

a city, or the farmers in the country, become protectionists or free traders, temperance men or railroad men, it is amazing with what agility the leading politicians become convinced and place themselves at the head of movements which they can no longer withstand.

The moral of this is, that if the working classes study the resources and wants of their districts and devise any enterprise for its welfare, they can carry it because they have the votes.

The credit of a city or country is the great engine through which she is to recover or maintain her position, and the control of that credit is in the hands of the majority. It is unfair—nay, more, it is dishonest—that any portion of a community should evade their quota of contribution to enterprises in which all are interested, and from which all will derive proportionate benefit. The free horses should not be ridden to death. Montreal should therefore do as every city, county, town and township in the United States and Western Canada are doing—tax all for the benefit of all.

I propose, with your indulgence, to advert to some of the principal wants of this City—to take a rapid survey of its position, and the causes which have operated, and will operate for or against her, and trust the explanations made, will satisfy you that I could in no way be more useful than by drawing your attention to questions which must sooner or later be discussed; and, however mistaken my own views may be, succeed in enlisting your interests in some course of action, for action is the watchword of the day.

Time was when a premium upon exports by the St. Lawrence, caused by a protected demand for our products in Britain, gave Montreal a monopoly of the export trade, not only of Upper Canada, but also of the Western States; while, at the same time, differential duties forced nearly all transatlantic imports through your warehouses. Now, not only has American export by the St. Lawrence ceased altogether, but transit privileges have been afforded