

for products in transit, together with harbour and other charges, practically close this great natural outlet of the Western States.

To have the full benefit of the \$50,000,000 already spent or contracted for to improve the St. Lawrence navigation, with \$10,000,000 additional to complete the works, it is above all necessary to have the fullest commercial relations with the United States. Then will our Canals be a paying investment instead of a source of heavy and unprofitable expenditure under present conditions.

The annual interest of the construction account of the St. Lawrence improvements will shortly amount to \$3,000,000. The annual returns average about \$150,000, making an annual deficit of \$2,850,000 not including expenses of management and repairs. The first enlargement of the St. Lawrence Canals cost \$9,400,000. They were never used to a tenth of their capacity, but still to secure the Western traffic \$30,000,000 additional are now expended for a further enlargement.

To secure tolls enough to pay full interest, on the cost of the Canals, would require a tonnage to pass through them equal to the tonnage of all the sail and steam vessels of Great Britain, the United States and Canada put together. But instead of encouraging the American shipping to pass through our Canals, we systematically exclude them by annoying and hostile regulations and tariffs, practically closing the navigable routes of the St. Lawrence against their shipping.

What the U. S. have accomplished since the war.—What has been accomplished by the United States since the close of their terribly destructive intestine war? While they have had to bear the loss of 800,000 of the working men of their population, the loss of a vast amount of labour by making freemen of their slaves, and the waste and loss of thousands of millions of dollars' worth of property and money by