

navigation, Isaac Buchanan advocated the building of the canal in preference to fortifications, as it would, he believed, be not only the most magnificent arm of defence, but would also be a cause of friendship with the Western States, and do more than anything else to secure us against war with the United States; and, at a later period, Sir Charles Tupper also bore eloquent testimony to the suitability of the Ottawa Valley to be the great channel of communication between the old settled parts of Canada and the magnificent prairies of the North-West. Coming down to more recent years we find Mr. A. M. Wellington, the editor of the *Engineering News*, of New York likewise studying the project of an Ottawa Ship Canal very carefully. Writing in 1889-90 he expressed the view that by adopting proper plans an amazingly cheap and good ship canal for vessels 24 to 28 ft. draft could be built on the Ottawa route. I have been in correspondence with Mr. Wellington during the present summer, and in one of his communications he says: "I do not care to go into the details of the Ottawa project at the present time any more fully than I have already done. My conviction, that the Ottawa River affords the best opportunity *on the globe* for "a well planned ship canal, is a fixed one." But why multiply examples of this description—the voice of public opinion was and is unmistakeably in its favour—even the Dominion Board of Trade, an organization which rendered much useful service to the country in its day, and which, it seems to me, it would be well to revive, passed a resolution, notwithstanding the pressure of hostile interests, in favour of the Ottawa route. I have mentioned the American civil war as being the means of unsettling men's minds on most subjects. It also caused this country and the Imperial authorities some disquietude. It was feared that at the termination of hostilities the United States with an immense army on its hands might turn its attention to Canada, with a view to the enforcement of the "Munroe Doctrine." One result of this feeling of uneasiness was the appointment of a Commission of Defence which made various suggestions and recommendations. In conjunction with the labours of this Commission, two officers were appointed to go over the route of the proposed Ottawa and Lake Huron navigation and report as to its advantages as a work of defence. The officers selected for this important task were Admiral Sir James Hope, the Commander-in-chief of the North American and West Indian Station, and General (afterwards Field Marshal the Right Honourable) Sir John Michel, Commander-in-chief of Her Majesty's forces in Canada. These eminent and