

sary, it was deemed by the Department essential that in point of finish and adaptation to the objects in view, the article of Canadian manufacture should compare favorably with its English or American prototype.

A few specimens of the articles manufactured in Toronto, were exhibited at the late Provincial Fair at Brantford, and excited a good deal of attention and commendation. Since then, the apparatus manufactured has been much more varied and of a very superior kind. They include not only school desks and seats, but maps, map-cases, and rotary stands; brass orreries, tellurians, globes, geometrical figures, and diagrams; mechanical powers, levers, and various articles of brass work, illustrative of the different branches of natural philosophy. A detailed list of these articles, together with a number of valuable additions to the Depository Catalogue, will be found on pages 44, 45, 46, 47, and 48 of the present number of the *Journal*.

In addition to the apparatus, arrangements have been made, not only to have the maps mounted in Canada, (which has been done for years), but also to have the various maps and globe covers engraved and lithographed in this country. This arrangement has been highly successful.

As it is the object of the Department to bring within the reach of private parties excellent and beautiful articles of school apparatus, as well as provide them for the public schools, it has been suggested to the manufacturers of them, to not merely execute the orders of the Department, but to provide and keep a supply on hand, (as the Department can only supply municipal and school authorities with school requisites), for sale to all who may desire them, that gentlemen may thus be able to procure these important and pleasing aids to instruction for their own families; and we are sure they will not be the less sought for and the less valued, when it is considered that they are the productions of Canadian skill and enterprise.

The plan of the Department of Public Instruction, has been to import nothing that can be produced at home; to furnish patterns, and to suggest and offer encouragement to attempts for the manufacture at home of all the material appliances of school instruction. The experiment was commenced with the printing of school books and the manufacture of school furniture; it has proved completely successful; and every subsequent experiment has been equally decisive on the side of Canadian skill and industry. Thus in everything appertaining to our schools, from the training of the teacher and the architecture and furnishing of the school-house, to the smallest article of school apparatus, our system is becoming more completely Canadian, and proportionably efficient.

II. THE NATURAL HIGHWAY FROM THE FAR WEST TO THE OCEAN.

At a time when the annexation of North-West territory is under discussion, this is a matter of the highest importance, in a national point of view. If we look at the map of North America, we observe two great highways, viz., the Mississippi and the St. Lawrence—each the natural outlet for the productions of the region through which it flows. Unfortunately, however, in the case of the latter, we find art frustrating the intentions of nature. Instead of the trade of the West passing down the St. Lawrence, we find it tapped by canals and railways, at Buffalo, Rochester, Oswego, Cape Vincent, Ogdensburg, and Montreal, and competed for by the cities of Boston and New York.

As a matter of Canadian policy, (in which light we now view this subject,) this state of things should be corrected; and, fortunately, the remedy is in our own hands, viz., by the construction of a ship canal between the mouths of the French and Ottawa Rivers. We are aware of the existence of an Act incorporating the Toronto and Georgian Bay Canal Company, but no person views the carrying out of such a work otherwise than as a sectional undertaking, or believes that it will ever be seriously commenced, much less completed. From the first we have seen the insuperable difficulties which beset that work, and have warmly advocated the opening up for modern navigation of the route through which the early pioneers of the North-West carried on their voyages of discovery and trade.

The great national work, *par excellence*, is the one of which we have spoken above, and for which nature has largely provided. We must view it as the means of developing the resources of the country through which it runs—as the great highway of emigration to the West—and as the route by which the exports and imports of a country (even without the contemplated addition) nearly as large as Europe must pass. Montreal, as the terminus of this canal, and the head of ocean navigation, will then be the centre of this vast commerce.

It is remarkable that the people of Chicago and the West should have devoted their attention more continuously to this subject than Canadians, through whose country the trade must pass, or Great Britain, which it must eventually reach. Therefore it is that it is our desire now to call the attention of the government and of the public

to the matter, as the means of giving to Canada her proper position on this continent.

