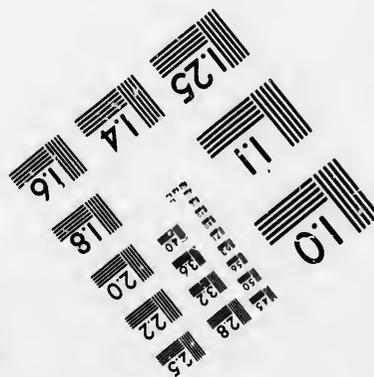
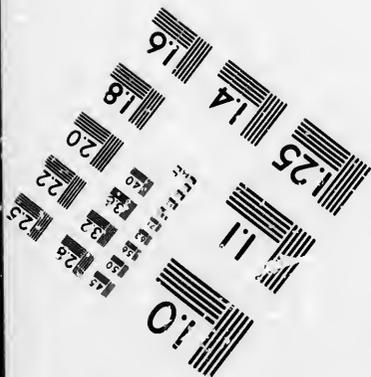
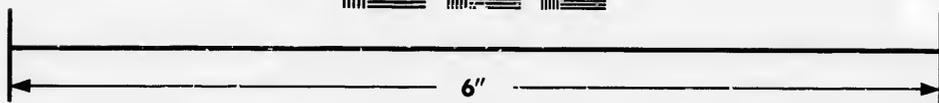
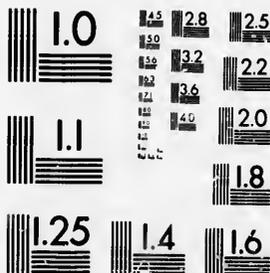


**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

**CIHM/ICMH  
Microfiche  
Series.**

**CIHM/ICMH  
Collection de  
microfiches.**



**Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques**

**© 1986**

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/  
Couverture de couleur
- Covers damaged/  
Couverture endommagée
- Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée
- Cover title missing/  
Le titre de couverture manque
- Coloured maps/  
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur
- Bound with other material/  
Relié avec d'autres documents
- Tight binding may cause shadows or distortion along interior margin/  
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure
- Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments:/  
Commentaires supplémentaires:

- Coloured pages/  
Pages de couleur
- Pages damaged/  
Pages endommagées
- Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées
- Pages detached/  
Pages détachées
- Showthrough/  
Transparence
- Quality of print varies/  
Qualité inégale de l'impression
- Includes supplementary material/  
Comprend du matériel supplémentaire
- Only edition available/  
Seule édition disponible
- Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/  
Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

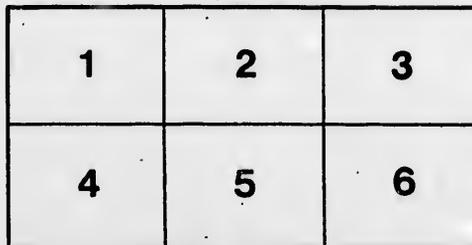
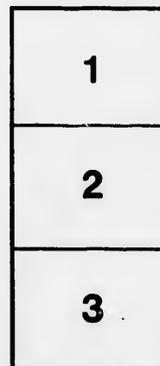
Archives of Ontario Library

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol  $\rightarrow$  (meaning "CONTINUED"), or the symbol  $\nabla$  (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Archives of Ontario Library

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole  $\rightarrow$  signifie "A SUIVRE", le symbole  $\nabla$  signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

errata  
to

pelure,  
n à



32X

# COL. PLAYFAIR'S LETTER ON THE

OTTAWA, FEBRUARY

TO THE EDITOR OF THE "BRITISH STANDARD."

SIR,—As the country is still agitated on the question of the proper place for the Seat of Government, for the two Provinces, I beg leave through your columns to make some remarks on the all important subject.

The rejection of a decision of arbitrators in common transactions between two individuals, is considered dishonorable, and generally terminates in all further transactions between the parties. If then, such a circumstance in common life awaken such feelings of disgust, how must it look in the eyes of nations for a majority of a Legislature, a body supposed to be the most intelligent of the community in which they live, and not only jealous of their own, but their country's honor, should so far forget their standing in society, and that high toned morality which ought to characterize the representatives of a people, so blessed with religious and secular instruction, as we are in Canada, as to reject the decision of their Sovereign, after an official request of a majority of that body, concurred in by the Upper House, and ratified by an act of Parliament, after Her Majesty graciously condescended to comply with the request, which was Her prerogative as our Sovereign to command. We should remember that the United Parliament of Canada after expending hundreds of thousands in the perambulating system, and endless debates on the vexed question, on the floor of the House, made the appeal, *not* to the Colonial Secretary or any of Her Majesty's Ministers, but to herself as the Queen of Great Britain; and in rejecting her decision, we not only offer a gratuitous insult to our loving and lawful Sovereign, but we stultify ourselves in the eyes of all honorable communities both of the old and new world—looking for greater privileges as provincials than the subjects of the United Kingdom enjoy. It is Her Majesty's Royal prerogative to command Her Parliament to meet at York or Lancaster, or any other place as well as at Westminster. William the IV. of England, was appealed to as umpire on the eve of a war between France and the United States, relative to some shipping which Napoleon the 1st. had destroyed. The Crowned Head of England decided that France should

