

such privileges on the lakes, especially on Lake Michigan, would prove unfortunate concessions and detrimental to our shipping interests is quite apparent. Beyond all this they expect the States of Michigan and New York to accord to them, in like manner, the use of the Sault Saint Marie, Saint Clair Flats, Whitehall, and the Erie Canals, over five hundred miles in length, in exchange for less than one hundred miles.

Again, unless the Whitehall Canal shall be enlarged and deepened, and its use granted to the lower waters of the Hudson—a most important concession of itself—Canada reserves the right to suspend the use of the Caughnawaga Canal. Whether the State of New York would assume this burden, and build up a formidable rival to their own canals and railroads, at an expense possibly of more than the whole cost of all the Canadian canals, is at least problematical. To us the Caughnawaga Canal would be convenient, but to the Canadas it is almost indispensable as a means of getting their timber and agricultural products to our markets. The transparent cheapness of the offer appears when it is remembered that the construction of the Caughnawaga was a settled question of their domestic policy at the time of the union of the provinces. Their canals are now kept in repair mainly by tolls received from us. The transportation of American property through the Welland Canal in 1869 was nearly three times greater than of Canadian property, as follows:

	Tons.
From American to American ports.....	688,700
From American to Canadian ports.....	215,837
	<hr/> 904,537
From Canadian to Canadian ports.....	195,407
From Canadian to American ports.....	134,935
	<hr/> 330,342

It would be wonderful indeed were they to reject the income thus derived from us upon their canals, and it is probable they will be open forever to all who will pay as they go. "The law is open to every one;" "so," said Horne Tooke, "is the London tavern." In the absence of any treaty, why should the Canadas exclude from their canals the through business from American to American ports, touching no interests which it does not promote, and the business from whence has come and always must come the bulk of the tolls required for their support? The London tavern is not supported in that way.

It is possible at the end of six years that the Dominion may find it inconvenient or impracticable to deepen the Saint Lawrence Canals or to build the Caughnawaga, or that they may require twice six years for their completion. The treaty meanwhile is operative; and will they not all the time have enjoyed its fruits? True, we may then exclude them from the Erie and Whitehall Canals and the Hudson River, but would not that be a lame conclusion? They now levy an export duty on logs, and there is nothing in the new proposals which prevents its continuance or even an increase on logs or any other articles. Export duties may be resorted to by the Canadas at any time, but to us they are forbidden. They run no risk of export duties, but we do. Are we not likely to be checkmated?

It is not, however, discreditable to us as a nation of forty-two millions of people, with railroads nearly equal in extent to those of all the rest of the world, that we should look to dependencies of Great Britain for such improvements in the artificial courses of water trans-