

total figure of the immigration returns. There are, at a low computation, half a million of native-born Canadians now domiciled in the United States. They have established themselves in the Republic, not because they prefer that form of government, but because the spirit of enterprise seems to have died out on this soil, and they see no field opened to skilled industry." That was less than four years from the termination of the reciprocity treaty. Mr. Larned tells us that it was said in a public address, by one of the prominent men of the Province of Quebec, a little more than a year before the date of his report, that "the immigration of common laborers to the States is something actually alarming, and it could not be otherwise, for our water-powers are neglected, our mines are closed, and we have no means of furnishing employment to our people;" and he adds, "within a few weeks past, to cite one more authority, the leading newspaper of the city of Quebec, the *Daily Chronicle*, made the following statement, which is full of significance: 'Unfortunately, it is a truism, and requires no demonstration, that ship-building, formerly the main industry of Quebec, has almost ceased to exist, and that, consequently, our laboring population, the very bone and sinew of the body politic, are commencing to seek in the adjoining Republic that employment which they see no longer can be found here. Too many, indeed, already, we fear, have removed permanently from our provinces.'"

The Prosperity of Canada depends on our Carrying Trade.

The truth is that Canada cannot exist without our carrying trade. It is our traffic that is making Montreal a great shipping port, whence western grain and provisions are sent to Liverpool, Belfast, Glasgow, and other British ports, thus supporting not only the Canadian railway system, but her ship-yards and steam-marine. Without this trade no railroad or canal in the Dominion would be a remunerative property, and many of them would not earn enough to meet current expenses. On this point Mr. Larned justly says, "No one will question that we find convenience and advantage in the use of Canadian channels for the passage of our commerce between the eastern and western States, and that we find profit in acting as the carriers of so large a part of the commerce of Canada with the outside world. Both these arrangements of trade are of important value to this country, and its interests would suffer materially from any suspension of either; but the difference in the situation of the two countries with reference to that is very marked. To the Canadian provinces their importance is nothing less than vital, since, on the one hand, the very sustenance of the arterial