

sweeping assertion that all Canadian routes to the seaboard are disqualified "because they run through a district that can furnish but very little freight in either direction." We have iron enough to supply the continent. Mr. W. C. Edwards, M.P., one of the most prominent lumbermen in Canada, referring to the extensive forest area, and commenting on the methods of Canadian lumbermen, recently expressed the opinion, from his seat in the House of Commons, that a very large output of lumber from this region might be continued indefinitely, if proper measures for forest conservation are adopted. Unless there is some material error as to the extent and nature of our resources, or as to the functions and effect of waterways in developing these, there appears to be ground for asserting that the opening of the navigation of the Ottawa river to the great lakes will accomplish more for the advancement of Eastern Canada than any public work in our history, not excepting the Canadian Pacific Railway. Its beneficial effects in aiding the settlement of the Northwest, as well as the northern districts of Ontario and Western Quebec, are beyond the scope of this paper.

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