

would be entire abolition of the poisonous smoke which drops upon the Pullman in preference to any coach ahead of it.

While the conversion of trunk lines would be attended with a cost which is for the present prohibitory, this objection does not apply to new lines which may be worked independently, or in connection with electric ones. When the time arrives for such railways, water power will have a field of usefulness of which we can at present form little conception. Water wheels and wires would displace the coal docks, the coal laden vessels, the huge coal yards, and the trains required for distributing their contents over hundreds of miles of lines.

An interior line connecting Lake St. John, on the Saguenay, with Lake Temiscamingue, on the Ottawa, which could ultimately be extended, via Missanabi, Nepigon, and Lac Seul to the Saskatchewan, would be a colonization road, removed from the frontier;—one which could be worked possibly altogether by water power, and would open a virgin tract in which electro-chemical and electro-metallurgical industries might arise, as well as those connected with the products of the forests and the mine.

TRANSPORTATION.

The more extended use of our Water Power, in the immediate future, for manufacturing and mining purposes, especially for the electro-chemical and metallurgical productions, naturally leads to the consideration of the character of the output, especially with regard to markets, and transportation problems generally.

Transportation, next to production, is the most important commercial question to a country of vast distances and low priced products, affording great tonnage, such as we produce; and for which we have expended hundreds of millions in Canals and Railways, Harbours, Light-Houses and Steamers, a sum disproportioned to our realized wealth, as it certainly is to our population. But, "*noblesse oblige*"; we possess a vast estate, are compelled to develop it—and await results.

The question of transportation determines, to a great extent, the existence, or otherwise, of a possible industry, and enhances or diminishes the value of every article of export just in proportion to its efficiency and economy. On the other hand, where transportation is necessarily expensive, cheap production may maintain an industry;—and here is where our abundant water power may come in.

The geographical position of Canada in relation to the commercial centre of gravity of the North American continent is at least noteworthy. This centre is very near Lake Erie. From the western end of this lake the water route to the Atlantic, at the Straits of Belle Isle, follows the general direction of a great circle which cuts the commercial heart of