

them, to the parent Government, shewing the extent of the present and prospective resources of the West, and the legitimate effect to be hoped from the enlargement of the Welland Canal, or the construction of the Georgian Bay or the Ottawa Ship Canal, in accordance with the best interests of all parties on both sides of the Atlantic. Should these great commercial arteries, or either of them, be opened, New York would have no more right to complain and to demand that our vast products should pass through her hands than she had to ask that the cotton of the great valley of the continent should be shipped from her docks instead of those of New Orleans. What the West needs is direct trade with Europe, and both England and Canada will find it vastly to their advantage to remove all obstacles from one of the great natural watercourses of the continent, and give the vast commerce of the West the largest liberty of transit to the ocean. So far as Canada is concerned, the mere statement of the proposition carried with it the most convincing argument.

The statesmen of England are beginning rightly to appreciate the importance of the agricultural riches of the West to their own people. Statistics recently received show, that in round numbers England imported from other countries during the last year, of cereals one hundred and eighty millions of bushels. Of this amount, about one-third was received from this country; and Mr. Cobden, in a recent speech at Rochdale, stated that, had not this been received from America, all the gold in Lombard Street could not have bought it, for all the nations of the Old World had not the surplus to sell them. Hence it is that to England the food is vastly more important than the cotton question. *The freight to Liverpool now takes seven-eighths of the value of the corn shipped, that is, of eight bushels of corn starting from Illinois, it takes seven of them to lay the eighth down in Liverpool.* Reduce the freight twenty per cent., and England will buy a hundred and twenty instead of sixty millions of grain, from the West. And besides, if the Canadian canals be enlarged, cattle by the tens of thousands can be shipped alive to the Liverpool markets. The amount of pork, provisions, and other products that would seek a European market by the Canadian canals, were they sufficiently enlarged to bring down freights to a proper figure, is practically without limit. The rapid increase of Western products, as shown by the above tables, will continue to the astonishment of the commercial world, if these products find a remunerative market. Vast as they now are, the West has but just begun to pour her exhaustless treasures into the storehouses of the world.

But the mere opportunity to buy our products in tenfold greater quantities, and at greatly reduced rates, is by no means all the advantage that England and Canada would reap from the enlargement of her St. Lawrence canals. *The West wants, and is able to pay for, immense quantities of the manufactures of England, and their consumption would be limited only by the capacity of English capital and labour to supply the demand. Goods will come as return freight, and to pay for produce, and thus the channels of commerce would be always full.*