

deep at almost every step. Such was my exhaustion, that on reaching the friend's house whither we were going, I had to rest myself by leaning my back against the door. A macadamised road of the first class now stretches, and has long done, over the puddle through which we thus laboriously forced our way.

Twelve or fourteen years ago I travelled several times between Guelph and Hamilton. Of the character of the road it would be useless to attempt giving a description to those who have not seen it. The thought of the journey used almost to terrify me. On one of these occasions—of which the recollection is still fresh, and likely long to be—I met a friend midway; when turning aside round a large mud hole, half occupied by a great stump, we halted under the shadow of the huge pines which skirted the road; and inquired of one another's welfare, and of the "going," very much as ships meeting at sea make mutual inquiries as to longitude, latitude, course, and so forth. Not far from the time of which I speak, a minister, who had just come out from England and was going to Guelph with his family, was, by a shrewd friend who accompanied him, taken round by Brantford—a distance of 57 miles or thereabouts—instead of proceeding direct from Hamilton (26 miles), under the idea that had the new-comers gone through the road I have mentioned, they would, on reaching their destination, have imagined themselves to have got whence there was no egress. No trick like this, which was reckoned a clever one at the time, would now be necessary; as between Hamilton and Guelph there is an excellent macadamised road. At present the journey from Toronto to the latter place, which would then have required nearly two days, is performed in about twelve or fourteen hours, and will, when the projected railway opens, be accomplished, without fatigue and at a trifling expense, in a couple of hours, perhaps less.

Ere long, the plank road, which is so fast pushing the venerable corduroy back into the woods, will have to retire before the railways with which the land is likely to be covered.

How improved our condition in regard to the conveniences of life, compared with what it was a few years ago.

The first steamboat on the Saint Lawrence was built in 1809. It made its passage between Montreal and Quebec, for which it charged nine dollars (eight down), in thirty-six hours actual sailing, being sixty-six in all between the two ports. A second was launched in the spring of 1813, whose time was twenty-two and a-half hours. The passage is now made up in fourteen hours, or less, and down in about eleven, at a charge varying from two and a-half to three dollars. The year 1816 added two to the number of the Saint Lawrence steamers. The first Upper Canadian steamers belong to the year 1817, when two were built, one to ply between Prescott and Kingston, the other on the bay of Quinte. Now they cover our lakes and rivers, and every year is adding at once to their comfort and beauty. The charges too at which their accommodations are afforded, are generally speaking moderate. In 1849, their number on Canadian waters amounted to 103; with a tonnage of 16,156 tons: since which time, we presume, a considerable addition has been made to both. We are to have daily this summer, it is intimated, a through line to Montreal; and a mail line, touching at the intervening ports.

In 1792 we were blessed, it would seem, with an "annual winter express between Montreal and the Upper Countries," comprehending Niagara and Detroit. Now we have not merely the mail distributing its precious load daily through almost every part of the land, and in its remotest regions once or twice a week; but the electric telegraph, by which we can, in a few moments, communicate with all the main parts of the country, and the leading cities on the other side of the lines. A message which I gave in last summer to the office in Chicago about 12 o'clock noon, was delivered in Montreal within two hours.

To get an idea of the post office accommodation we enjoy, it is worth your while to look into Scobie's excellent Almanac for this year, where you will find over five pages of names of offices and post-masters. For the trifling sum of three pence we can send a letter, or as many of them as may be brought within half an ounce weight, from one end of the land to the other. Nor is this all, we have a cheap book and parcel as well as letter postage.

The mercantile progress of the country outstrips, if possible, i.e.

progress in the respects we have been contemplating. At least it fully equals it.

In 1805, 146 vessels, with a tonnage of 25,136 tons arrived at Quebec; the vessels numbered in 1827, 619, with 152,712 tons; while in 1849 the vessels reached 1184, besides 144 to Montreal, in all 1248, with a tonnage of 502,513 tons. The tonnage arrived at Quebec last year amounted to 531,427—besides 230 vessels to Montreal (*Globe* 3rd Feb., 1852.) In the year 1849, the tonnage of vessels registered in the Province was 87,461 tons, nearly 3½ times the amount of the whole tonnage to the country in 1805. The vessels were 723, (Scobie's Almanac, 1851) all but five times the number trading to the country in the year 1805. The value of the imports to Quebec was in 1850—£688,441 10s. 9d.; in 1851—£833,929 5s. 10d.

According to an agreement made with Lower Canada in 1795, by which the Upper Province was to receive an eighth of the "duties payable on goods, wares, or merchandize, entering the Lower Province," the share of Upper Canada amounted in 1801 to £903 currency. The customs of Upper Canada yielded in 1846, £391,171 1s. 3d. For the United Province the duties collected in 1850 reached the sum of £615,694 13s. 8d.

Canada imported in 1850 articles to the value of £4,245,517. Its exports, during the same year, of its own domestic products, amounted to £2,669,998.—(Scobie's Almanac, 1852.) During 1850, 1250 vessels passed down the Welland Canal and 1259 up; while last year the down vessels amounted to 1752, and those going up to 1748.—(*Quebec Gazette*—*Toronto Globe*, Feb. 3rd, 1852.)

How we stand in relation to some of these points when compared with the United States, the following returns will show.

The total customs received into the Treasury of the United States for the year ending June 30th, 1849, amounted, as given by the American Almanac for 1851, to \$28,346,738 82 cents—that is, between eleven and twelve times the customs of Canada (£615,694 13s. 8d.—\$2,462,778 74 cts.) with a population more than fifteen times ours.

The value of the products of the United States exported in 1849, was \$132,666,955—(American Almanac 1851, p. 172)—less than thirteen times ours in 1850 (£2,669,998, or \$10,679,992) for a population fifteen times as large.

Between the value of the imports of the two countries for the years specified the difference is still greater, those of the States being under nine times ours—to wit—\$147,857,439—against £4,245,517 or \$16,982,068.

In the President's Message for last year the exports of 1850 are shown to have reached a sum considerably higher; but as the difference is described to have arisen, not from the increased quantity of products exported, but from a temporary rise in price in the earlier part of the year, it affords no fair basis for comparison.

From a table given in the American Almanac for 1851, (p. 165; see also Davis's "Half Century," p. 29) showing the exports, imports, &c. for each year between 1791 and 1849, it appears that the exports of the United States reached their highest value in 1839, when they rose to \$162,092,132, being \$1,392,252 over fifteen times ours (the proportion of the population) for 1850.

Small as this excess is, it is in appearance only it exists, because the sum named above includes, not as it ought to do, the products of the country merely, but the entire exports. The difference between the two in that year I have no means of ascertaining; but in 1849 it was \$29,425,177. Suppose it to have been the half of this in 1839, an addition of thirteen millions or thereabout would be necessary to bring up the exports of the United States in their highest year to ours for 1850, the difference in population being taken into account.

It is time our remarks on the material interests of the country were brought to a close. Thanking you for your patience and courtesy, I must reserve what I have to say on its higher interests—those, namely, of a mental, spiritual, and civil character,—as also its prospects, till this night fortnight, when, with your permission, the subject will be resumed.