

tempt to navigate in a large vessel. And to such a selfish project, suiting a purely local fancy, "Little Canadians" of this section would give the preference, and would relegate meanwhile, in Mr. Forward's own words, "to some time or other in the future," a practical and comparatively inexpensive project which would make an ocean port of every city on our lakes.

THE CONTRACTORS' CAMPAIGN AND SUPPORT IN THE VICINITY OF THE PROPOSED CANAL.

The favorite and natural field for this agitation is the valley of the Upper Ottawa and of Lake Nipissing, and the district generally, where the canal, if constructed, would lie. A project, which is so flattering in itself and which, if practical, would confer great commercial advantages on the communities residing in the vicinity of the proposed canal, appeals forcibly to local pride and local interests. Many people in this vicinity, for this reason, accept the proposal without further thought, and sincerely and enthusiastically believe in the canal for no other reason than that they want to believe in it. Other residents in this district are shrewder and more subtle. Unlike their enthusiastic neighbors, they know the facts, nevertheless they join quite as loudly in the hurrah for the canal. Their motive is similar to that of the agitating contractors. They know that the canal, if constructed, would be a commercial nonentity; but they know too that during the period of construction times and trade would be good, because money would flow freely, in the Ottawa Valley. Were this money provided by the citizens of the district in question, the attitude of these subtle and shrewd gentlemen would undergo a lightning change. They would demand at once a careful scrutiny of the proposed canal, not as to its engineering feasibility, but as a commercial proposition; and they would require its abandonment unless it were first clearly demonstrated that the benefits to be drawn from the completed work would be commensurate with the expense of its construction.

THE CONTENTION OF THE WATERWAYS UNION.

The members of the Waterways Union are largely from inland points, and are not prejudiced against a northern waterway if it be feasible and commercially practicable. They are aware that there has long existed a traditional, but hazy, feeling that a canal over that route would be a desirable thing. This feeling, however, has rested simply on a casual view of the map, whereas canalisation is a question not of following a direct course as the crow flies, but of altitudes and of water supply especially. Even railways cannot be constructed simply as the crow flies; and were the latter course possible in canalisation, a project equally favorable as to distance, and with many other advantages superior to that of the Georgian Bay Canal, would be the connection of Nottawassaga Bay, via the Humber Valley, with Lake Ontario. In such a connecting canal there would be a deep cut, but a much straighter course and an unlimited supply of water.

While the Waterways Union has no prejudice against legitimate enterprise in the vicinity of the Ottawa River, they object strenuously to the criminal waste of national funds in that or any other district, when the consequence must be the relegation of urgent legitimate enterprises in other sections "to some time or other in the future," if not