

pense of Canada, so as to admit the passage of vessels drawing twelve feet of water, the locks not to be less than 270 feet in length, 45 feet in width, and of not less than 12 feet in depth on the mitre sill, and that the channel of the St. Lawrence shall be deepened in the reaches between the canals so as to allow the free passage of vessels drawing twelve feet.

Article VI. stipulates that Canada shall, before the 1st of January, 1880, construct a canal of like dimensions to connect the St. Lawrence at a point near Caughnawaga with Lake Champlain, and binds the United States to urge the government of the State of New York to cause the canal at Whitehall on Lake Champlain to Albany to be enlarged, and if necessary extended, or another or other canals to be constructed of equal capacity with the Caughnawaga canal, and the navigation of the Hudson River to be improved, so as to admit the passage to the lower waters of the Hudson River of vessels drawing twelve feet of water.

When this shall all have been accomplished, will not, I ask you, the maritime frontier of the British provinces have been extended to the wharves of New York, and an ample channel have been provided for the approach of English war vessels of light draught to our commercial metropolis?

The provisions of Article VIII., which secure the free use of these channels to Canadian vessels, are so complicated, and expressed with so much subtlety, that I prefer to state them in the language of the treaty. They are as follows:—

“It is agreed, that for the term of years mentioned in Article XIII. of this treaty, the citizens of the United States shall enjoy the use of the Welland, the St. Lawrence, and other canals in the Dominion of Canada (including the proposed Caughnawaga Canal), on terms of equality with the inhabitants of the Dominion of Canada, and that without interfering with the right of the government of Canada to impose such tolls on the aforesaid Canadian canals respectively as it may think fit, the tolls shall be levied in relation to the number of the locks in each canal, without any drawback or discrimination, whatever the destination of the vessel, or whether one or more canal or canals, or part of a canal, be passed.

“And it is also agreed that for the like term of years the inhabitants of Canada shall enjoy the use of the St. Clair Flats Canal on terms of equality with the inhabitants of the United States; and that the navigation of Lake Champlain and Lake Michigan shall be free and open for the purpose of commerce to the inhabitants of Canada, subject to any laws or regulations of the United States, or of the