

The question now arises, how can the desire¹ and best route be provided? Will the mutual interests of two great countries between which the St. Lawrence River is a dividing line, in part, and through one of which, having passed an artificial and arbitrary line, it finds its way to the sea, bearing the commerce with it, be willing to unite to construct the ship canals and ship railways necessary to remove the obstructions to navigation? Will the Great Northwest, both of the United States and Canada, with its millions of people, its rapidly growing cities, centers already of finance and commerce, with the constantly increasing business of the Great Lakes—a common heritage of both nations and free to both, and God-given—will these two nations, with so much in common, permit longer arbitrary national boundary lines to remain a barrier—a Chinese wall—to the commerce of both? Shall cities like Chicago, Milwaukee, Duluth, Buffalo, Cleveland and Toronto be longer compelled to send their exports to Europe and receive their imports by expensive channels, when they can load them for Liverpool or Havre at their own wharves, and receive their imports directly at those wharves from the ports of the Old World?

If these two Governments, so closely united in commercial relations, cannot, on account of grave political reasons, unite in the construction of the desired route, then why should not Canada herself undertake the task and assume the burden of its cost? The reasonable plan appears to be for that Government to enlarge the St. Lawrence Canals and the intermediate river reaches, where necessary, for the navigation recommended by the author, and to encourage the construction of the Hurontario Ship Railway by guaranteeing the interest on its cost, as it has already done on that of the Chignecto Ship Railway. That Government must now provide these new and enlarged channels of commerce, or see the vast amounts already expended practically lost through its inability, or its unwillingness, to meet the demands of commerce. It will inevitably see the greatest commerce of the world diverted from its natural channel, and taken out of its domains into the artificial channels of its neighbour's territory, to enrich and develop a country lying along these artificial routes. The commerce and financial importance in every way to Montreal and to other cities, both Canadian and United States, situated on this enlarged natural water-way, can scarcely be over-estimated. To be in the pathway of such a commerce, as will move from the great Northwest to the Old World and back again, will insure to any city situated upon it a prosperity—commercial, industrial and financial—surpassing the most sanguine anticipations.

The argument may be brought forward that, on account of the close