

the President and to Congress upon the same subject, at the close of the proceedings, in the document above referred to.

I am well aware that these facts are presented from an American and not from a Canadian stand-point. They are intended to influence Congress to make appropriations to enlarge the Erie and the Illinois and Michigan canals. Strong appeals are made to Congress to enlarge these canals as an essential means of defense in case of a war with Great Britain—from such fearful calamity may “The Good Lord ever deliver” these great Christian nations—but all the facts and statistics presented in the reports, viewed commercially and in a friendly national spirit, plead with equal eloquence and force for the opening of the Georgian Bay, the enlargement of the Welland, and the construction of the Ottawa Canal. I have not a particle of doubt that long before the close of the century, the West will crowd them, and also the Erie Canal, with all the business they can possibly do. She will be able and willing to pay for all the manufactured goods Europe can send through these great thoroughfares; and Europe will gladly take the vast surplus food-products of the West, to feed her hungry millions of people.

The fact that the Georgian Bay Canal would be in the territory of Great Britain, would not make a particle of difference to the West in the matter of furnishing it with business. With remunerative cargoes for westward-bound vessels, a single penny a bushel cheaper on freights, would effectually control the direction of shipments of cereals by the Canadian route. Commerce does not stop to inquire through whose territory goods pass; the only thing to be decided is, by what route they can be had in the shortest time and for the least money. Whether her vast products find their way to the ocean by the Georgian Bay, the Welland or the Erie Canal, makes not a particle of difference to the West. The matter of controlling interest to her is, how cheaply her products can be transported from her teeming prairies to the consumers upon the seaboard and upon the other side of the Atlantic, and hence that she may have Europe for her customer and get the best possible price for her surplus. If a New York merchant can only afford to pay her a dollar for a bushel of wheat, to be shipped to Europe by the Erie Canal, and