

of the water by a line about the distance between Lake Huron and Ontario. She would then become a more thoroughfare from the Upper Lakes to the market of New-York, instead of being herself their market and outlet to the ocean. Our shipping prospects would be dissipated, and Canada would be barred, by her own hands, from the commanding position on which nature had placed her.

Our important relations between the United States and Canada, in singularly striking. An opening also being opened by the Ottawa; the junction between them being effected by Lake Huron and the French-River, it was only by this means by which the commercial advantages from the frontier can be fully obtained and secured to Canada. On the other hand an opening by Lake Huron is the only possibility by which the sea is deprived of them. At that point alone in Canada vulnerable. It is not possible to open a communication in any other direction over the whole surface of the American Continent this could hurt her. In that direction only can a choice be opened to divert from her the commanding influence of her situation. This will, perhaps, be called illiberal policy, but if our liberality should lead us to sit at night and find ourselves, and to furnish our commercial rivals with such essential facilities, when it is perfectly in our power to preserve them for our own use, it will certainly be a liberality far above the common standard. It would be the liberality of a madman squandering his inheritance. It would be a most unnecessary sacrifice of all the advantages attached to the original formation of Canada—a wretched disposal of her inheritance.

It is therefore it is startling to advance the expediency of checking a local improvement in any part of the country, and nothing but the strength and singular nature of the case can justify the suggestion.

In the policy of all civilized nations, private interest must give way to public welfare; but here the very welfare would take place, in a most remarkable degree. The public interest would be sacrificed, not in fact so much for the benefit of even a small portion of our own population, as for the benefit of our neighbour, distant wholly might still be given with propriety and safety, to the settlers in that section of the country, for the conveyance of their produce to market, by improving the River Trent, and by forming a chain of navigation through the Shallow Lakes. But surely any further advantage which would accrue to them, by an entry to Lake Huron in that direction, would be as small dust in the balance, against its useful consequences to the Colony, holding in her own right, and also as a branch of the British Empire, separate and distinct interests from the United States.

It is only necessary to look at the form and nature of the country to be convinced that the Resolutions of the meeting at Peterborough will apply with much more propriety to a communication by the Ottawa, than to the line which they have been, naturally enough, led to propose.

The line by the Ottawa is at a greater distance from the frontier, and embraces a far greater extent of country, laying open a much larger field for settlement, and also for the lumber trade, of which the Ottawa is now the principal seat, and must continue to be so, the country penetrated by that river and its tributaries being incomparably larger and more abundant in timber than any other lumbering region in Canada.

For the purpose of a military highway, the line by the Ottawa would be greatly superior, for the other has no connexion whatever with the Rideau Canal, being cut off from it by an exposed navigation on Lake Ontario up the Bay of Quinte of fifty or sixty miles, and therefore it would still "be liable to be interrupted at any moment by the neighbouring states."

The Cut by Lake Simcoe would do very little towards improving the shape of the country. It is still too near the frontier to take from it the character of "a weak and narrow strip." But the line by the Ottawa would bound a great portion of its habitable lands. It would enclose the country, and give to the Upper Province a body and a shape that would really and effectually increase its strength and stability.

The five millions of acres of land spoken of as lying north of the Home and Newcastle Districts, must be the identical tract through which the junction of the Ottawa with Lake Huron would be formed, and with which it is more immediately connected, being separated from the Shallow Lakes by a high ridge of rocky country, as has been ascertained by two exploring parties of the Engineers sent out by Government.

With regard to the comparative expense of the two lines, their natural facilities are, perhaps, nearly equal. The navigation however of the first one hundred and twenty miles from Montreal is already completed on the Ottawa, extending to Bytown, and if the expense of improving the St. Lawrence be added, as it must be, to that of the improvement from the Bay of Quinte upwards, in calculating the whole outlay on that line, it would be found to exceed greatly the sum which would be required to open a magnificent navigation from Bytown to Lake Huron, a distance of little, if any, more than three hundred miles.

And the expense of the different lines can have no weight at all in a question involving national considerations of infinitely more importance than any amount of money which could be required to execute both.

Canada while balancing these measures, stands on most critical ground. She can now embrace an opportunity of consolidating an inland trade, which would raise her to the highest pitch of commercial prosperity, or she may lose it for ever, merely by the choice she makes between the two communications in question. She may furnish the mother country with a direct avenue for her commerce to the very heart of this continent; and be likewise its perpetual physical barrier against all foreign intrusion or interference, provided the Ottawa be not so cut up by local interests as to defeat those great objects.

Benjamin Wright, of New York, a distinguished Engineer, who was employed by our Government Commissioners, to examine and report on the Welland Canal, makes frequent allusion to the jealousy and dissensions entertained in the States of their Western trade being diverted from New-York to Montreal and Quebec, and it is not to be wondered at, that with their eyes open to its future importance, they should look around them for the means of preserving it. Mr. Wright says, "North of the 37th degree of Latitude, and West of the Rocky Mountains is a vast expanse of Country, capable of sustaining a population of twenty millions; and which in twenty-five years will have a population of more than ten millions. With this rapid and voluntary increase of population, adjacent to the shores of the Upper Lakes and their tributaries, to what direction shall we look for an outlet for their surplus products?"

It will therefore give the Americans direct access to Lake Huron through our own territory, (which if we form a Cut by Lake Simcoe we cannot withhold from them,) and thereby enable them to avoid the difficulties and other dangerous route of Lake Erie, they have only to enlarge their Canal from Oswego to any convenient degree, and to reduce its tolls to the lowest minimum, to grasp that immense internal trade, which such a position must command.

Whereas if the opening to these Countries be made by the Ottawa, no improvement on that side could advantageously be made, as that commercial supremacy, over a vast portion of the Central territory, which that important river, and it alone, can give, and secure to us.

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