

[From the LIVERPOOL JOURNAL, January 7th, 1853.]

Curious enough, Canada began to develop itself simultaneously with Australia; and thus, at this moment, we have two colonies attracting emigrants by large temptations. In the Pacific any number of hard-working people can get abundant employment and good wages; beyond the Atlantic there is also a demand for labour, and ample payment. If Canada cannot promise to adventure 'good luck' and a speedy fortune, it is more readily accessible, and holds out an equal prospect of ultimate success. Both places have their advantages: those who can afford it should proceed to Victoria; those whose resources are more limited should go to the United States, or to British North America. The latter is now perhaps more preferable, because wages are higher and the field not less large. Our home wants create a market for agricultural produce in even the distant wilds, and a fruitful soil and considerate regulations admit industry to almost instant occupation and independence.

On a recent occasion we showed that Canada was maturing more rapidly than even the United States; and a despatch from the Governor, the Earl of Elgin, just published, discloses new views still more encouraging. We now export to the colony nearly 3,000,000*l.* worth of manufactures, but this is merely an indication of a proximate future. Railway operations are calling into existence new wants and new enterprises, creating new markets, and filling men with bigger thoughts; while a region more than a miniature of the valley of the Mississippi, now for the first time practically presents itself. Lord Elgin, in a recent excursion, visited the 'gold diggings' of Canada, where he found hundreds employed profitably by capitalists in gold getting; and subsequently he visited the valley of the Ottawa—

*'The district which is probably doing more at the present time than any other single section of the province to enable Canada to enter the markets of the world as a purchaser. This important region,' says Lord Elgin, 'takes the name by which it is designated in popular parlance from the mighty stream which flows through it, and which, though it be but a tributary of the St. Lawrence, is one of the largest of the rivers that run uninterruptedly from the source to the discharge within the dominions of the Queen. It drains an area of about 80,000 square miles, and receives at various points in its course the waters of streams some of which equal in magnitude the chief rivers of Great Britain.'*

On the banks of the Ottawa and its tributaries thousands are constantly employed, winter and summer, in providing for the export timber trade. The water is necessary to its conveyance where it can be shipped for Great Britain and the United States.

*'From the nature of the business,' says the despatch, 'the lumbering trade falls necessarily in a great measure into the hands of persons of capital, who employ large bodies of men at points far removed from markets, and who are therefore called upon to make considerable advances in provisions, food and necessaries for their labourers, as well as in building slides and other contrivances facilitating the passage of timber along the streams and rivers. Many thousands of men are employed during the winter in these remote forests, preparing the timber which is transported during the summer in rafts, or if sawn in boats, to Quebec when destined for England, and up the Richelieu River when intended for the United States.'*

The valley of the Ottawa is undoubtedly fertile, and is supposed to be rich in minerals.

*'The distance,' says the despatch, 'from Montreal to the Georgian Bay, immediately facing the entrance of Lake Michigan, is, via the Ottawa, about 400 miles, against upwards of 1000 via the St. Lawrence. From this point to the Sault St. Marie, the highest of the three narrows (Sault St. Marie, Detroit, and Niagara), at which the regions lying on either side of the four great lakes (Superior, Huron, Erie, and Ontario) approach each other, is a distance of about 150 miles. It is highly probable, therefore, that before many years have elapsed this route will be again looked for as furnishing a favourable line for railway, if not water communication with the fertile regions of the north-west.'*

If we have neglected the colony, the Yankees have not. In 1851 they sent to Canada 35 ships, 20060 tons; and in 1852 the ships were 73, the tonnage 36354.