

will rapidly increase in value; the water power in our neighbourhood will be largely utilized; the real estate of the cities will soon advance to higher prices than it ever reached in the most speculative times, and our city itself be forced to enlarge its borders; our harbour will soon have a shipping traffic second only to that of New York of the whole American continent, and the wheels of industry, so long remaining blocked, will be set in motion, infusing new life into the whole business community.

A share in all this is within our reach, if we only choose to avail ourselves of it, and surely it must be evident to all that it is only trifling with the interests of the country to remain as we are, and utter nonsense to fancy we can continue to go on as we are doing.

We agree with Professor Smith that "the ties of blood, of language, of historical associations, and of general sympathy, which bind the British portion of the Canadian people to England, are not dependant on the political connection, nor is it likely they would be at all weakened by its severance, nor fail to be manifested by practical assistance in the hour of need," while they would, at the same time, exercise much influence in fostering the growth of the friendly feeling towards the Mother Country now manifesting itself in the United States, and thus help to bring closer together in sentiment and policy these too long divided and estranged Anglo-Saxon Nations.

Why the St. Lawrence Improvements are not a paying investment.—The St. Lawrence with its chain of lakes, reaching 2,000 miles in the interior of the continent at Duluth, about half way between the Atlantic and the Pacific, is the most gigantic inland navigation to be found in the world. For 15,000,000 of people, settled on both sides of its shores and west of Lake Superior, the St. Lawrence can be made the cheapest conveyancer on this continent. Now custom house dues and regulations, including heavy securities