

it has seven locks. Eighty-four miles above Montreal the Farran's Point Canal overcomes a small rapid by one lock, with a lift of four feet; the canal is three-fourths of a mile in length. In going down the St. Lawrence vessels do not enter the canal but run the rapid with perfect safety. The Rapid Platte Canal is ninety-five miles from Montreal; it has two locks and overcomes a fall of eleven and a-half feet in four miles; it enables vessels ascending to avoid the "Rapid Platte" rapids, which are descended with safety. Ninety-nine miles above Montreal the Point Iroquois Canal, three miles in length, and with one lock, of six and a-half feet lift overcomes the rapids of the same name; this canal is joined to the Galops Canal by a recently constructed link two and five-eighths miles in length, without locks. The Galops Canal is two miles in length, has nine feet of lift, and two locks. The link described and the last named canal enables the Point Cardinal and Galops Rapids to be passed, and the unobstructed river course to be attained at one hundred and six miles above Montreal.

The total length of those canals would be thus forty three and five-eighths miles; number of locks, twenty-seven; total lift, two hundred and six feet six inches.

At the foot of the Lachine Canal the surface of the river is twelve feet nine inches above the tidal water which reaches Three Rivers, ninety miles below, while fifteen feet is due to the natural inclination in the surface of the river in the sixty miles which intervene between Kingston and the head of the Galops Canal, or about three inches per mile.

At Twelve Mile Creek (nearly that distance) east of the mouth of the Niagara River, the Welland Canal, with a length of twenty-seven and one-half miles, and twenty-seven lift locks, facilitates the communication between Lakes Ontario and Erie, overcoming the obstructions to the navigation of 334 feet, caused by the Niagara Falls,—the locks practically 150 feet long by twenty-six and one-half feet wide, with ten feet of water on the sills of the locks.

A channel has been dredged through Lake St. Clair of a depth of twelve feet at low water, and this depth limits the draught of vessels engaged in the lake trade practically for the present to eleven feet.

The Sault Ste. Marie Canal has been already described—to overcome the obstructions to navigation between tide water and the head of Lake Superior, seventy-two miles of canal, with five-and-a-half locks, having an ascent of 574 feet, require to be passed, and in calculating the effect of this artificial navigation on the development of the traffic naturally tributary to the great lakes, that point may be practically taken at Montreal, although tidal water reaches only to Three Rivers, ninety miles lower down.

From Montreal, then, where the ocean steamship can meet the lake propeller to

Duluth, at the head of Lake Superior, the distance is *thirteen hundred and ninety-eight miles*, and from the same point to Chicago, on Lake Michigan, is *thirteen hundred and forty-eight miles*.

The capacity of the navigation is governed by the size of the canals. The St. Lawrence series admits of vessels of 350 tons burthen, and are equal to a downward movement of 5-544,000 tons, with a similar upward movement; the maximum of work being 220 days of navigation each season, at the rate of six lockages per hour. Thus $6 \times 24 \times 220 \times 350 = 11,088,000$ tons—but *one-eighth* of that tonnage has never passed those canals in one season.

The good people of Toronto have enjoyed the felicity of hearing D'Israeli's renowned "social parasite" lecture on the "European crisis"—if unlimited abuse of France, her institutions, history, and the whole Celtic race, with one of the most incomprehensible parodies of European history that we have ever read, coupled with absurd laudation of German despotism, and an occasional spice of that special egotistical conceit so terribly lashed by the Right Honorable novelist, can be called by that name. A lecture on such a subject would naturally lead us to look for a complete analysis of those motives which led to this terrible contest, the direct cause of each incident, its bearing on the present aspect of European politics, and the condition of the people more immediately affected thereby. But the *Professor* (whatever that new fangled title may mean, probably in plain English, *school master*), chose to treat his audience to a strong dose of paltry declamation, and in so doing deliberately sacrificed historical veracity to prejudice. It would be useless to expect anything like political consistency from the party to which he belongs—they are innocent of all knowledge of any such quality, as it cannot exist in the mind of a *doctrinaire*. There is, however, one notorious fallacy which was palmed off on the audience of the Toronto Mechanics Institute, and we are astonished and surprised that Professor Goldwin Smith was allowed to escape without some symptom of dissent and displeasure on that part, it was when he asserted that *a great danger would precipitate a revolution in England and bring a Cromwell to the front*. Amongst two quarters of million paupers in a state of starvation in London alone; and, by the way that is the result of the rule of his friends and party, headed by such men as his brother "school master," Beesely, such aspirations may be found, but the self-titled itinerant must know full well that A 124 would be quite sufficient with the help of such portions of his division as might be within call to crush the revolution and place the would-be "Lord Protector of the Commonwealth of England" in the cells to cool his heels, and that outside London the "philosophers" would be no where.

And we venture to predict that of all the intelligent audience who listened to this exordium, miscalled as it is not a dozen coincided with the speaker in sentiment or desire.

The English aristocracy have not yet fallen so low as to be made the tool of demagogues and if it should come to that pass there are yet enough of them to stand by the Crown and Constitution of England against the rascally *roundhead* plotters as their forefathers did in other days. The spirit of the gallant Dundee still lives, and the English socialists may rest assured that "Ere the King's crown goes down There are crowns to be broke."

But what surprises us is the fact that the covert allusion to radical progress and the affected ideas of constitutionalism enunciated by the lecturer, did not awaken the displeasure of his audience, as well as the egotistical allusion to his advice for the cession of Gibraltar to Spain. The Professor is, rather notorious for vagaries, and the lecture on the European crisis is the latest. The *advanced political school* to which he belongs is confessedly founded on the socialism and communistic ideas of Rousseau, while their religious principles are derived from Voltaire. If, therefore, the Frenchman of the present day is reaping the fruits derived from the practical application of those principles he has only to thank such teachers as Goldwin Smith therefor. And when that enlightened apostle of progress talks as he did at Toronto of the march of events, the development of greater political freedom, and the reformation of religion, he simply means a repetition of the scenes of the French Revolution pure and simple, as the logical and legitimate consequence of the teachings of J. S. Mill, Beales, Beesely, Goldwin Smith, *et al*; and the latter possesses a considerable amount of what is known as *check*, to blame the Parisian mob for profiting by the teachings of his masters.

His own and friends exertions in their peculiar field of labor have already resulted in making the London mob as unmanageable as the exertions of another lunatic, Lord George Gordon, succeeded in doing nearly ninety years ago. There is nothing new under the sun, therefore not even the "new political and moral world" of the English radicals. But Great Britain must have arrived at a high state of civilization when such people are looked on as political leaders and teachers. The school master is abroad with a vengeance.

It would have given us sincere pleasure to review the "Narrative of the Red River Expedition," with that liberality which a due appreciation of eminent public services requires at the hands of the Fourth Estate, and it is with great reluctance coupled with feelings of regret and positive dislike that we are obliged, in the interests of justice and of the people of British North America, its government and military force, that we