

in the course of two-thousand miles between New York and Chicago, yet in the down trip from the teaming granaries of the west, the propellers would be relieved from 32 miles of canals by the projected improvements in the channel of the St. Lawrence. There is also room for economical working in the distribution of the propeller and barge traffic, since each propeller could be made to discharge more than double duty in drawing a fleet of four or five barges behind it though the St. Lawrence and Caughnawaga Canals. The exact effect of these various circumstances upon the traffic of the future will be readily estimated by practical minds, accustomed to all the conditions of inland navigation.

In the previous paragraphs I have touched upon the principal recommendations of, and the alleged objections to, the Caughnawaga Canal. The grand stake to be played for,—affecting so closely the success of Canadian Public Works, and the prosperity of commercial centres and forwarding companies—is one which, I think, I have succeeded in showing, may be won by the financial and commercial leaders of Canada, if they will consent patriotically to lay aside individual prejudices and jealousies. “Too much stress is sometimes laid upon a mere carrying trade :” was remarked to me the other day by a man of business experience, and certainly if the results of sacrificing almost everything to acquire a limited through traffic of dubious value on the Grand Trunk and other lines be taken into account, few candid observers could be supposed capable of disputing the truth of the remark. But in the case of the water-route which I have been advocating, it is no ordinary “carrying trade,” which Canadians have only to put forth their hands in order to secure their country in the possession of to the end of time. More than 120 propellers engaged in the Upper Lake trade, of about 120,000 tons register, are now