

hands from Manitoba to the United Kingdom, a distance of 4,500 miles. As it is, the C.P. ceases to have any interest in the grain once it reaches Fort William. The transportation from Fort William to Montreal, & the transportation from Montreal across the Atlantic, are separate & distinct transactions.

Such a plan would not call for any fresh canal expenditure by the Dominion. The grain steamers of the C.P. would not enter the Welland but go straight to Owen Sound. It would be immaterial whether the Welland or the canals below Kingston were deepened or not. One of the most eminent waterway engineers in the U.S., a man familiar with the Great Lakes & the St. Lawrence route, wrote to me the other day:

"We all know how cheaply the C.P.R., with its railway lines running from ocean to ocean, can carry merchandise across the continent—what an advantage it has over the so-called transcontinental roads in the U.S., which have to receive freight from, & deliver freight to, other roads that have the hauling half way across or more. On the same principle the C.P.R. could carry wheat from the place of growth in Manitoba to Fort William & thence to Liverpool on its own steamships from Montreal at a rate which no other route or combination of transportation interests that I know of could touch. When Montreal was closed it could fall back on St. John, where it has already built up a large export business, & which would become a still more important seaport if it were the winter terminus of C.P. ocean vessels. Given a C.P. steamship line at St. John in winter, fed with Manitoba wheat, it ought to carry a great deal of the Ontario & Quebec produce which now goes to Europe from Portland & Boston.

"The navigation laws, compelling British trade to be done in British bottoms, were repealed long since as unsound in principle. I am sure there is no economic heresy in the doctrine that the trade of a country should be carried by that country's own land & water routes if the services can be performed by them as cheaply as by the routes of a foreign nation. Looking at Canada all over, a country of length without breadth, with her western provinces separated from the eastern by uninhabited if not uninhabitable stretches of desert, while lying for hundreds of miles alongside our hustling Prairie States, of which, indeed, Manitoba is the northern projection, it seems to me she, of all countries, ought to keep her carrying trade in her own hands if she can. For a like reason, she ought to keep her seaboard provinces in closer touch with the rest of the country by establishing a winter port there. Were I a Canadian Minister I should not vote a dollar to a Canadian Atlantic service except on condition that it fulfilled the ends here outlined—that it regained for Canadians the carrying of their own harvest in the Northwest, & promote the solidification of the country by uniting Manitoba to Montreal & St. John. In my judgment, the C.P.R. is the only agency that can establish & successfully operate a steamship line capable of doing this, simply because it alone has the machinery to work with—a transcontinental road all the way from Vancouver & Winnipeg to Montreal & St. John, affording unequalled facilities for feeding Canadian ocean steamships & for carrying the cargo from the place of origin to Europe at lowest cost. The wheat crop for export of the Canadian Northwest amounts at present, I understand, to 20,000,000 bus. annually. If by the project just outlined only 5c. a bushel were added to its value & to the value of the wheat not exported—that is a rather low estimate—the payment of a subsidy of \$1,000,000 a year to the C.P. ocean line would be recouped to Canada 2 or 3 times over every year."

I have no idea what the views of the C.P.R. Co. are, nor, indeed, whether the scheme admits of being worked out or not just now;

but the opinion of this distinguished U. S. authority is worth considering by the Co. & by the Government.

Under any circumstances it is time to reconstruct Montreal harbor. We should also abolish the canal tolls & wharfage charges. There are no tolls on the Erie Canal, & no harbor dues on grain at New York, whereas the canal tolls on the St. Lawrence route & the Montreal wharfage charges amount to 1/2c. a bushel. The immense sum which Canada has spent on the St. Lawrence above & below Montreal cannot be considered well-invested till Montreal is able to supply a quicker ocean service with lower rates, so that the Canadian exporter may have something like as good a chance as his U. S. competitor. Anyone can see that the west end of the harbor is in a hopelessly congested state. The Grand Trunk has one track by the Wellington bridge, the C. P. one from Trochuella. This is all the access the railways have to the wharves & harbor, & they are prohibited by a by-law which to a stranger must read like a bit of Chinese legislation, from moving cars except at night. The prime requisites of a harbor are, first, channels deep enough to admit vessels of the largest size; second, such arrangements for loading & unloading that vessels may get in & out with the least possible cost & delay, which, of course, implies that the railways shall have plenty of room for storing, shunting & running cars alongside the ships. London has 10 miles of docks; Liverpool 8 miles, which have cost £200,000,000; Glasgow 6 miles, cost \$65,000,000; at New York the wharves are distributed over a frontage of 15 miles, at Baltimore of 6 miles, at Boston of 4 miles. The principal wharves at Boston, the Cunard & Allan, are not in the city proper, but have been built at some distance from it, on the other side of a channel, for the purpose of providing the railways with more convenient access. At Portland the wharves are spread over a frontage of 8,000 ft. At Montreal the frontage in the west end, where the older shipping firms are in possession, does not, I am told, exceed 3,500 ft. Yet the famous plan no. 6 actually proposed to crowd 14,000 ft. of wharves into that space, although at the east end a magnificent stretch of unoccupied river front is available for wharves, warehouses, elevators, railway lines & all the other apparatus of a great port.

