

of Atlantic navigation in the Dominion. I have looked carefully into the matter and find that the work could be accomplished at a moderate cost and within a reasonable time. There are no great natural obstacles in the way, while such obstacles as do exist, are easily surmountable. As for the necessary sinews of war, why there is our own money in the national exchequer, as I have pointed out, with interest accruing all these years. One glance at the bird's-eye view of Ottawa harbour, which our accomplished architect and draughtsman, Mr. Stalker, has prepared at my request for the occasion, will convey to you some idea of the change for the better which this scheme would effect. Our harbour which to-day wears an appearance of almost hopeless stagnation would then be alive and busy during the whole of the summer months. Vessels of every description would come and go, while on all sides would be heard the cheerful hum of labour and industry. Wharves, piers, elevators, factories and other works of utility and industry would extend along the river front, on the one side from the Chaudiere to Rockliffe, and on the other from the Chaudiere to the Gatineau—perhaps beyond. Ottawa, in addition to her other advantages and resources from a business point of view, would then be a centre for the import, export and sea coasting trade, for there would be no need then to carry grain, cattle, lumber and merchandise to Montreal or Quebec for shipment, or to discharge at those places. Cargoes could be made up here and the vessels proceed direct to sea. No need either for the merchants of Ontario to congregate at Montreal for several weeks in the spring awaiting the arrival of the Mediterranean and other fleets, for the vessels composing them could ascend the Ottawa and discharge cargo here at our own embankment as safely and expeditiously as elsewhere. This is no fancy picture—if it were there would be no Montreal to-day, with its three hundred thousand inhabitants, or more; for the disadvantages under which Ottawa now labours in this regard were experienced to a very considerable extent by the Commercial Metropolis itself in her early days. In this connection, it may be mentioned, that it was but a little more than a generation ago, that ocean steamships first ploughed their way into the harbour of Montreal. If I mistake not the first arrival of the kind, the “Lady Eglinton,” occurred in 1853, or 4. Doubtless, some idea of carrying ocean navigation as far as Ottawa must have occupied the mind of the Canal Commission in 1871, for I find, on reference to their report, that in considering the navi-