

St. Lawrence; thus putting our communications by it always at the mercy of an inroad from the States in the event of war, when it would have been just as easy, and far more suitable, both to the exigencies of the country and for defence, to have put the Rapids of the St. Lawrence between this expensive work and a possibility of its being destroyed, or our having our communications through it cut off by an invader. With all these drawbacks, however, the Canadian canals are noble works; and a vessel fit to cross the Atlantic may now load at the Sault St. Marie, at the foot of Lake Superior (where, by the bye, another canal ought to be cut immediately), and never break bulk till she discharges in the port of Liverpool or London.

Knowing as much as I do now of the resources of our own possessions in North America, it is matter of supreme astonishment to me that British capitalists, instead of contenting themselves with investments in the States, or ruining themselves by speculating in impracticable lines to Cape Wrath, John O'Groat's, or Little Peddlington, do not at once form companies for railways out here, with more boldness and energy than they seem to have exhibited hitherto, since Canada is still at least a British province, notwithstanding the manner in which French rebels are enabled for the present to lord it over both their Radical