

and surely the Canadians are republican enough in their regard for "the rights of man," to put forward their energies to secure what nature, in the providential dispensation of lakes and rivers, has almost presented them with in a perfect water-line of unlimited capacity. As for the reference to the so-called dreams of the Hon. J. Young, the "Forwarder" has surely forgotten that the Hon. gentleman dreamed years ago of a Canadian mail-line of ocean steamships, and of the passage of vessels of more than 3,000 tons to Montreal, as well as of a railway-bridge across the St. Lawrence above the harbour; and these dreams of his have come to pass with great advantage to his country. The Hon. J. Young, who was formerly Chief Commissioner of Public Works in the Hincks-Morrin administration, and is now Chairman of the Montreal Harbour Commissioners, must fairly be allowed on all sides to be a very close observer of facts, and a far-seeing thinker in the conclusions that he derives from them. No man living can be regarded as so great a benefactor to Montreal, for all that political animus lays to his charge.

As a compliment to his general comprehensiveness and versatility of mind, he was chosen a few months ago to represent Canada at the Australian Exhibition. This selection excited much ill-feeling among Montreal manufacturers, who would rather that one of their own order should have pleaded the cause of Canadian art, trade, and manufacturers at the antipodes. Like Goldwin Smith, the Hon. J. Young labours under the suspicion of being a "nationalist;" but whatever his present views on "isolation or annexation" may be, he has been at all times ready and courteous in satisfying inquiries on numerous statistical matters affecting the future of Canada, notwithstanding the many pre-occupations of his office in Montreal harbour. After being the