

mercial marine of these countries? The St. Lawrence and Great Lakes afford a natural highway between the West and Europe. The United States do not possess such an admirable avenue of communication for the products of their western country, and are obliged to avail themselves of an extensive system of railways and canals in order to attract the western trade to their seaboard, but these artificial means cannot compete with the St. Lawrence, when its navigation has been improved as it must be ere long. Now away to the north-west, stretches a vast extent of country—the fertile lands of the Saskatchewan, Assiniboine and Red Rivers, which must eventually be the abode of millions and raise wheat and other grain in great abundance. Then there are the great Western States, which discharge their treasures through Chicago, Milwaukee, and other ports on the Lakes, and produce corn in such quantities that, after filling sheds literally miles long, and raising beef and pork to ten times more than they can consume, the farmers have been obliged to use the surplus as fuel. With an enlarged system of Canals, with the opening of the shorter route which a railway or canal between Montreal and Georgian Bay by the way of the Ottawa will afford, the St. Lawrence must successfully compete for the carriage of the enormous trade of the West. When the St. Lawrence enjoys the great bulk of that trade—and it cannot be long deferred, for commercial enterprise moves rapidly in these days, and public opinion is already demanding the improvement of the River—the British American marine will be able to reach dimensions which we cannot limit; for I suppose, with reason, that British Americans will be the carriers of the trade. Then add to this the extension of railways throughout the provinces, and the natural expansion of trade, and what a magnificent commercial vista opens before us!

SOME CONSIDERATIONS RESPECTING OUR POSITION AND PROSPECTS.

The facts I have given in the foregoing pages show beyond question that in one of the most important elements of material strength the provinces of British North America have succeeded in attaining a most creditable position, to which its people can point the attention of the world with natural pride. So far, the people of these countries have proved that they have preserved the qualities which have always distinguished the races from which they have sprung. The large proportion of the inhabitants of the British American Colonies composed of the Anglo-Saxon or Teutonic element—belongs to that race which has given birth to Drake, Frobisher, Gilbert, and a thousand other naval worthies who have carried England's flag wherever her honour, or commerce, or science, or civilization has called them. Then we have the descendants of the first inhabitants of New France—the countrymen of Cartier, of Champlain, of those Normans and Britons, who, by their enterprise and courage, first reclaimed Canada from the illimitable forest. Perhaps there may be a time when these two elements will unite and be absorbed, one into another. "There may be a point," says a British American writer, "when like the rivers Ottawa and St. Lawrence at Montreal, these imaginary streams