

constructed. Parliament having ratified these arrangements, the enlargement of the Carillon and Grenville canals was commenced in 1871 and completed in 1882, at a cost of \$4,025,346, while the work at St. Anne's, commenced in 1873, was completed in 1883. About the same time, it was decided to build a short canal on the Upper Ottawa, designed to overcome the L'Islet rapids and open communication from Bryson village to Aberdeen, a distance of 70 miles. This work, known as the Culbute canal, was completed in 1886, at a cost of \$413,717. Nothing has since been done in the way of canal improvement in the Ottawa country—I mean on the proposed line of navigation to Lake Huron—and the construction of the Canadian Pacific Railway, which at this time seems to have been resolved upon, and which, thanks to the indomitable energy of two "brither Scots," Sir Donald Smith and Lord Mount Stephen, has been happily accomplished, would appear to have had the effect of driving all thought of the Ottawa Ship Canal out of the mind of the Government. At least, we hear nothing or next to nothing now in official circles on the subject. But I need hardly assure you, gentlemen, who know something of the trend of public opinion, that the feeling throughout the Ottawa Valley in favour of this great work of improvement and necessity, is just as strong and as active as it ever was in times past, and more particularly is it so at this moment, in an era of great enterprises, when the whole world seems to have awakened to the conviction that the chief requisite of the times, wherever practicable, is canals. You have doubtless all heard something about the great Manchester ship canal now nearing completion, at a cost of \$80,000,000, a work which will convert the great European cotton metropolis into a seaport of the first rank. A few facts about this remarkable undertaking will not be without interest on the present occasion. As I learn from the public journals, when the project was first mooted many people laughed at it, while from Liverpool and from the railway companies the most strenuous opposition was threatened. The promoters, however, had faith in the project, and the people of Manchester supported them with splendid liberality. They were, therefore, after a long struggle, able to beat down the opposition to which I have referred, and the only difficulty to be faced was the practical one of raising the money. The first estimate of the cost was five millions three hundred thousand pounds, and it took from 1885 to 1887 to settle the pre-