

laudation to those keen-sighted members of this new Gotham, for the wonderful and unexampled discovery. But a truce to such follies, the old Fable of Æsop might teach us the necessity of exertion—if we would be aided, we must begin by assisting ourselves, instead of miserable laments over the Corn Laws, and snivelling remonstrances about freight,—let us endeavor manfully to avail ourselves of that we possess. What, in sober and earnest truth, do we need to render the changes that have taken place at home less onerous than they now seem? much, doubtless. But we are so placed as to command and hold the trade of the Lakes, and the far-West. This we derive from nature; the communication is not yet perfect; even when the Lachine canal is completed, another link in the great chain must be wrought, before the roadway is made clear; the Lakes, Superior and Huron, must be united, the products of the mineral region secured, this achieved, we shall possess a more extensive shore, a more productive area, than any nation on the globe. The Portland and Montreal Railway must also be carried through energetically, and be brought to connect with the other projected lines. * The mighty iron rib from Halifax is beyond our unaided efforts—well we know that, but the necessity of its construction—the benefit it will confer, both military and civil, must be loudly proclaimed, and repeatedly enforced; the Government and the people of England must be taught to appreciate its value. Will they learn it if we slumber? will our supine and childish inactivity be a ready mode of teaching? will they not draw from our wordy foolish and *licentious* brawling, the very reverse of that we desire?—The memorials to which we have drawn attention so often, sin most sadly in this manner, they are indirect *threats*, yet they are as short-sighted as splenetic—look only to direct interests—to the morrow; true policy will go a *little* farther—will embrace a wider circle. The effect of the Corn Law, may be momentarily injurious—for the sake of the British millions the change has been wrought; however, we cannot, any more than the burdened landholders of Great Britain, resist the pressure that led to the repeal; the necessities of the parent State compelled the change, but, it is for a moment only injurious.—The steady demand created by that opening will carry thither not only all our surplus, *a trifle*, but likewise all that of the Western States of the Union, which we can contrive to forward. Our present difficulty arises from a deficiency of sea going vessels,—the falling off ranges nigh one hundred thousand tons,—it is yet very possible this may be overcome by increased arrivals. The fall fleet may go beyond our anticipation—if so, the evil is a thing of little moment; but suppose the reverse—admit the diminution to continue,—in a few months the profits of the trade will call to our harbors all the shipping we can fill. We are in a state of transition,—New