

had had the wealth of the Indies it would hardly have sufficed to complete the gigantic schemes that were then devised and recommended to the public with the most confident assurances of success. Stimulated by a laudable desire for improving the country, and sharing the benefits of that improvement, and also by the example of the United States, a general impulse was given to the Province, and, if the necessary funds could have been obtained, Canada would have been intersected with railroads and canals, and a magnificent suspension bridge would have been thrown over Niagara's impassable flood. That these projects will one day be completed, we do not doubt. They were not chimerical, but premature; and when the Province becomes more densely peopled, its vastly increased trade will force for itself new channels, as well as enlarge those that now exist, and from the nature of the country those new channels will be the grand lines of communication which have been already selected. The trade of the country has been greatly facilitated by the improvements that already exist, as the Welland Canal and Rideau Canal; but instead of merely skirting the coasts of our noble Province, trade will be prepared to throw itself boldly into the interior, and spring with one bound from Lake Ontario to Lake Huron and Michigan, finding and creating ample materials for its own support and increase.

In the meantime, without waiting for any further increase in the population and produce of the country, this pamphlet proposes to them that Canada can even now gain a large share of the trade of the Western States, and make that a powerful auxiliary to her own improvement and prosperity. Every plan that can in any degree promote such an end deserves our encouragement, so far at least as a candid consideration of its merits can do this; and it is only by a discussion of various plans, and a wise selection of all that is good in each, that that full information can be obtained which the country requires before proceeding to action on the subject. As the time has again come for taking up some of the schemes to which reference has been made, we copy Mr. Buchanan's pamphlet on this matter:—

Extracts from Resolutions and various publications in relation to the rapidly rising Commerce of the West.

"Looking at the St. Lawrence,—that river was not made to accommodate the cities and

villages on its border, but the river is the mother which has produced those cities and villages,—it has produced all the commerce which floats on its surface, the most powerful steamboats that ever were employed. Looking at the Western Lakes and at the fertile territory of which they are the centre, we may safely predict, that these Lakes are to become the scenes of a mightier inland commerce than the world ever before witnessed."—*Lower Canada paper.*

"That in view of the unparalleled increase in the population, and productions of the western states and territories, and particularly in view of the spirited and wisely directed efforts making in our sister states* and the Canadian provinces, to draw the trade of the western country from its accustomed route (the Erie Canal) to new channels leading to the seaports of other states, it is indispensably necessary to prevent a competition with the canals and railways to the Canadas, Pennsylvania and Maryland, which would prove highly injurious to the City of New York."—*New York paper.*

"It is truly said, that from the stupendous increase in the resources of the Western States, other channels of a more ample and perfect kind will be needed."—*Ohio Sentinel.*

"Owing to the rapid increase of the western states in wealth and power, other channels of commerce must be resorted to."—*Indiana Journal.*

"The truth is, we have not fully appreciated the future growth of the great interior of our country. On the west and northwest we have the valleys of the Mississippi and St. Lawrence, which are unrivalled in extent and fertility of soil, offering all the inducements of a healthful and temperate climate, free government, and among the most valued privileges, no dominant church nor exclusive claim to office or favour, by reason of a particular creed."—*New York paper.*

"The combined cost of enlarging the Erie Canal and a ship Canal from Oswego to Albany, will not vary much from twenty millions of dollars."—*Appeal to the Representatives of New York.*

These are a few of the many extracts I might adduce in relation to the views universally held as to the importance of the commerce of the West. I have not set forth any extracts from the papers of Pennsylvania and Maryland, nor from those of Illinois and New Orleans, yet sufficient to rouse all who are interested in the prosperity of Canada and promotion of British interests to give immediate and serious consideration to the subject. The two mighty rivers which embrace and fertilize the territories to which I wish to draw attention, may be regarded as two great leading arteries sustaining and

* Pennsylvania, Maryland, Ohio.