the mother country, let us contemplate for a few moments the probable results if Britain was to withdraw her protection and leave us to our own resources. We should fall into the arms of the United States on their own terms, like a starving garrison, surrendering at discretion. We have no Navy, and one single 74 would blockade the St. Lawrence, our only Port, and bring us to their own terms. The avails of all our public lands would be sent to Washington; ship yards would be established on the St. Lawrence, to build a navy to menace the British West Indies whenever she may, like in 1812, have her hands full, or be physically exhausted by a long war. We should also be taxed for an army and navy, and all the redress open to us would be a remonstrance to Congress; a most humiliating position for British born subjects. This is only some of the evils that would befall us generally. But some of the inhabitants of Canada would have more than this to complain of. Let me ask my Lower Canadian friends of the Roman Catholic persuasion, if they would meet with the same religious liberty under the eagle that they do now under the British Lion? If they answer in the affirmative, I tell them to look to Boston, Ohio, and other places where their public buildings have been demolished by a Sovereign Democratic mob, and the authorities refused to make good their losses. Again, I ask, has one single State, with laws, customs, religion, and language differing from the rest of the American Continent held its own civil and religious liberty as it does at present. A glance at the Star-spangled banner, emblematical of their numerous states, answers the question, beyond a doubt if Napoleon the 1st. was correct when speaking of the U. States, in saying, "That nation without honor." To be independent we must have a navy, and not only a navy, capable of repelling an American fleet, but the combined fleets of America and Russia. The United States with all their boasted love of freedom sympathised with Russia in the late war and would not let the munitions of war pass from Quebec through their territory, to be shipped to the Crimea, notwithstanding Russia is one of the most despotic and absolute monarchies on the continent of Europe. Pa-

floated on the bosom of the deep (Rules the Waves,) without its single fraction; and when our invaded England was always ready her blood and treasure to defend her safe and happy position we will rapidly of a drama, a stupendous British Colonies extending from to the Pacific, with a dense population rear developing the resources of the region: and the products of China of the Pacific no longer doubling but coming direct on British territory own inland seas, to be carried North American Continent. Will the continuation of Protection to of the finest countries in the world protection under the blessing of God the strong arm of Great Britain.

Having now briefly shown our Colony, our prospects and our will now shew that Her Majesty's favor of Ottawa City is just, and wise.

The following table exhibits the the City of Ottawa as regards the confederation. The different degrees of latitude may be thus stated:—Fort Toronto, 79° 28'; Kingston, 76° 78° 30'; Montreal, 73° 31'; Quebec, Newfoundland, 56° 20'. The capital taken as 76° 10'. The position of Capital of the confederated Provinces best the Provinces afford.

The following table of distances late newspaper article on the subject Seat of Government gives further centrality of Ottawa in view of

OTTAWA IS DISTANT FROM		
Montreal, C.E.	100 miles.	Kingston, C.
Three Rivers, C.E.	175 "	Port Hope, C.
Quebec, C.E.	240 "	Toronto, C.
Chicoutimi, Port.	322 "	London, C.
Bagnony, C.E.	455 "	Windsor, C.
Fredericton, N.E.	485 "	Sault St. M.
St. John, N.B.	495 "	Lake Sup'r
Pition Mines, N.B.	665 "	Fort Garry
Hullfax, N.S.	612 "	Red River
St. Johns, N.F.	1150 "	

In the first place, Ottawa City both Provinces, begin only a them, and a line, according to E without breadth. Ottawa City Canada on the south side of the and Hull is on the north side of

# ON THE SEAT OF GOVERNMENT.

VA, FEBRUARY 10, 1859.

