

and other countries. In the absence of larger markets for our products there can be no sudden or very great demand for increased power. That sooner or later it would yield millions of dollars annually, exceeding in fact any other source of revenue, the writer is fully persuaded.

There is one thing, at least, that is absolutely certain, *water-power will out-live steam-power*. The one may be said to endure forever, the other only so long as coal can be obtained. As coal becomes scarcer and dearer steam-power will cease to be employed and will be superseded by the cheaper water-power wherever available. Where water-power cannot be obtained, "wind-power," may probably be utilized, by means of electricity and storage batteries, to an extent and with such complete success as to rival either of the other powers in cheapness and general usefulness.

In England the consumption of coal is now so great that the large and more easily worked beds or "seams" must inevitably be exhausted before long. As this goes on the cost of working or "winning" will increase and the price of coal will rise until "steam" ceases to be *the cheap power* it has hitherto been. Having but a limited amount of water-power to fall back upon, British manufacturers will thus, in all probability, be obliged to give up manufacturing many important staples with which they have hitherto in a great measure supplied the world. Is it not possible that many of these manufacturers, with their experience, capital, machinery and skilled artisans may in the near future find in Canada a new field and a greater Britain, where, under the banner of Free Trade (which the timid sons of the soil, unconscious of their strength, are as yet afraid to unfurl), they may, with the cheap and unrivalled water-power here at their command and materials produced on this continent, if not on the spot, renew "the industrial strife" with a success quite equal to that which has heretofore rendered the manufacturers and merchants of Great Britain so famous. With such rare facilities in regard of cheap transportation and otherwise, London, Liverpool and Glasgow might still, with advantage, continue to be the chief distributing points for the most part if not all of our Canadian manufactures—not required for home consumption—or to supply the wants of our immediate neighbors on this continent.

Respectfully submitted,

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