



PHYLLOXERA VASTATRIX —MAGNIFIED ABOUT 5000 TIMES.



DWARFED PINE TREE.

laws of the United States would for ever prevent our reaping commensurate benefits from the expense attending the extension of our canal system southward. Members of more than one administration have used that argument against adopting the Caughnawaga canal project as a Government work. I would allow no such phantom to "stop the way." If by opening a channel into Lake Champlain we can accomplish what I have endeavoured to foreshadow above—the cheapening of the transportation of breadstuffs and, so, raising their value at the place of production—the United States navigation laws will be looked after at home. We can leave that little matter, whether we are to have a general Reciprocity Treaty or not, to be attended to by the Grangers and their friends.

I have not, while writing this letter, had means of access to such recent statistics as would enable me to enter into detail on the sources and probable amount of revenue on which the "Caughnawaga Ship Canal Co." may reckon for making the taking a direct financial success, but drawing its sustenance, as it would, from both of Canada's great rivers—the St. Lawrence with its almost illimitable grain trade, the Ottawa, with its immense lumber business, and all the minor classes of traffic growing out of and increasing with the two greater ones—returns sufficient to pay handsomely on the cost of a ten-foot navigation way, I believe, be hopefully and confidently looked for.

When, some few years back, Canada rose to the dignity of a Dominion, those who believe that her future was largely dependent for its greatness on the uses to be made of her unrivalled lakes and rivers specially welcomed that cause in the programme of Consideration which foreshadowed the early and complete utilization of our water-highways. But the "word of promise" then given "to the ear has been broken to the hope." With a material advancement in almost every other direction such as Canadians may well be proud of, our canals to-day are just where and what they were then and for twenty years before. Liberal almost to lavishness in our appropriations for all other classes of public works the noblest portion of our heritage has been treated with an approach to indifference and neglect. "Millions for railways, not one cent for navigation" would not inaptly characterize what has been our policy of expenditure. We stand ready to