

of the water-route. A representative of one of the Montreal forwarding companies seriously remarked, not many months ago, with regard to the scheme: "Oh, that is one of the Hon. J. Young's dreams," but added he almost immediately "When we are annexed to the States, then we shall have the Caughnawaga Canal." Here then is another argument in favour of annexation, which, it is almost a matter of regret, should have escaped the notice of Goldwin Smith, for the public might otherwise have had the benefit of an additional paragraph in the April "Fortnightly," respecting the "political future of Canada." According to the dictum of the Montreal "Forwarder," a policy which would be suitable if the political boundary line were removed, is inadmissible under Dominion auspices, and Ontario and Montreal might thus be understood to have a good financial and commercial reason for demanding admission into the American Union without delay, because the traffic along their water-lines would thereby be made ten times what it is at present. The Hon. A. Mackenzie and his political opponent Sir John Macdonald, may well pause before agreeing to petition Her Majesty to take upon herself the distinction of Empress of Canada, as long as they are informed on the authority of a leviathan barge proprietor, that such a piece of "barren honour," might prove the occasion of sacrificing to Canada—well, say, a hundred million bushels of annual traffic to begin with. But such a fallacious conclusion only serves to shew up the impotence and absurdity of the "Forwarder's" premises. Canada has, in fact, nothing to prevent her from attaining this great prize of the carrying trade of the West, under the rule of Her Majesty, whether dubbed Empress of Canada or no. "The same forms of progress," as Ward Beecher said, and as Goldwin Smith implies, "are to be found on both sides of the political line,"