

public opinion. The *Morning Chronicle* in its issue of the 15th inst. has a well written article for independence in reply to one against that measure from the *Globe*, in which it is asserted by the *Chronicle* that a separation from Great Britain would "ensure additional safety to the Colony," and asks the pertinent question "Were we not several times on the eve of war with the United States through this same relation?" Without following the *Chronicle* through the series of consequences deduced from the first assumption, it may be asked in return—What peculiar safeguard would Canada have against that same soreness of feeling and hostility in the American mind if she were independent?

In order to preserve a separate existence as a nation could Canada maintain as great a fleet as the States? and if not, what would follow? Would not a cause of quarrel arise with a people who know no law, national or otherwise, than their own will, or rather that of the mob, set on by some unscrupulous politician? Are not their most respectable journals trying the role of the bully already on the Fishery question, and would not that be sufficient if we were "independent" to furnish a ground of quarrel of sufficient magnitude for a forcible annexation? As long as we are an integral portion of Great Britain we can set the threats of Fenians, filibusters, and the efforts of annexationists at defiance. The States came twice to take Canada, but went away without it, but with such loss as has kept them quiet for over half a century; and the *Chronicle* must have read history in the fashion the Norway witches read their prayers to find out that in "1775 and 1812 this country suffered severely;" on the contrary, the *little bill* and much more was paid by those States who are to swallow us whole some fine morning, the loss to Canada being the gallant fellows who went down in the act of teaching the Yankees a lesson they have not yet forgotten.

If the *Chronicle* is afraid of the States it is a feeling not at all shared by the vast bulk of the Canadian people; nor has their recent intermeddling in Mexican affairs, by which a ruffian like Juarez has been enabled to destroy at once an honest man and the only hope of his country, raised the *logie* of the *Chronicle* in their estimation. For the people know well that the claims this country has "to American good will and friendship" are not even so strong as those Ulysses had on the Cyclop's good will, which amounted to an assurance that he would be the last devoured, whereas we would be the first.

As to the question of friendship we have had abundant evidence, and can see no reason why we should recognize the drivelling manities of President Monroe as the traditional policy of America, nor are we solicitous to gratify it.

The question of defence of this country

against the States admits of no doubt—the experience of two great contests are before us, and the people would not shrink from a third. Canada can only be invaded on three lines, and those are difficult of access with a naval preponderance at sea it is more than doubtful if any invasion could be attempted. The *Chronicle* is severe on our military expenditure, but a commercial firm of any value will keep a watchman, and either dependent or independent Canada must do the same.

It is evidently the best policy to hold fast by the old connection, and if we are cast adrift, it will be time enough to think of new arrangements. In the meantime it shows wonderful unanimity on the part of the Press and people to find the advocates of Independence confined to one journal and three political adventurers, whom, however socially respectable, do not command any public confidence or political influence.

As the questions connected with the Red River Settlement have engaged a great deal of public attention since last October, owing to the unfortunate complications which have arisen from misunderstanding the intentions of the Canadian Government with reference to the policy to be pursued on the transfer of the Territory, and it has become necessary to open direct communication thereto through British territory. A short description of the facilities therefor will not be uninteresting to our readers, especially as it has been intimated by a gallant and respected correspondent (G. W.) in our last number that such an itinerary as could be condensed in a single article, was a duty we owed them.

Direct access to the Northwest Territory from Canada can only be attained at present through Lakes Huron and Superior. As far as military and political purposes are concerned, in which case any communication through the United States would be out of the question. There are two alternatives, one through Canada, which is at present only a land route through a wilderness, but must eventually within the next ten years at furthest be opened by the Atlantic and Pacific Railway. This route is for present purposes impracticable; the other is by sea to York factory in Hudson's Bay, but it can only be reckoned on as accessible for two months each year, therefore for all purposes the line through the Lakes is the only one available.

Lake Huron is divided into two unequal portions by the Grand Manitoulin, Cockburn, and Drummond Islands which lie parallel to its Eastern or Canadian shores from the head of the Georgian Bay to the foot of St. Mary's River, which latter connects Lakes Superior and Huron. The boundary line between Canada and the United States passes through the centre of the Lake and the channel dividing Cockburn and Drummond Islands, leaving the latter in the United States it passes around that island and deflecting to

the south passes through the channel dividing St. Joseph's Island from the mainland, and Neebish Island in the States. Common sense would now have carried this boundary in a direct northerly course to Lake Superior, but St. George's, or Sugar Island as it is now called, would give the possessor command of both channels into which it divides the river, and control of the entrance to Lake Superior; and that extraordinary specimen of negotiators, Lord Ashburton, allowed himself to be fooled out of it for the benefit of the United States. Immediately above the island the rapids known as the Sault Ste. Marie occur at about thirty-three miles from Lake Huron. They have a fall of about 18 feet in a distance of one mile; on the American side the difference of level has been overcome by a canal of three-fourths of a mile in length, with two locks, the chambers of which are 360 feet in length each by 75 feet in width, with twelve feet of water on the sills of the locks. On the British side there are wharfs above and below the rapids but no means of communication beyond a portage road of about a mile in length.

As early as 1846 the attention of the Provincial Government was directed to the building of a canal at this point, the site being eminently favorable therefor, but owing to some of those political intrigues and complications with which the councils of the country have been cursed the design was never carried out. It is now imperatively necessary that it should be the first public work constructed. From the description given it will be seen that a magnificent channel exists from Collingwood between the islands and the eastern shore to Sault Ste. Marie, perfectly invulnerable; but for old Ashburton's folly—it may well be said of Great Britain that her politicians are her greatest curse. Vessels of 2000 tons will find sufficient water when the canal is completed from Collingwood to Thunder Bay or Lake Superior, a distance of 360 miles.

From Thunder Bay it will be necessary according to the Report of S. J. Dawson, Esq., C. E., to construct either a road or railway for forty miles, by which Lake Shebandowan is connected with Lake Kashabowio by a stream of considerable volume, which falls 29½ feet in its length of seven-tenths of a mile. This latter lake is the highest on the eastern slope of the watershed which divides the valleys of the St. Lawrence and the Great Lakes from Lake Winnipeg. On the water-slope Lac des Mille Lacs, one mile and three-fourths westward of Kashabowio from which it is divided by a ridge 16 feet higher than the level of the latter lake, and is the most southerly tributary of Lake Winnipeg. It follows then that any measure which would raise Lake Shebandowan 30 feet, and Lac Mille Lacs 9½ feet, with a cutting through the dividing ridge would secure an unbroken navigation of seventy miles in length across the summit level. From Lac Mille Lacs to the northwestern extremity of the Lake of the Woods, a distance of three