on the bosom of the deep, (Britannia the Waves,) without its costing us a fraction; and when our country was England was always ready to pour out blood and treasure to defend us. In this and happy position we will see with the y of a drama, a stupendous chain of Colonies extending from the Atlantic Pacific, with a dense population in the developing the resources of that extensive; and the products of China and Islands Pacific no longer doubling the Capes, ming direct on British territory to our island seas, to be carried all over the American Continent. We only want continuation of Protection to make us one finest countries in the world, and Pro- under the blessing of God depends on long arm of Great Britain.

ing now briefly shown our position as a y, our prospects and our weakness, I now shew that Her Majesty's decision in of Ottawa City is just, equitable and

following table exhibits the position of city of Ottawa as regards the question of eration. The different degrees of longi- may be thus stated:—Fort Garry 97°; to, 79° 28'; Kingston, 76° 30'; Ottawa, y Montreal, 79° 31'; Quebec, 74° 16'; undland, 55° 20'. The centre may be as 76° 10'. The position of Ottawa as a l of the confederated Provinces is the he Provinces afford.

following table of distances taken from a newspaper article on the subject of the of Government gives further proof of the ility of Ottawa in view of confederation:

OTTAWA IS DISTANT FROM—		
al. O.E.	100 miles.	Kingston, C.W., 95 miles.
ivers, C.E.	175 "	Port Hope, C.W., 172 "
g, C.E.	240 "	Toronto, C.W., 223 "
eml. Port,	222 "	London, C.W., 384 "
y, C.E.,	455 "	Windsor, C.W., 440 "
leton, N.B.,	430 "	Sault St. Marie, 475 "
n, N.E.,	480 "	Lake Sup'r Mines, 660 "
Mines, N.S.	665 "	Fort Garry, 1140 "
r, N. E.,	612 "	Red River,
ns, N.E.	1150 "	

the first place, Ottawa City is central to Provinces, begin only a line between and a line, according to Euclid, is length out breadth. Ottawa City is in Upper da on the south side of the Ottawa River, Hull is on the north side of the same river

personal experience. Ottawa City is 50 miles inland, and strong by nature, and, with little expense would be made stronger by art. It is one thing for an invading force to just land and attack in the rear whi the heavy guns afloat are bombarding the town for a few hours, and then, before a force can be collected, retreat.— It is another thing to land in an enemy's coun- try and march into the interior, with battering train and all the necessaries for such undertak- ings. It may be said that the Rideau Canal would facilitate the transport of their guns, &c., &c. If they attempt it, they and their guns would soon be left high and dry by drawing off the water; and the distance they would have to march would give our militia an oppor- tunity of retarding their progress in the old style of 1812. Thus it is wise to make choice of a site for a capital that is difficult to be approached by an enemy, and safe for the Go- vernment Records.

Again there is not another city in British America with such abundant water power for mills and manufactures. The Great Chaudiere —the one bank in Upper Canada and the other in Lower Canada; and the Gatineau in Lower Canada; and surrounded for miles by a beautiful agricultural country producing every description of grain. Another advantage is that through the City of Ottawa and the Valley of the Ottawa is the nearest route from Montreal to Fort William on Lake Superior, and to Chicago on Lake Michigan. To go to either of these places by the St. Lawrence you must travel two sides of a triangle, viz: from Montreal to Toronto 333 miles, from Toronto to Collingwood 95 miles, railway, steam naviga- tion 40; total, 460 miles. This is the two sides already mentioned. The third side is from the eastern shore of the Georgian Bay to Ottawa City 200 miles, from Ottawa City to Montreal 110; total, 310 miles. A saving of more than one-fourth of Railway transport, besides about 50 miles steaming on the Bay. As the eastern shore of the Georgian Bay is nearer to this inlet than it is to Collingwood by about that distance. This is considering the Ottawa and Georgian Bay railroad terminus, opposite the inlet from Lake Huron; but if the terminus was located at the north-east corner of the Bay, then there would be a greater

about that distance. This is considering the average it at 39 miles, which is not quite two-

Georgian Bay, Toronto, St. Lawrence, and Hudson River	1418
Georgian Bay, Ottawa, and Hudson River	1378
From New York to Liverpool-2680 geographical miles, which must be added to either of these routes.	
Walter Shanly, Esq., C. E. reports:—	
From Chicago to Montreal by the Wel- land Canal	1348
By Toronto and Georgian Bay	1050
French and Ottawa Canal	980
Northern Railway and Grand Trunk	958
Eastern shore of Georgian Bay through Ottawa City by railway (Ottawa Rail- way, proposed some years since by the writer) <i>five</i>	810

This is the shortest route of all. We will add 168 miles to Quebec, and 2502 to Liver- pool, being 3480 miles from Chicago to Liver- pool; that is navigation from Chicago to the eastern shore of the Georgian Bay, and rail from thence to Quebec. We will now compare the shortest route from Chicago to New York, viz., 1210, and 2980 geographical miles from New York to Liverpool; total 4190, being 710 miles longer by New York than by Quebec. Thus both by the Ottawa Canal and Ottawa Railway, it is nearer from Chicago, the centre of Commerce in the West, to Liverpool, than any other route.

