

the Great Lakes, which to-day act as a barrier, dividing the two countries, but which, under happier conditions, should be the bond that united them. Reference to the extent of this lake commerce brings out another startling comparison, which, creating surprise, shows after all how little the average man knows even of his own country, much less of the regions alongside of his own land. This statement is, that the tonnage and value of products which passed through the Sault Ste. Marie Canal, compressed within seven months of the season of navigation of 1888, equalled that which passed through the Suez Canal in the entire year. Here, in the northern part of North America, between two inland lakes, with only one shore of these developed, a commerce has been created which equals that between two oceans, whose traffic is almost as old as the universe, and contributions to which are made from every clime and country of the globe. Recall, also, the fact that the water communication of the lakes is competed with by the most perfectly equipped railway systems of the age, while the commerce of Suez is practically without a competitor. This development of the States and cities bordering upon the great lakes, and the growth and productive forces which have been set in motion, not only on the shores of these inland seas, but on the wide stretches of country tributary to them, is a testimony to the advantages of a northern climate that it is impossible to ignore. So magnificent is this growth, so significant is the lesson that it teaches, that, so far as Canada and its climate is concerned, a true appreciation of her vast value is, from the advantage of her location, at length beginning to dawn upon the minds of observant