

really exists. With sixty miles of summit level, without a lock, with its canals in reaches varying from a minimum of half a mile to a maximum of three miles, any practical skipper can easily conceive that it offers in reality less obstruction to navigation than a route which has one stretch of artificial channel, 28 miles in length, and another over 9 miles, and an intricate as well as dangerous river, and lake navigation of over sixty miles. In addition to those advantages it furnishes a return freight in lumber, assuring to an already existing trade, a most profitable market. It presents unlimited water power for manufacturing purposes and fulfills every condition of a channel necessary to create a traffic, and keep it,—the shortest distance between the point of concentration and distribution—consequently cheapest freightage rates; a traffic already in existence capable of immense development; a market affording ready and profitable sales; immense manufacturing powers; a channel wholly within our own territory, and which could only be navigated by our own craft, and one that defies competition.

Moreover, it will lessen the distance between Duluth, on Lake Superior, and Montreal by 530 miles, and with the anxiety that the people of Canada should feel to secure the trade with their North West Territories, this should be no light consideration. Its effect on the settlement and prosperity of the country north of Toronto cannot be estimated; but judging from what has been known of such agencies, there can be no doubt but it will largely stimulate prosperity, while it will be the most powerful lever the Canadian people can apply to break down the exclusiveness and monopolies which the jealous policy of the United States has thrown about the trade of the Western States. The time has evidently arrived for a broad and statesman-like policy in dealing with the vast commercial interests involved, and it should not be solely confined to the frontier channels of trade, but should look to the development of the interior as its basis. Above all things the proposition at the head of this paper, that "the Commercial policy of this country should be directed to keeping the carrying trade in the hands of its people," must be recognized as the governing motive in the enlargement of existing channels, or the creation of new ones, and ought to form the basis of the Canal Policy of the Dominion of Canada.

Mr. PERRY concluded by moving, seconded by Hon. JAMES SKEAD,

"That the Dominion Board of Trade believe the time has arrived for constructing the Ottawa Canals between Montreal and Lake Huron, the Sault St. Mary, and Bay Verte Canals."

Hon. MALCOLM CAMERON, (Ottawa), said that instead of favoring a broad and national policy, individual and private schemes were being submitted to the Board. He viewed the deepening of Lake St. Peter as a local question; it was, however, a scheme which he hoped to see ultimately accomplished. He attended here in the hope that a broad national policy would be brought forward, and that the Government would be advised to undertake something that was deemed necessary by the whole Dominion. But the phrase "national policy" had become a term of ridicule. The time had, however, arrived, when we ought to have a national policy,—when broad views should be enunciated. There was no good reason why ten millions or one hundred millions expended on improvements would not be likely to pay the Dominion. He pointed to the enormous territory in the West, from which, in course of time, gigantic trade would flow to the St. Lawrence. He contended that there was no use in having the vast country unless we had railroads through it. It was also essential, in order to provide for that trade, that the Welland and other Canals,

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