Our geographical position gives us an advantage in a Pacific Railway, and also for the transit of produce from Chicago to Europe by Quebec, over the United States, which no earthly exertion on their part can obviate, providing <sup>we</sup> ~~you~~ avail yourselves of your natural highways decreed by divine Providence. A degree of longitude at the equator is 60 miles, and at 60 degrees of latitude it is only 30, or one-half. Now the route from the western coast of Ireland by Quebec to the Pacific, at the mouth of Fraser's river, may traverse ten degrees of latitude, that is from 45 to 55.— The former 45 is 40 miles and 15 seconds; the latter 55 is 34 miles 41 seconds. We might average it at 39 miles, which is not quite two-thirds of a degree at the equator. Hence the time is not far distant, when by steam naviga- tion and railway, passengers will be half-way across this continent to the Pacific by the time a steamer to New York will reach the wharf.

Provinces, begin only a line between about that distance. This is considering the average it at 39 miles, which is not quite two-

of England, was appealed to as umpire on the eve of a war between France and the United States, relative to some shipping which Napoleon the 1st. had destroyed. The Crowned Head of England, decided that France should indemnify the United States, by paying a large sum of money. Did France reject His Majesty's decision? No! Old France did not forget French honor. Did England or the United States reject the decision of the Crowned Head of Holland as their umpire? No; their honor was at stake. Did Greece or Turkey reject the decision of England, France, or Russia? No; their honor was in the scale. But we have the example of a majority of the united Parliament of Canada (a dependency of the British Crown) rejecting in undignified language the will and decision of their Sovereign; which no doubt was formed after mature deliberation.

Notwithstanding the above, and the honor of the Parliament at stake, an individual of unenviable notoriety, had the presumption to move that Ottawa was not the proper place for the Seat of Government. This certainly was extraordinary. But what was more extraordinary still, is that a majority in a Canadian Parliament could be found with such little self-respect as to vote for and carry the motion. It is obvious from the above that Canadian honor when weighed in the balance of Nations is "found wanting." This was carrying out to the letter what I have heard some silly individuals say (that because Canada shows signs of one day becoming a great country) "we are independent." We believe that British North America will become a great Empire, but Canada at present is only in the germ—the infant giant in leading strings—an Ajax at its mother's breast; and the rejection of Her Majesty's decision is not only dishonorable, but a stretch of Parliamentary power beyond its constitutional limits, and most impolitic for a dependency like the Canadas, whose geographical position, though admirable for commerce, most deplorable for independence or defensive warfare; and at the very moment holding out one hand to grasp half a continent and the other six millions of dollars from the imperial coffers of loaned money, to be converted into the Intercolonial Railway; that is forgiven our debt. While it is admitted beyond contradiction that we are growing unprecedentedly fast under the fostering care of

and would not let the munitions of war pass from Quebec through their territory, to be shipped to the Crimea, notwithstanding Russia is one of the most despotic and absolute monarchies on the continent of Europe. Paradoxical as it may seem there is a great similarity in the two nations—one is a tyrannical monarchy, the other a tyrannical democracy—that is, in the first, the monarch holds absolute sway over the people, the other, the sovereign people, hold sway over the civil and military powers of the nation; the one has its serfs, the other its slaves; the one has its aristocracy of nobles, the other its aristocracy of skin; the one aims at universal dominion in the old world, the other universal dominion in the new, though I think it is extremely probable that they would agree to divide the spoil between them. The Russian Bear would c'aint and put his paw on a larger portion of the North West territory for a more extensive hunting field, and the American Eagle would extend her wings from the Straits of Belleisle to the Straits of St. Foca, and hold the highway of the world in her talons. Any one must be very little acquainted with the depravity of the human heart, or the history of the world, to doubt for a moment that half a continent possessing such an advantageous geographical position and riches, such as the largest coal fields yet discovered, unbounded mineral wealth, agricultural, manufacturing, and commercial capabilities, extensive hunting fields, with fur-bearing animals, the best and nearest track for the iron horse from Europe to Asia, with the magnificent navigation of the St. Lawrence, its spacious lakes, &c., &c., would be left quiet and unmolested without an army or a navy to protect them, must believe that the prophesy has been fulfilled, and the lion and the lamb will lie down together. If we did but consider we would see as plain as the sun in the firmament at noonday, that our position as an integral part of the British Empire is most enviable, and at this period of our history, can not be bettered; that our advantages are great, that every good subject, who wishes to live peaceable, quiet and harmless lives, must appreciate their happy lot; that, instead of spending our means on a navy for our defence, we are enabled to expend the surplus revenue in developing the resources of our highly favored country; that our commerce is protected by the most powerful navy that ever

