

D. McLarty, Esq., responded. He was imperfectly heard in the beginning of his remarks. He was understood to say that he was deeply grateful for the honor done him, and would convey to his partners the tidings of the manner in which their health had been drunk that night,—though comparatively a young man, he had been long investigating the subject of steam navigation, and he was happy when he heard through Mr. Bellhouse, of the opportunity of entering upon so promising an enterprise as the starting of a Canadian line. But he had no idea of the kind of place Canada was until he came here. The country had very far exceeded his most sanguine anticipations, and he should carry back to his friends the assurance that Canada was not the outlandish place which many of them in their ignorance imagined it to be. He was convinced from what he had seen and heard, that the St. Lawrence was far before any other channel between the Great West and the Atlantic and that eventually all the trade of that fertile region must flow through it. Instead of small steamers such as the *Genova*, they must put on vessels of twice her size propelled by engines of twice the power of hers, which would enable them to reach Quebec and Montreal sooner than the Collins' and Cunard steamers reach New York. As he had said, he had given much attention to the subject of steam navigation, and was convinced of the superiority of a screw over paddle wheel, which it was year by year displacing; and lately the *Boomerang* had increased the speed of their steamer from 9 to 11 knots per hour, and they believed it would be shortly so adapted as to increase it to 14 or 15. He again thanked them for their cordial welcome of him. He should ever remember with grateful feelings the kind hospitalities extended to him, not only here in Montreal, but by many members of the Provincial Legislature at Quebec.

"Alderman Whitney proposed the next toast. He thought that after all the recent horrible railway accidents they had heard of, many people would prefer to take a safer, although much slower course, and travel upon canals. A man might very well think that the delay in arriving at the end of his journey would be fully counterbalanced by the greater certainty of getting there at all. Another advantage of our canals is, that they are already built, while many of our railways are mere schemes which may be executed or may not, though they seem to be almost the only one's which meet people's views now. A few years ago, it was thought a good thing to see a vessel like the '*Lord Sydenham*,' come down direct from Lake Ontario. Now, with our enlarged canals, it was nothing extraordinary. We had a system of inland navigation of which we might well boast. He would not detain them longer, but would propose '*The Canals and Inland Navigation of Canada*.'

"T. C. Keefer, Esq., responded. After alluding to the propriety of such an entertainment as the present, emanating from the Mayor and Common Council of the first commercial city in British