lines. Build the Georgian Bay Canal, so that England could send her products in vessels of a thousand tons burthen in bulk directly to the consumers west of Lake Michigan, and the advantage would be turned in their favor. Great Britain, according to what I believe reliable statistics, imported from all countries, of grain and meal, in 1861, 16,094,941 quarters, of which 5,398,176, or more than one-third, were from the United States; and I think it was Mr. Cobden who stated, in a speech at Rochdale, that had not a supply been obtained from the United States, there was not gold enough in Lombard street to buy it, for other nations could not possibly spare so large a surplus. There can scarcely be a doubt that the building of the Georgian Bay Canal would so largely cheapen the price of grain, that in less than five years, England would save on the price of her food more than the canal would cost.