both Provinces, begin only a them, and a line, according to E without breadth. Ottawa City Canada on the south side of the and Hull is on the north side of in Lower Canada, and the Union unites the two Provinces is b Thus Ottawa is at the south end Bridge, and Hull at the north end Pridge in Lower Canada. Could more equitable or just and wis disputes. The inhabitants in O one-third French Canadians, a represented in Parliament by a of the Roman Catholic persuasion an equilibrium in political po me ask, what is there to prevent of the City to the Lower Cana is to prevent Hull becoming as lar The Village of Charron, now C was first occupied by the ancient few huts; it did not prevent the London across the Thames, and Canada, with her splend<sup>r</sup> wa that side of the river, will bec great manufacture; the water about equal, or if any difference of Lower Canada. I have been ticular in minutely describing the judicious choice of our belo —not only for the information of ing at a distance, but most parti express information of the leader tion in the Canadian Parliament his place in the House, in my h did not know anything about O ther; he did not want to know, that any Upper Canada memb vote for the Seat of Governme would never get his foot on th House after a dissolution. I h will pardon me for this digression I have proved to all unprejudic Her Majesty's choice is equitable will now show that it is wise.

Most ancient capitals are inland, London, Paris, Madrid, &c., &c., of for heavy guns afloat to bomba ronto was the capital of Upper war, and being on the frontier taken and the government built to a pile of ashes. Kingston wa of alarm. The above I know

+ West-berling

Provinces, begin only a line between  
 and a line, according to Euclid, is length  
 out breadth. Ottawa City is in Upper  
 Canada on the south side of the Ottawa River,  
 Hull is on the north side of the same river  
 Lower Canada, and the Union Bridge which  
 connects the two Provinces is between them.  
 Ottawa is at the south end of the Union  
 Bridge, and Hull at the north end of the Union  
 Bridge in Lower Canada. Could anything be  
 more equitable or just and wise, to prevent  
 Hull from growing. The inhabitants in Ottawa City are  
 mostly French Canadians, and the city is  
 governed in Parliament by a gentleman of  
 the Roman Catholic persuasion, which shows  
 the influence of political power. And, let  
 me ask, what is there to prevent the extension  
 of the City to the Lower Canada side, what  
 prevents Hull becoming as large as Ottawa?  
 The Village of Charron, now Charron Cross,  
 was first occupied by the ancient Britons, in a  
 town; it did not prevent the extension of  
 London across the Thames; and Hull in Lower  
 Canada, with her splendid water power on  
 the north side of the river, will become a place of  
 great manufacture; the water power being  
 equal, or if any difference, it is in favor  
 of Lower Canada. I have been the more par-  
 ticular in minutely describing Ottawa City—  
 a judicious choice of our beloved Sovereign  
 only for the information of persons resid-  
 ing at a distance, but most particularly for the  
 better information of the leader of the Opposi-  
 tion in the Canadian Parliament; who said in  
 his place in the House, in my hearing, that he  
 did not know anything about Ottawa, and fur-  
 ther he did not want to know, but declared  
 that any Upper Canada member that would  
 go for the Seat of Government at Ottawa,  
 would never get his foot on the floor of that  
 House after a dissolution. I hope my readers  
 will pardon me for this digression; but, I think,  
 I have proved to all unprejudiced minds that  
 His Majesty's choice is equitable and just. I  
 now show that it is wise.

