

least within the means of the Province should be constructed. We hold, however, to the opinion that a Canal can be constructed by the Ottawa route to Lake Huron of sufficient capacity not only to settle the country, but to turn the immense trade of the West down the St. Lawrence,—a feat which cannot be accomplished by any other public work that can be devised. The Ottawa has been lately spoken of by some of the Toronto papers as a mere creek, and that its navigation, if perfected, would be similar to that of the Rideau Canal. The *Globe* of the present week states that there would be 400 miles of artificial navigation upon the route. These statements have been made by parties interested in drawing a veil over this part of the country in favour of the pet Toronto scheme. They are not correct. The Ottawa is one of the largest rivers in America. It is thus well described in the excellent Essay of Mr. Morris which we notice to-day:—"The most prominent characteristic of the Ottawa is its great volume. Even above Bytown, where it has to receive tributaries equal to the Hudson, the Shannon, the Thames, the Tweed, the Spey, and the Clyde, it displays, when unconfined, a width of half a mile of strong boiling rapid, and when at the highest, while the north waters are passing, the volume, by calculated approximation, is fully equal to that passing the Niagara—that is, double the common volume of the Ganges. Taking a bird's-eye view of the valley of the Ottawa, we see spread out before us a country equal to eight times the States of Vermont, or ten times that of Massachusetts, with its great artery, the Ottawa, curving through it, resembling the Rhine in length of course, and the Danube in magnitude." There would not be 400 miles of artificial navigation, but the Canal might be made with only 25 miles by one route, and 35 by another. The river consists for the greater part of extensive reaches of dead water, from 15 to 50 miles in length, lying one behind the other, and forming so many steps ascending from Montreal to Lake Nipissing. The navigation by this route would be neither so difficult nor so liable to danger from storms as that by the Lawrence, with its locks and rapids. As to the practicability of constructing a Canal, the matter is beyond question, but before the Legislature can take any action in the matter, of course a survey under the direction of competent Engineers must be made. The St. Lawrence Canals have failed to direct the Western trade down that river, but let a channel be opened which will shorten the distance from Chicago to the ocean 500 miles, and then we may expect a different result. In the meantime, now that the agitation in favour of this project has been commenced, we trust that our members will not suffer it to die away until the views of the Legislature be unequivocally obtained upon it, and at least a survey carried out that will demonstrate whether it will be practicable or not.