Were we in a position to commence this work during the next year, it would be a fit celebration of the centenary of the conquest of Canada,—yes, more, a reconquest of the country, not by arms, but by the ægis of British commerce.

In a letter written by Walter Shanley, Esq., C.E., published in the Report of the Commissioners of Public Works for the year ending December, 1856, he says:—

“As to the result of my observations on that section of the route where the flow of the water is to the west, I will briefly state that the mouth of the French River, by which I entered it, under the guidance of an Indian of Lake Nipissingue, is not obstructed by islands, and is capable of being made accessible for large vessels; that the French River itself is singularly facile of adaptation to the purposes of deep navigation; that Lake Nipissing, a noble expanse of water, possesses, at least on that side of it (the southerly) with which we have to do, ample depth and fine harborage; and finally, that the ridge separating its waters from those of the Ottawa cannot be looked upon as a formidable barrier to their union, when it is known that a cutting of three-fourths of a mile in length, by twelve feet in depth, would cause the upper waters of the Matawan, now tributary to the Ottawa, and more than 200 feet deep, to flow to Lake Huron by way of the French River.”

And further he adds:—

“I voyaged the whole of the above mentioned portion of the route some 260 miles, (from the mouth of the French River to Portage du Fort) by canoe, and found it to embrace a vast proportion of deep, still water, stamped to a great extent with lake rather than river characteristics; and I reached the end of my journey strongly impressed with the conviction that nature has there marked out a pathway in the desert, that the genius of commerce will, at no far distant day, render subservient to its ends. The navigable connection of the great Lakes with ‘La Grande Rivière du Nord,’ I look upon as inevitable; the *scale* of navigation to which the route as a whole is capable of being adapted, remains to be determined by survey.”

From a comparison of routes, it appears that the Ottawa route is the cheapest.

The great problem to be demonstrated is that a barrel of flour can be carried as cheap from Quebec to Liverpool as from New York. The present difference is caused by the different rates of insurance, and the fact that while shipowners are always sure of a cargo from Quebec to Liverpool, they are not so from Liverpool to Quebec. We shall endeavour to shew that if the West exports by the St. Lawrence she must also import by the same route.

By a resolution of the Senate of the United States of March 1851, the Secretary of the Treasury was requested to communicate to the Senate full and complete statements of the trade and commerce of the British North American Colonies with the United States and other parts of the world. This was done by Israel D. Andrews, and many of our readers are aware how his Report on Colonial and Lake Trade abounds with valuable statistical information. We there see the grand network of artificial communication by which the trade of Canada and the West is collected and centred in New York, and thereby diverted from its natural channel of the St. Lawrence, and an apprehension is manifested lest we should undertake the construction of rival lines, and build up a commercial emporium on the banks of our noble river which will compete with New York for European trade.

The merchant always endeavors to sell in the dearest and buy in the cheapest market. The West will not be a manufacturing country for a long time to come. England is generally the best market for the sale of Western produce, and also the best and cheapest for the purchase of manufactured goods. The people of Chicago are longing for a ship canal, by which they can reach Liverpool. All their importations must then be from England *via* the St. Lawrence, causing a direct exchange between the producer and consumer. Great Britain will then have the boundless West, with its magnificent cities and millions of inhabitants as a market for her manufactures, thus making the interest of the two countries one, and binding them to continual amity. She will thereby circumscribe the manufacturing interest of the Eastern States, which is now threatening to be her greatest rival.

What would Quebec be at the present time without her timber trade? Yet this will not last for ever. If our rulers are wise, they will provide for another and more enduring commerce, such as that now glanced at. The canal will then properly belong to the merchants and manufacturers of London, Manchester, Liverpool and Glasgow. We will open the locks and collect the tolls.

This is one view of our Ottawa route, in an Imperial light, but assuredly one of great national importance.

We recommend it to the serious attention and far-seeing intelligence of British merchants, so that they may bestir themselves in the matter, before this trade becomes settled in channels, which it will take years upon years to disturb. With a cargo each way between Liverpool and Quebec, and an improved chart and improved lighting of the