

WILL BENEFIT MONTREAL.

Opposition to the project also developed at the Montreal hearing before your commission and again it is the interests of Montreal against the country at large. The arguments advanced at Montreal, however, were of a somewhat different nature than those of New York State, the contention being that while the St. Lawrence should be deepened and made suitable for vessels of large capacity between the great lakes and Montreal, they should not proceed further than that city but transfer their cargoes to ocean vessels at Montreal, also that it would not pay ocean ships to make the passage up the lakes.

That may be Montreal's view of the matter but they will not find many who will agree with them. When it was decided to bring ocean vessels to Montreal and make it the terminus for ocean trade instead of the ancient city of Quebec, Montreal had no objections to offer on the ground that by so doing it might injure the city of Quebec, and they have as little right now to object to ocean ships passing Montreal and proceeding further. At one time the maximum depth between Quebec and Montreal was only 12 feet but by continuous dredging we now have a channel 35 ft. deep and 600 feet wide through Lake St. Peter.

Whether or not it will pay ocean ships to reach the head of the lakes remains to be seen, but with boats of good carrying capacity it will no doubt prove to be a profitable business for them. It must be borne in mind that ships making such a trip will have the entire earnings from the original shipping point to the head of the lakes.

Many different views have been expressed with regard to the class of vessels necessary for this trade. It has been said that no ocean line would send their ships to the head of the lakes, also that boats suitable for lake service would not do for the ocean and vice versa. This matter was dealt with somewhat fully in an article written for the Detroit "News," in 1912. It is not likely that the ocean lines would divert the ships now used by them in their regular service, to the lake trade, but it is more than likely that existing ocean lines would build boats suitable for this trade and seek to secure the tonnage offering.

The opening of a deep waterway to the sea will have the effect of stimulating the shipbuilding industry on the great lakes with the result that ships suitable for the lake and ocean trade will be built with capital provided by Canada and the United States and a merchant marine service will be secured that will prove of great value to the people. Vessels of 5000 to 7000 tons will probably be found to be the best for the service in its initial stages, but later on it will no doubt be possible to provide for boats of larger capacity.

The extension of ocean navigation to Montreal was good for that city and its further extension to the great lakes will prove equally valuable to the entire country. We do not believe that Montreal will be seriously injured by the completion of the deep waterway but that, on the contrary, the progress and development of the country due to that improvement in transportation facilities will ultimately make Montreal a greater city than it is to-day.

DEEP WATERWAY AN ECONOMIC NECESSITY.

There are certain outstanding facts in connection with the transportation problems of this continent that are incontrovertible, viz.—

It is a physical impossibility for the railways to provide facilities for the prompt and efficient handling of the commerce of the country.

Tremendous losses have been incurred through the inability of the