

the uses to be made of her unrivalled lakes and rivers specially welcomed that clause in the programme of Confederation which foreshadowed the early and complete utilization of our water-highways. But the "word of promise" then given "to the ear" has been "broken to the hope." With a material advancement in almost every other direction such as Canadians may well be proud of, our canals to-day are just where and what they were then and for twenty years before. Liberal almost to lavishness in our appropriations for all other classes of public works, the noblest portion of our heritage has been treated with an approach to indifference and neglect. "Millions for railways, not one cent for navigation" would not inaptly characterise what has been our policy of expenditure. We stand ready to pledge the credit of Canada to its utmost borrowing capacity in pursuit of phantom railways to the Pacific, or anywhere else, but can scarce spare a thought—or a dollar—for the improvement of the river. In all the leading journals of the country, railway questions command columns of editorials where the Welland Canal could hardly obtain lines. I am of those who hold that for railways, as national undertakings, we have, for the present at all events, done our whole duty, and that we will best consult the future of Canada and best promote the development of her magnificent resources by, henceforward for a time, directing our thoughts, energies and means in improving and perfecting to the fullest measure of its capacity that which, in all its natural aspects certainly, is the grandest system of internal navigation in the world.

Yours very truly,
W. SHANLY.