

Union and the British Province of New Brunswick. The western boundary of Canada, west of Lake Winnipeg, is yet undefined. The River St. Lawrence, and Lakes Ontario, Erie, St. Clair, Huron, and Superior, with their connecting rivers, form a wonderful natural boundary between Canada and the States of the Union, and a means of communication of surprising extent and unsurpassed excellence.

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THE NATURAL ADVANTAGES AND RESOURCES OF CANADA.

In all new countries means of communication may be styled the pioneers of permanent improvement and expansion. Canada is especially fortunate in this respect; she possesses, without exception, the most magnificent system of natural and artificial water-highways, in direct communication with the sea, to be found in either hemisphere. A ship sails from Liverpool, London, Havre, Bremen, Hamburg, Stockholm, or any other European port, and arrives at the mouth of the St. Lawrence, the great marine outlet of the commerce of Canada, and of the Far West. Let us ascend the St. Lawrence with her, and without changing our vessel, unravel this water-system from the ocean to the prairies of the Far West, through Canadian rivers, canals, and lakes.

Three hundred miles from the vast outlet of the River St. Lawrence we pass the mouth of the Saguenay, a deep and noble river, navigable for the largest vessels 70 miles from its outlet. Four hundred and ten miles sailing from the ocean, and we reach Quebec, the great sea-port of Canada, with a large and increasing foreign commerce. Five hundred miles' sailing finds us at the limit of the tide-water, and we now begin in reality to ascend the stream of the St. Lawrence; 590 miles brings us to Montreal, near where the Ottawa, or grand river of the North, mingles its red waters with those of the St. Lawrence, after draining a valley of 80,000 square miles in area, lying to the northwest, and thus commanding the inexhaustible treasures of the magnificent forests of a part of Canada, more than twice the size of Bavaria or the Sardinian States, and six times the superficial limits of Holland.

It is at Montreal that these lasting monuments of enterprise, courage, and art begin to develop the secret of Canadian inland navigation. We have reached the St. Lawrence canals, seven in number, constructed for the purpose of overcoming the obstacles to continuous navigation presented by the rapids. These canals, of different lengths, and great capacity, fitted for sea-going vessels, enable us to ascend 116 miles of river in actual horizontal distance, overcoming a fall of 225 feet above the level of tide-water. Fifty-two miles of sailing, 168 miles above Montreal, and we are in Lake