

is to lead this trade by every possible means through our territory, that Canada is now competing with New York, and other United States Atlantic cities, to become the Forwarder, at present of Nine Millions and prospectively of Fifty millions of people. Whilst, therefore, it is the object of the New Yorker to make his chief river, the Hudson, and the Erie Canal available for his purpose, the object of the Canadian should be to do the same by the St. Lawrence and its canals. It was not for the carrying trade of Canada alone that our canals were built, but for the trade also of the North-Western United States. Vast sums have been expended on the Welland and St. Lawrence Canals, and are now being expended to secure this carrying trade. The past Governments of Canada, as well as the present Government, have done and are doing their best, in my opinion, without intending it, to build up the American port of Oswego. The enlargement of the Welland Canal to 12 feet draught of water, will enable the 1,200 ton propellor, which now terminates her voyage from the West at Buffalo, to sail through the Welland Canal to Oswego; a point 158 miles nearer the Hudson by canal than Buffalo. The effect will be to give greater power to Oswego to compete with the St. Lawrence, for there is no outlet below the St. Lawrence canals by which the cargo of the Western propellor, of 1,200 tons, can be water borne into the Hudson, or on to Lake Champlain, to compete in cheapness with the route *via* Oswego; nor can there ever be any competition between the St. Lawrence and New York routes for the great trade of the Eastern States,