

Lawrence is open to the ocean, not a ton of U. S. shipping has as yet chosen that route; that we admit U. S. vessels to registry, while they refuse ours; and that we offer them the free navigation of our canals and rivers, while they deny to us the navigation of the Hudson and their canals: yet he asks six, perhaps *twelve* more millions of dollars to be laid out in French Canada on a Champlain canal, tho' our vessels could not enter the American canals, and altho' we would have to depend for tolls upon American shipping on a route where none come now! All this, too, while the French government members, their friend J. S. Macdonald, and Messrs. Holton, Young, Dorion, and every Lower Canadian M.P. votes down representation by population; and almost to a man they are ready to appropriate millions for a permanent seat of government for Upper Canada 400 miles below Hamilton—at Montreal! Mr. Young would enlarge the Welland, to secure to American ships another choice of routes—up Lake Champlain to an American wharf or canal! All we heard before about opening the St. Lawrence to the ocean was gas—not one U. S. ship would come near it. Now six millions is to be borrowed to choke off our railways.

In nine years, 1846 to 1854, Mr. Young shows, that the average rate of ocean freight from Montreal has been 100 per cent dearer than from New York—to Liverpool; and that it has been *always* dearer. How clearly did Mr. Merritt and others *prove*, as they said, that the St. Lawrence route couldn't be beat for speed and cheapness. Was it all moonshine? The Erie Canal is in progress of enlargement. Will not *that*, too, interfere with the sudden extension of the trade of the St. Lawrence? Mr. Young says that the Erie Canal yields a gross revenue of £800,000 a year, while the Welland and St. Lawrence cause a loss of interest of £150,000—he would have been nearer the truth at £250,000 of loss. Is this to encourage us to sink \$6,000,000 or \$12,000,000 more between the little lake called Champlain, and then, as now, pass Yankee vessels along at a nominal freight, while they will not admit ours at all, and Lower Canada, with its stunted means, puts its foot on our necks and cries "your purse or your life?" Before the Grand Trunk Railway is completed up to Toronto, Canadian cash will have been invested (£3,771,000) and the province must now pay £226,299 $\frac{1}{4}$ annum of interest on it. Mr. Young admits that. Does he want us to throw away more money below? Is that his patriotism and statesmanship? How shall we get it back? He is ready to expend more of Upper Canada cash on deepening Lake St. Peter and constructing a harbor at Montreal fit for a twenty feet channel up the St. Lawrence. So am I, if the users who lend the money will take the canal and tolls, and harbor dues as security, and not impoverish U. C.

Our French, Lower Canada government, have ordered Monsieur Lemieux to occupy 36 pages of his Public Works Report with the benefits the U. S. and French Canada would get by mortgaging our Upper Canada farms for, say ten millions more, or another \$600,000 a year of interest, to cut a grand canal to lake Champlain, to tap the St. Lawrence above Montreal and carry off

its trade to New York. Isn't the \$8,000,000 Montreal Bridge enough of folly at once? Mr. Young had a hand in the railroad from Montreal to Portland. After it was made, £300,000 were required to make it over again—and Mr. Young charged £4,000, or 1 per cent upon £400,000, I think, it was, merely for teaching Mr. Hincks to hand over province bonds at once to the Philistines instead of guaranteeing a limited amount of interest. Monsieur Lemieux declares that "more blood" for the Champlain is "an absolute necessity," a thing of "paramount importance"—and Monsieur Lemieux, of Quebec, goes on to puff Mr. Young's brochure in aid of Montreal. Three American engineers had reported, and Monsieur Lemieux preferred that the new canal should enter the St. Lawrence a few miles *above* Montreal, while Mr. Jarvis had reported that for \$6,563,880 he could make it enter the St. Lawrence some 45 miles *below*, with ten feet of water all through.

The Lachine Canal, at Montreal, does not pay a cent a year. The water is sold under half its value, and a current like a mill race heads vessels going up—yet the French murmur. There is to be costly rock-cutting to give more water-power to millers, &c. Without any statute, contracts were entered into in June 1855 to widen this profitless concern to 100 feet at bottom. In Nov. the contractor stopt, and compelled Monsieur Lemieux to pay him nearly double! Docks, wharves, &c. are being built at Montreal, ostensibly for the Lachine canal, but positively to drain Upper Canada of her means to improve certain property in Montreal.

Baby's Tug-Boat Contract.

A contract was made by Chabot (Public Works) with his man Baby, to set up a line of steam tugs the ships and the public both to pay Baby, besides building his tugs for him. Contract, No. 1, February, 1854, has been quietly cancelled; and to give Baby a better pull upon the public purse, the seven years' contract is changed to ten. Baby's boats were the *Admiral* and the *Advance*—no great things! and he got 7,965*l*. He was to build two powerful boats—it is now April, 1856, but I haven't seen the man that saw "the powerful" afloat. I find 25,669*l*. for tug boats below Quebec, chiefly in 1855. Baby, I presume, got it all. Such a leech as he is! Tug boats from Lachine to Kingston, 20 531*l*., of which 7,468*l*. in 1855. Add this 46,300*l*. to the cost of the St. Lawrence Canals and Light Houses. No estimate before the Assembly in 1855—but they kindly tell us now!—Baby was asked, how could we deal with you for three still more powerful tugs, and towage from Anticosti to Quebec. In February, 1855, the contract of February 1854 was cancelled, but though the Legislature was in Session, they never knew of a new contract and "order in Council." Baby gets his fees, 11,300*l*. yearly bonus, or 113,000*l*., and 19,000*l*. is advanced to him. Was this a secret affair altogether?

FRENCH COURT HOUSES, JAILS, &c.

One badge of Upper Canada servitude is this—we are compelled, besides building every Upper Canada Court House and Jail, by local assessment, to build Court Houses and Jails throughout Lower Canada—uphold, repair, and renew them, and pay most of the officers. A. S. Lemieux, the French Commissioner, says: the L. C. court houses and jails are under his control. Besides Montreal Court House, to cost £70,000, a new wing has been added to the jail—