

and untiring perseverance Canada is more indebted for the development of her resources than the whole herd of chiselers, and would-be great men.— The difficulty you are called upon to solve as a means of self-preservation and the alternative which has been forced on you by "Wise Legislation," resolves itself into the simple fact of successful competition for the carrying trade of the Western States, nor is it necessary to show how this will restore your import trade, because if you can secure your natural portion of that trade, the revival of the other must certainly follow. Now, what should be understood by your portion of the Western trade is its total foreign carrying or export traffic, and the way to obtain that is by the opening a short, safe, and direct route to the sea board, one that cannot be tapped by any Wet Ditch, one which no known means of competition can effect, and this can be furnished you by the Ottawa River. It is 1,680 miles to Montreal from Chicago *via* the St. Lawrence and the Lakes; it is 971 miles to Montreal *via* the Ottawa, making a difference of 709 miles in favor of the Ottawa route; Liverpool to Chicago *via* the Ottawa is 3,630 miles, *via* New York and the lakes 4,683, difference nearly 1,053 miles. In fact, by the St. Lawrence and the Lakes, Montreal is a greater distance from Chicago than New York is; one being 1,680 miles, the other 1,621. Men of Montreal, is it necessary to point to you any more advantages? Start two vessels, one for New York and the other for Montreal, supposing the Ottawa opened, the first would not be through the Welland Canal when the other would have arrived at your wharves; here are facts, hard, bare facts, quite as devoid of imagery as the Hon. John Young's facts, and quite as true. Why neglect a route which offers you such advantages, and which must pass your very doors, for such humbugs as the Caughnawaga Canal, which will be located miles above your city? Nature has placed the embouchure of this river at your doors, and yet you are not satisfied without running after railways, and squabbling about physically impossible location for pet canals. Here is a noble river possessing facilities for inter-oceanic communication not equalled by any other in North America. No real or possible physical obstacles exist to prevent vessels of 1,000 tons burthen passing up it, and the expense of fitting for this traffic will not exceed by more than one half what your Victoria bridge will cost you. The Canals now building on it at the Chats will admit vessels of 600 tons; the expense of those will be so trifling that the additional adaptation for sea-going vessels should not be held back from false notions of economy, in fact, a consideration of the capabilities of this stream would lead to the supposition that the great architect of the universe intended it for the purpose of furnishing access to the Western Lakes.— From Montreal to mouth of French River on Georgian Bay is 421½ miles, of this 384 miles is open water, leaving 37½ miles of canalling, and as the river discharges as much water as the Ganges, or probably more, through a narrower channel, the mean hydraulic depth must be greater; including your own Lachine Canal this involves lockage to the height of 571 feet 8 inches, to reach the summit of Lake Nippissing, and 66½ feet of down lockage on French River. No difficulty is to be apprehended for summit water,