

first to observe the importance of a water-route to the Eastern States, and after taking the trouble to obtain a private charter for the Caughnawaga Canal, and also to procure the renewal of this charter, it hardly seems fair that he should lose all pecuniary advantage from the scheme, if it goes forward. At the same time no public good can apparently be served by his continuing to hold the monopoly of the scheme, and since the renewed charter expires this summer, the best plan would probably be for him to clear the way for the construction of the canal by resigning his right to ask for a second renewal of the charter, on the express condition of the Ottawa cabinet undertaking this great national work with as little delay as possible.

At the Chicago Cheap Transportation Convention, a few years ago, the proposition of the Hon. J. Young for the establishment of the Champlain route was most favourably received by the Board of Trade, one of the members of which allowed that the "route through the St. Lawrence and Lake Champlain would have no equal on the globe—a steam propeller of 1000 tons loading at an inland port (Chicago), and proceeding, without breaking bulk, 2000 miles to an ocean port" (New York),—and the hope was earnestly expressed that "the relations between the United States and the Dominion Government may be so adjusted that the construction of the work may be found in the interest of both countries." Little doubt need be entertained that the project would be hailed in a similar spirit by many Americans, when once active steps had been taken to commence the construction of the canal; and no hesitation need therefore be evinced by the Dominion Government in assuming the initiative, if even the provincial authorities of New York should seem to display an impracticable spirit in negotiations bearing upon it. Americans have always shown a remarkable readiness