

completed to Detroit, connecting with railways of the western states, the public was elated with the impulse they gave to commerce and loudly proclaimed that the days of canals were passed. All these unfavourable circumstances contributed, not to the abandonment, but the postponement of the project till the proper time arrived.

At the present day a very different picture is presented. Canada is now a great Dominion extending from the Atlantic to the Pacific Ocean ; a railway has been constructed extending over the whole length uniting all the provinces into a concrete whole. This passes over our heretofore despised wilderness, and it is found that, besides the forests, there are tracts of rich land in the valleys, and underneath the surface it teems with the precious metals and abounds in those minerals which are applied to the arts and manufactures. While the vast extent of the rich agricultural and pasture lands of Manitoba and the North-West Territories are being settled and developed, and the settlers are eagerly demanding that the best possible means of transportation to the Atlantic seaboard be provided, so that they may send their produce, at the smallest cost, to compete in British markets with that from Russia, Egypt, India and South America.

How essential this is for the rapid settlement of this grand inheritance may be gathered from what has taken place alongside of us, as related by a gentleman of large experience and keen observation. He states :

"The question of a navigable waterway connecting Lake Huron with ocean navigation at Montreal, by way of Lake Nipissing and the Ottawa River, is one in which I have long taken great interest. The prosperity of the American Northwest, no less than of the Canadian Northwest, will be promoted to a greater degree by increased facilities for transportation to the seaboard, than by anything else which can be imagined. The settlement of the American Northwest did not fairly begin until it was settled that a lock and canal was to be constructed to surmount the rapids in St. Mary's River at the outlet of Lake Superior. Another great wave of settlement began when the new lock was opened in 1881, and there is every reason to expect that a similar movement will follow the opening of the still greater locks now approaching completion on both the American and Canadian sides of the St. Mary's River."