

good roads as feeders to the railway will cause the latter to be a disappointment to the municipalities and to the stockholders. The municipalities have taxed themselves too heavily for the main road—the railway—to be able to build also the side roads.

The great want of the Ottawa is **POPULATION**. The Rideau Canal has not been able to remedy this, and the Ottawa Canal will as signally fail in doing so. The railways will in time remedy it, but even these to be efficient must be treated as other highways. If you want to increase the value of property in a street, to make it most useful, you open it through, you make a thoroughfare of it. The Ottawa even with railways will still be a *cul de sac*. When a man goes two hundred miles up the Ottawa, particularly if an intending settler or capitalist seeking investment, he does not like to retrace his steps, for at Pembroke he is only about 150 miles in a direct line from Lake Simcoe, and at Arnprior he is only about 100 miles from Belleville. The tendency of the age is to *go-ahead*; no man likes "to take the back track," and I have always failed in inducing strangers to go up to the Ottawa because they said to me, "there is no way of getting on."

The Ottawa possesses within herself all the means necessary for her own development, if we are only just enough and generous enough to give her her own. The public lands are a financial basis broad enough to work out the development of the Ottawa, and it is not asking too much that a portion of them should be set apart for such a thoroughly domestic purpose, when to those which have, all has been given. Public guarantee for railways, plank and macadamized roads, bridges, and really useful and much needed although still unproductive canals—all have gone to the St. Lawrence.

The Congress of the United States has made large grants of land to the Illinois Central and other roads—to routes much less in need of public aid than the Ottawa. A grant of public lands would secure a highway through the Ottawa