

The lifelessness of our waters between Lake Ontario and Montreal is noted by all observant tourists and the reproach will never be wiped out so long as the idea prevails and is acted on that Canadian carrying business must be limited to what of Western products Montreal can take and dispose of to her sole advantage. When we begin to carry for all comers, and we will begin, for it is the destiny of the river and those who rule it, Montreal will quickly learn that she has been living in error for a quarter of a century (the age of our canals) and that the more business we can induce down the St. Lawrence, whatever its seaward destination, the better it will be for the country and, consequently, for the commercial capital of the country. Montreal can well afford to cease opposing, if she will not aid, the Caughnawaga Canal enterprise.

In opposing it her people act as though her advantages as a seaport were purely adventitious and only to be maintained by placing unnatural restrictions on the carrying capacity of those great waters through means of which it mainly is that Canada is to continue to increase in wealth, distinction and importance.

I have frequently heard it argued in discussions on this question of International carrying-trade that the navigation laws of the United States would for ever prevent our reaping commensurate benefits from the expense attending the extension of our canal system southward. Members of more than one Administration have used that argument against adopting the Caughnawaga Canal project as a Government Work. I would allow no such phantom to "stop the way." If by opening a channel into Lake Champlain we can accomplish what I have endeavoured to foreshadow above—the cheapening of the transportation of breadstuffs and, so, raising their value at the place of production—the United States navigation laws will be looked after at home. We can leave that little matter, whether we are to have a general Reciprocity Treaty or not, to be attended to by the GRANGERS and their friends.

I have not, while writing this letter, had means of access to such recent statistics as would enable me to enter into detail on the sources of a probable amount of revenue on which the "Caughnawaga Ship Canal Company" may reckon for making the undertaking a direct financial success; but drawing its sustenance, as it would, from both of Canada's great rivers—the St. Lawrence with its almost illimitable grain trade; the Ottawa with its immense lumber business; and all the minor classes of traffic growing out of and increasing with the two greater ones, returns sufficient to pay handsomely on the cost of a ten-foot navigation may, I believe, be hopefully and confidently looked for.

When, some few years back, Canada rose to the dignity of a DOMINION those who believed that her future was largely dependent for its greatness on