

Cost of carrying a ton of freight to Quebec :—

	Miles.	
First—By the Welland Canal Route.....	1,657	\$477,
Second “ Enlarged Welland.....	1,657	3,79
Third “ the Ottawa	1,176	3,49

Cost of carrying a ton of wheat or flour from Chicago to Liverpool :—

	Miles.	
Chicago to New-York and Liverpool.....	4,765	\$10.56
“ to Quebec and Liverpool.....	4,567	13,77

Showing a difference at present in favour of the New-York route of \$3,21.

Taking the most favourable case ; the construction of the Ottawa Canal alone, we would have the cost to Liverpool just \$1,93 dearer than the New-York route.

This arises from the fact, that the majority of vessels arrive out to Quebec in *Ballast*, depending upon the *home* voyage for their profits at *present*. But, if a trade should spring up between Chicago or Liverpool to London, by opening the most direct and convenient routes, the state of things would immediately alter materially, and give to Canada the advantage now enjoyed by New-York. The rate of insurance too, at this moment absurdly and unnecessarily high, on a fair and exact comparison of casualties, would be immediately and greatly lowered, and Canada would thereby be placed in a very favourable position.

Some gentlemen would appear to be disinclined to seek for extraneous aid in the completion of these routes—although the future and permanent commercial prosperity of Canada be mainly dependant on the issue. We are of a very different opinion, and hold that those who are to benefit equally with us by securing the immense trade of the Great West as a permanency, whether directly, or indirectly, though the reflected prosperity of these colonies, —as an exceptional, and *almost prejudged and predetermined concession*,—we are assured that, if properly approached, could not and would not stand in the way inactive to obstruct the flow of the mighty advantages which nature would appear almost to thrust upon them, but would willingly and cheerfully acquiesce in any judicious proposal to promote their mutual benefit. This is no small matter to accomplish for the individual benefit of this country alone. The mother country must largely participate therein ; and, if properly approached, would not hesitate to do her part in the work liberally.—cheerfully. At all events, if parties specially interested in other routes should decline advantaging themselves of such extraneous aid, so desirable, and, as it is, not without good grounds, believed, for such a national purpose, both easy and certainly attainable, there can be little doubt there will be no such feeling of reluctance so far as those interested in the success of the Ottawa route are concerned, and steps will be taken to seize the mighty prize before the prescience and energy of our sleepless neighbours bear it beyond our reach. It is needless to explain how this might be accomplished. Suffice it to say, that the accomplishment is practicable—and, if others do not look after their interest, it may not be distant.