

Provinces, begin only a line between  
 and a line, according to Euclid, is length  
 out breadth. Ottawa City is in Upper  
 Canada on the south side of the Ottawa River,  
 Hull is on the north side of the same river  
 Lower Canada, and the Union Bridge which  
 connects the two Provinces is between them.  
 Ottawa is at the south end of the Union  
 Bridge, and Hull at the north end of the Union  
 Bridge in Lower Canada. Could anything be  
 more equitable or just and wise, to prevent  
 Hull from growing. The inhabitants in Ottawa City are  
 mostly French Canadians, and the city is  
 governed in Parliament by a gentleman of  
 the Roman Catholic persuasion, which shows  
 the influence of political power. And, let  
 me ask, what is there to prevent the extension  
 of the City to the Lower Canada side, what  
 prevents Hull becoming as large as Ottawa?  
 The Village of Charron, now Charron Cross,  
 first occupied by the ancient Britons, in a  
 short time; it did not prevent the extension of  
 London across the Thames; and Hull in Lower  
 Canada, with her splendid water power on  
 the north side of the river, will become a place of  
 great manufacture; the water power being  
 almost equal, or if any difference, it is in favor  
 of Lower Canada. I have been the more par-  
 ticular in minutely describing Ottawa City—  
 a judicious choice of our beloved Sovereign  
 only for the information of persons resid-  
 ing at a distance, but most particularly for the  
 better information of the leader of the Opposi-  
 tion in the Canadian Parliament; who said in  
 his place in the House, in my hearing, that he  
 did not know anything about Ottawa, and fur-  
 ther he did not want to know, but declared  
 that any Upper Canada member that would  
 go for the Seat of Government at Ottawa,  
 would never get his foot on the floor of that  
 House after a dissolution. I hope my readers  
 will pardon me for this digression; but, I think,  
 I have proved to all unprejudiced minds that  
 His Majesty's choice is equitable and just. I  
 now show that it is wise.

Most ancient capitals are inland, such as Lon-  
 don, Paris, Madrid, &c., &c., of not easy access  
 to heavy guns afloat to bombard them. To-  
 ronto was the capital of Upper Canada last  
 year and being on the frontier, was easily  
 taken and the government buildings reduced  
 to a pile of ashes. Kingston was also in a state  
 of alarm. The above I know to be true by

about that distance. This is considering the  
 Ottawa and Georgian Bay railroad terminus,  
 opposite the inlet from Lake Huron; but if  
 the terminus was located at the north-east  
 corner of the Bay, then there would be a greater  
 saving of distance in going to the Sault St.  
 Marie, Red River, &c. The railway being  
 longer and the navigation shorter. To prove  
 my assertions correct, I will call Ottawa City  
 A, Toronto B, and the north-eastern shore of  
 the Georgian Bay, C; which forms almost an  
 equilateral triangle, and any two sides of which  
 must double the third side. Prescott is nearly  
 as low down as Ottawa City, and is two hun-  
 dred and twenty miles from Toronto; from  
 the latter to Collingwood by rail, 95  
 miles; from thence to C the terminus of the  
 Ottawa railway at the north-east corner of the  
 Bay, 80 miles; total, 175; this latter route be-  
 ing the shortest. But although B C is the  
 shortest it shows the precise number of miles  
 travelled out of a direct course, and the other  
 two sides are about equal: and what would the  
 people of Toronto and other parts of the west  
 think of travelling from Montreal to the north-  
 east shore of the Georgian Bay, and thence to  
 Collingwood to Toronto, which would be pre-  
 cisely the same distance out of the way,  
 namely 170 miles, in a journey of about 240.  
 The interest of the West has been and is great,  
 but a paramount interest is rising in the N.  
 West; and our roads must divide in Lower  
 Canada, the one to the west passing up through  
 Prescott, the other through the City of Ottawa,  
 and thence to the Georgian Bay. A man trav-  
 elling from Montreal to Chicago—when he  
 arrives at Prescott he is already out of his  
 proper line of travel, but he must go on to  
 Toronto, 220 miles, when there he finds he  
 has to travel 95 miles by rail, and about 70 or  
 80 by navigation to the inlet, a total of 315,  
 when he was within 250 miles of the same  
 place at Prescott—money, time, and labor lost.  
 But, for further proof, compare the distances  
 from Chicago to New York by Kivas Tully,  
 Esq., C. E.

Buffalo, Erie Canal, and Hudson River	1315
Welland, Oswego, and Hudson River	1638
Welland, Champlaine, and the Hudson River	1846
Georgian Bay, Toronto, Oswego, and the Hudson River	1210

average it at 39 miles, which is not quite two-  
 thirds of a degree at the equator. Hence the  
 time is not far distant, when by steam naviga-  
 tion and railway, passengers will be half-way  
 across this continent to the Pacific by the time  
 a steamer to New York will touch the wharf.  
 The mail to Quebec will be within 1500 miles  
 of Victoria or Vancouver's Island. It must be  
 remembered, that when the steamer arrives at  
 Quebec, the other, bound for New York, allow-  
 ing equal speed, will be 470 geographical miles  
 from New York, allowing 12 miles an hour for  
 an Atlantic steamer, on the average, and 24  
 miles an hour for the rail cars. And as they  
 do not measure by geographical miles, we will  
 add 50 in round numbers, to put the whole in-  
 to statute miles, which will be 520—double that  
 of the speed of the cars—and the mail bags  
 would be 1056 miles on their way across the  
 continent, in about longitude to 90 and 50 N  
 latitude. What a brilliant prospect for the  
 Commerce of Canada. What a start in the  
 race set before the inhabitants of this growing  
 country; we can view it in no other light than  
 the young lion in its lair.

From what has been said, it is obvious that  
 Lower Canada and the Eastern part of Upper  
 Canada have but one interest, and the ball is  
 at our feet, if we are only <sup>inclined</sup> ~~inclined~~, Ottawa  
 Railroad and Canal will go on, the foul stain  
 of dishonor in our rejecting the Queen's deci-  
 sion will be washed away, and the great high-  
 way for the world will be opened through our  
 Capital, and a vast amount of produce that  
 would be drawn off to the Atlantic cities, will  
 pass through Quebec. In a public letter which  
 I wrote some eight or more years since, I said  
 then, and am of the same opinion now, that if  
 Montreal or Quebec is to become the <sup>new</sup> ~~new~~ <sup>main</sup> ~~main~~  
 terminus of the St. Lawrence, they must intercept  
 the traffic on the lakes; and it is only by open-  
 ing the Ottawa Canal and Railway this grand  
 object can be obtained, and Lower Canada  
 become the emporium of the West, and attain  
 that standing in the Commercial world, that  
 nature has designed.

I have the honor to be, Sir,  
 Your obed't serv't,

A. W. PRYFAIR.

Bathurst, Jan. 7, 1859.