

communication and a feeling of mutual interest springs up, the growth of both will be such as will astonish even the most sanguine believers in their future greatness. If, therefore, the peaks of the Rocky Mountains do shut out from the North-west prairies the balmy breezes of the Pacific shores, they cannot stay the onward march of progress, nor will they long prevent the interchange of the manufactures from the latter for the rich agricultural products of the former. This link is now being formed, we have said, and will yet be one of the most powerful in the whole Canadian Industrial Chain.

CANADIAN WATER WAYS.

A correspondent writing from Toronto says that the venerable form of Mr. Capreol is to be seen around the Local Legislature, where he is with all his old time vigor urging on the Georgian Bay canal scheme, his grand project for uniting the waters of Lakes Huron and Ontario, and thereby avoiding the dangerous and tortuous navigation of lakes Erie and St. Clair. A grand old man is Fred C. Capreol, and a man who deserves, better of Ontario than he has received. The projector of the Northern railway, the capitalist who supplied thousands of pounds where his directors only furnished dollars, he lived to see the first railway in Ontario built, to confound those who called him crazy, and as his reward to be superseded by those whom his energy and means had invested with wealth. In his old age to heap contumely upon the head of humiliation, his miserable pension was stopped. But the grand old gentleman has never faltered. Steadfastly has he pursued his canal scheme, often reduced to the direst straights for money, but always preserving his self-respect, and commanding the admiration of those who have not the courage to take any financial interest in the project. When Sandfield Macdonald was in power the Rothschilds offered to take the bonds of the company, but the ex-raft cook, who then ably directed political affairs, could not stomach the Rothschilds making four million dollars commission upon the huge transaction which they would have even then financed upon terms more favorable than those secured by Lord Beaconsfield when he acquired the controlling interest for Great Britain in the Suez Canal. Had Sandfield Macdonald been more liberal by this time Canada would have con-

trolled the trade of Lakes Huron, Michigan and Superior, instead of dividing it so unequally that while the Welland Canal has cost the Dominion many millions of dollars, the Erie Canal shows a surplus of revenue over construction and maintenance almost, if not quite as great as the cost of the great Canadian work. That the Georgian Bay Canal will ultimately be constructed does not admit of much doubt. When it will be constructed depends upon the settlement of the North-west. A central railway running through Manitoba and reaching the shores of Lake Superior joined to the increasing traffic of the Northern Pacific which seeks the seaboard, would provide the Georgian Bay Canal with sufficient trade by the time it could be constructed. It has been urged against the canal that the navigation of the Georgian Bay is so unsafe that vessels would not take that route. But the Georgian Bay is no more unsafe than Lake Erie, so that argument against the canal falls to the ground. Another argument is that if a stream of vessels, stem to stern, were to plow through the canal, the ordinary rates would not pay interest on the cost of construction. A calculation to this effect was made many years ago, before the invention of the lift lock, which has so much decreased the cost of construction. When 700 miles of dangerous navigation are to be avoided higher rates can be secured; but the calculation in question is sufficiently refuted by the fact that the Erie Canal which cost almost six times the estimated cost of the Georgian Bay Canal, earns an annual revenue sufficient since its construction to have repaid the capital, provided for maintenance, and left eight millions to the good. The truth of the matter is that the scheme is too big for Canadian capitalists to grasp. Were Ontario in the hands of Americans the canal would be constructed inside of ten years. If the Ontario and Dominion governments will conjointly give a land bonus of ten million acres, British capitalists will construct the canal, and a demand of this kind may ultimately be expected from Eastern Canada as a counterpoise to the great expenditure upon the Canadian Pacific. Eastern Canada is sure, sooner or later, to demand the improvement of the Canadian water ways. They will discover some day what is apparent now that so far from railways having superseded canals, they have only

temporarily obscured the importance of water ways, which are yet in their infancy. The St. Lawrence, from Montreal to Lake Ontario will have to be improved; the Welland Canal will have to be still further enlarged; a canal will have to be cut from Lake Erie to Lake Huron to avoid the St. Clair river, and the Georgian Bay Canal will have to be built to meet the requirements of the North-west trade. The Americans on their side of the waterway, besides minor works, have before them the reconstruction of the Maumee Canal, and the canal thence to the Ohio, through which the Mississippi trade would find an outlet to the seaboard. These are great projects not to be accomplished in a day but there are those of us living who will yet be able to talk of their construction as comparatively remote events in our day.

THE LOUISE BRIDGE.

The commerce of Winnipeg and the great West at present passes over the Louise Bridge, and though the new South-western railway have a separate entrance into the city, in the event of disaster overtaking the older structure the injury done would be simply incalculable. Last year had this bridge gone, as it was at one time feared it would, the position of the city, bad as it was, would have been infinitely worse, and it is questionable if the progress of the city would not have received a check which it would have taken years to repair. The new South-western railway ensures the city against another blockade owing to floods at the Four Corners or in Minnesota, but the two lines are necessary to cope with the volume of traffic, and if the Louise Bridge be carried away by the spring floods, delays will occur in the delivery of goods at that period of the year when delays are most costly. Upon the subsidence of the Red River this spring it was evident that extensive repairs would be necessary not only to prevent interruption of the river traffic, but to ensure the safety of railroad travel during this spring. With these grave facts staring them in the face the City Council let the summer pass and the winter come without doing anything more than talk about what they were going to do. Now that the matter has been brought before the council it is introduced in such a shape that aldermen who desire to serve the city well, may be excused for delaying, because there is a flavor of jobbery about the proposed scheme of repairs. The question of ownership is raised undoubtedly as a means of retreating from an untenable position and the result of the muddle is simply that most valuable time is being frittered away. If more time is lost and the spring should be early the bridge will likely go. It will be too late then to repent,