

her island of Jamaica stands guard at the entrance of the Caribbean Sea and the Bay of Honduras.

She is now adding to all this the land route across Canada. She is adding this last and strongest link to the chain which is to bind China and Japan to her chariot, girdling the globe anew in the northern latitude where the degrees of longitude and the circles become smaller. She is building a strong fortification at Esquimaux, where Vancouver Island, which the weakness of President Polk surrendered to her, thrusts itself into our territory, while the guns of Halifax threaten us on the east.

At the same time Canada, aided by British wealth, is developing her railroad system with wonderful liberality and wisdom, so that the blood of commerce, even that which comes from our own veins, may feed her mighty arteries.

Here are a few of the enterprises she is just undertaking or accomplishing, either as a government or by corporations under her control. Remember that all this is in addition to her great interoceanic system of communication which the Senator from Maine so well described the other day.

First. An important line of railroad constructed last year, called the Duluth, South Shore and Atlantic, extending from the Gogebic iron range of Lake Superior to the Sault Ste. Marie, has, according to recent advices, been purchased by the Canadian Pacific Railway. It will no doubt become an important feeder to that railway.

Second. A Canadian company has recently completed a bridge across the Sault Ste. Marie.

Third. The Canadian government within the last thirty days has definitely decided upon and arrangements are made for building a ship-canal between Lake Superior and Lake Michigan, on the Canadian side of the strait, and in opposition to the canal at that point on the American side, built and owned by the Government of the United States.

Fourth. A well-defined project exists for building a combined ship canal and ship-railway from Georgian Bay, leading down from Lake Huron to Lake Ontario, near Toronto. The total distance is about 100 miles, of which 40 miles will be a dredged canal at lake level and 60 miles by a ship-railway. The object of this route is to avoid the tortuous and expensive navigation through the St. Clair flats, Lake Erie, and the Welland Canal. It will shorten the distance from the Sault Ste. Marie to Toronto 220 miles.

Fifth. The Canadian Government is engaged in improving the St. Lawrence system from Lake Erie to Montreal, the total cost of which completed will be about \$50,000,000. Below Montreal it has deepened the St. Lawrence River to 25 feet depth, and is continuing the improvement with the intention of deepening it to 27½ and then to 30 feet. It has expended on this work probably over \$3,000,000.

Sixth. The Dominion Government has subsidized, or rather guaranteed, 5 per cent. interest on the cost of construction of the Chignecto ship-railway to be built across the isthmus between Nova Scotia and New Brunswick. The cost of this work is estimated to be over \$4,000,000. There is no doubt that with the successful completion and operation of this ship-railway, the Georgian Bay ship-railway will be at once commenced under the auspices and with the assistance of the Dominion Government.

Let me have permission to read here a few sentences from an able pamphlet by Mr. Bourinot, the accomplished clerk of the Canadian