

and patriotic statesman, touched on the subject. Laying his hand on my shoulder he said impressively: "If you live to be as old as I am now you will see a double track around Lake Superior, together with a ship canal by the Ottawa, both of which will be taxed to their utmost capacity to carry the grain and coal of the Northwest to their destination." The construction of the Ottawa Ship Canal, with its many superiorities over the St. Lawrence route, becomes therefore a necessity, sooner or later. Meanwhile, let us begin the good work by enabling ocean going vessels to reach the highest attainable point on this river. When we find "whale backs" and other sea-going vessels making their way to and from Chicago by the St. Lawrence and the Great Lakes, our project does not seem to be such a terrible undertaking after all. Let us remember also that the channel through Lake St. Peter, which has cost several millions of public money, was not deepened for the benefit of Montreal alone; on the contrary, it was undertaken for the benefit of the country at large, and especially, to use the words of the late Premier Mackenzie, for the purpose of "cultivating a through ocean trade to the Lakes." If to the Lakes, why not by way of the Ottawa, the shortest and most expeditious route? Our duty in the premises is clear; to make the most of our advantages and opportunities, and in this way while adding to our own prosperity to contribute to that of the country at large. Gentlemen, I have done, and it will be for you to decide whether I have succeeded in making out a case in favor of Ottawa, in whose onward progress we are all more or less directly interested. If I have done nothing more, I have, at least, furnished you with one fresh subject for thought and consideration—something like the fall fashions, "new and attractive." It will not do, however, to give up too much time to thought in the premises. We must imitate others and act, or we shall come out, to use a homely phrase, "at the small end of the horn." What we want in this matter is fair play, and with an "Ottawa district man," John Graham Haggart, at the head of the Department of Railways and Canals — an Ottawa representative, whose record inspires us with just pride and hopeful confidence—I venture to think we shall get it. In closing I desire to express my grateful acknowledgments for much cheerful and valuable assistance rendered in the preparation of this paper to the following eminent authorities in their several departments of thought and investigation, viz: Walter Shanly, Esquire, C.E., Montreal; T. C. Keefer, Esquire, C.M.G., C.E., Ottawa; T. C. Clarke, Esquire, C.E., New York; Henry J. Morgan,