

urged. that we cannot see any extensive trade between Ontario and the Maritime Provinces until there are facilities for the passage of craft drawing, at least, twelve feet of water. Ontario wants Nova Scotia coal and minerals; but she cannot have them until a vessel can go direct from Pictou or Sydney to Hamilton or Toronto, and there unload and take in a return-cargo of flour or barley. The development of Intercolonial trade and the control of the commerce of the North-Western States are the objects which Canadians expect immediately to attain by the improvement of these splendid works; but, looking into the future, we see the time, when they will be equally invaluable to that Great West which Canada claims as her own. The day is not far distant when Manitoba will be the home of a large population; and energetic and prosperous communities will be settled from the head of Lake Superior, along the line of the Canadian Pacific Railway—as far as the shores of the Pacific Ocean. Already words of the poet are in course of realization:—

“ Behind the scared squaw’s birch canoe,
The steamer smokes and raves,
And city lots are staked for sale
Above old Indian graves.

“ I hear the tread of pioneers
Of nations yet to be,
The first low wash of waves, where soon
Shall roll a human sea.”

Two decades hence, there will be a steady stream of traffic from those fertile regions which are now a wilderness, to give employment to our shipping and our railways. Then, no doubt—if indeed it is not done very soon—the demands of commerce will require the construction of the Ottawa Canal, which will afford a shorter route between the Lakes and Montreal, and considerably relieve the St. Lawrence canals of the superabundant traffic which will be waiting its turn to pass through the locks. Then the riches of the countries washed by the China sea will pass through our country on their way to Europe, in Canadian ships. If the Maritime Provinces continue to exhibit the same enterprise they have hitherto—an enterprise which has placed Canada in the proud position of ranking only below France as a maritime power—they may expect to be the carriers of that immense trade which must necessarily follow the St. Lawrence route and the Pacific Railway. All this is no fancy picture. The shrewdest business men amongst us have pressed the enlargement of our canal system and the construction of the Canadian Pacific, as certain to increase the wealth and population of the Confederation to an incalculable degree. All that Canada requires now is peace and security from all disturbing influences to work out a career of prosperity unexampled in the history of the commercial communities of the world.