Most ancient capitals are inland, such as Lon-  
 don, Paris, Madrid, &c., &c., of not easy access  
 to heavy guns afloat to bombard them. To-  
 ronto was the capital of Upper Canada last  
 year and being on the frontier, was easily  
 taken and the government buildings reduced  
 to a pile of ashes. Kingston was also in a state  
 of alarm. The above I know to be true by

about that distance. This is considering the  
 Ottawa and Georgian Bay railroad terminus,  
 opposite the inlet from Lake Huron; but if  
 the terminus was located at the north-east  
 corner of the Bay, then there would be a greater  
 saving of distance in going to the Sault St.  
 Marie, Red River, &c. The railway being  
 longer and the navigation shorter. To prove  
 my assertions correct, I will call Ottawa City  
 A, Toronto B, and the north-eastern shore of  
 the Georgian Bay, C; which forms almost an  
 equilateral triangle, and any two sides of which  
 must double the third side. Prescott is nearly  
 as low down as Ottawa City, and is two hun-  
 dred and twenty miles from Toronto; from  
 the latter to Collingwood by rail, 95  
 miles; from thence to C the terminus of the  
 Ottawa railway at the north-east corner of the  
 Bay, 80 miles; total, 175; this latter route be-  
 ing the shortest. But although B C is the  
 shortest it shows the precise number of miles  
 travelled out of a direct course, and the other  
 two sides are about equal: and what would the  
 people of Toronto and other parts of the west  
 think of travelling from Montreal to the north-  
 east shore of the Georgian Bay, and thence to  
 Collingwood to Toronto, which would be pre-  
 cisely the same distance out of the way,  
 namely 170 miles, in a journey of about 240.  
 The interest of the West has been and is great,  
 but a paramount interest is rising in the N.  
 West; and our roads must divide in Lower  
 Canada, the one to the west passing up through  
 Prescott, the other through the City of Ottawa,  
 and thence to the Georgian Bay. A man trav-  
 elling from Montreal to Chicago—when he  
 arrives at Prescott he is already out of his  
 proper line of travel, but he must go on to  
 Toronto, 220 miles, when there he finds he  
 has to travel 95 miles by rail, and about 70 or  
 80 by navigation to the inlet, a total of 315,  
 when he was within 250 miles of the same  
 place at Prescott—money, time, and labor lost.  
 But, for further proof, compare the distances  
 from Chicago to New York by Kivas Tully,  
 Esq., C. E.

Buffalo, Erie Canal, and Hudson River	1315
Welland, Oswego, and Hudson River	1638
Welland, Champlaine, and the Hudson	
River	1846
Georgian Bay, Toronto, Oswego, and	
the Hudson River	1210

average it at 39 miles, which is not quite two-  
 thirds of a degree at the equator. Hence the  
 time is not far distant, when by steam naviga-  
 tion and railway, passengers will be half-way  
 across this continent to the Pacific by the time  
 a steamer to New York will touch the wharf.  
 The mail to Quebec will be within 1500 miles  
 of Victoria or Vancouver's Island. It must be  
 remembered, that when the steamer arrives at  
 Quebec, the other, bound for New York, allow-  
 ing equal speed, will be 470 geographical miles  
 from New York, allowing 12 miles an hour for  
 an Atlantic steamer, on the average, and 24  
 miles an hour for the rail cars. And as they  
 do not measure by geographical miles, we will  
 add 50 in round numbers, to put the whole in-  
 to statute miles, which will be 520—double that  
 of the speed of the cars—and the mail bags  
 would be 1056 miles on their way across the  
 continent, in about longitude to 90 and 50 N  
 latitude. What a brilliant prospect for the  
 Commerce of Canada. What a start in the  
 race set before the inhabitants of this growing  
 country; we can view it in no other light than  
 the young lion in its lair.

From what has been said, it is obvious that  
 Lower Canada and the Eastern part of Upper  
 Canada have but one interest, and the ball is  
 at our foot, if we are only <sup>inclined</sup> ~~inclined~~, Ottawa  
 Railroad and Canal will go on, the foul stain  
 of dishonor in our rejecting the Queen's deci-  
 sion will be washed away, and the great high-  
 way for the world will be opened through our  
 Capital, and a vast amount of produce that  
 would be drawn off to the Atlantic cities, will  
 pass through Quebec. In a public letter which  
 I wrote some eight or more years since, I said  
 then, and am of the same opinion now, that if  
 Montreal or Quebec is to become the <sup>new</sup> ~~new~~ <sup>main</sup> ~~main~~  
 terminus of the St. Lawrence, they must intercept  
 the traffic on the lakes; and it is only by open-  
 ing the Ottawa Canal and Railway this grand  
 object can be obtained, and Lower Canada  
 become the emporium of the West, and attain  
 that standing in the Commercial world, that  
 nature has designed.

I have the honor to be, Sir,  
 Your obed't serv't,

A. W. PRYFAIR.

Bathurst, Jan. 7, 1859.