Montreal is served for the most part by steamers of the old-fashioned type of 4,000 & 5,000 tons. There are larger ones, but very few. Such vessels cannot carry freight at as low a rate as the modern steamer of 8,000 tons & upwards which does business at New York & Boston.

The Railway & Engineering Review says: "Even more noteworthy than the recent attempts to make the trans-Atlantic journey at high speed is the evident decision of the companies that, other things being equal, it pays to build steamers of enormous size. Excepting the White Star ship Oceanic, which is building, the Kaiser Wilhelm der Grosse is the largest vessel since the Great Eastern. The older vessels, which ranged from 300 to 400 ft. in length, are completely outclassed. A good idea of the tendency to build immense vessels may be gained from the following table, in which the largest new steamers of leading lines are compared with the famous Great Eastern:

Names.	tonnage.	h.p.	length.
Kaiser Wilhelm der Grosse..	14,000	28,000	649
Kaiser Friedrich.....	12,000	24,000	599
Oceanic.....	12,000	24,000	704
Lucania.....	12,000	24,000	622
St. Louis.....	11,620	20,000	554
La Touraine.....	9,778	13,000	520
Furst Bismark.....	8,250	16,400	500
City of Rome.....	8,144	11,500	510
Teutonic.....	9,084	18,000	510
Great Eastern.....	18,915	8,000	692

"And the next marine monster, the Oceanic, when completed, will be 50 ft. longer than the

Kaiser Wilhelm & 12 ft. longer than the Great Eastern."

Putting Manitoba aside for a moment, see how this affects the farm staples of Ontario. Here is the average ocean rate per ton on cheese & butter from Montreal & Boston to Liverpool, from May 7 to Oct. 30, 1897:

	Cheese.	Butter.
From Montreal.....	218. 9d.	268. 9d.
" Boston.....	138. 3d.	138. 3d.

All the export cheese & butter of Ontario does not go to Liverpool; a great deal goes to London & Glasgow, & to these ports Boston rates average less than rates from Montreal. It is likewise true that rates on flour, hay & cattle from Boston are lower, as a rule, than rates from Montreal. All of which means that the Ontario farmer loses a large sum annually by reason of the existing condition of things at Montreal, & would be benefited probably more than any one else were the Ottawa Government to take the harbor in hand.

New York is asking Congress to deepen the ship channel in that harbor from 30 to 35 ft. "Our prestige would be gone," says a shipping man, "if when the 'new vessel,' the leviathan of the future, arrived at Sandy Hook we could not admit her." The expenditure by the U. S. Government on improvements in New York, exclusive of armaments, has been as follows, to June 30, 1897:

Hudson River, above New York..	\$1,800,000
Harlem River.....	1,050,000
East River & Hell Gate.....	4,370,000
New York Harbor channel.....	1,750,000

Total..... \$8,950,000

The North River improvements at New York, carried on by the city, involve the construction of 16 piers & an outlay of \$18,000,000. The U. S. Government completed in 1892 the work of deepening the Baltimore harbor channel to 27 ft., & is now engaged in deepening it to 30, the cost of this latter work being estimated at \$2,500,000. At Boston the United States Government is deepening the principal channel to 27 ft. At Philadelphia, which is 100 miles from the open ocean, the U. S. Government has just completed a ship channel 26 ft. deep at mean low water, at a cost of \$2,500,000. Down to 1896 the U. S. Government had spent \$2,500,000 on the harbor at Buffalo, \$2,125,000 on the harbor at Chicago, \$1,700,000 on Oswego harbor, \$1,500,000 on Cleveland harbor, \$600,000 on Duluth harbor, \$1,100,000 on the harbor at Michigan City, & \$1,200,000 at Toledo.

At Montreal the entire expenditure on the harbor has hitherto been borne by the harbor itself, the interest on the debt being paid from wharfage dues, which, notwithstanding a recent reduction of 20 per cent., are a perceptible burden on commerce. The Ottawa Government has not spent a dollar on our national port; it has spent over \$60,000,000 on the canals leading down to it, & on the St. Lawrence channels below, but the harbor itself, the key of the situation, is left to the mercy of local effort.

The policy of the day is to trade more with Europe & less with our own continent—a policy forced on us by the Dingley Act, which, although Mr. Dingley might deny the soft impeachment, is to some extent an expression of U. S. dislike, not of us as Canadians, but of our connection with England. If, however, trade with England is to be profitable, & there is no denying that it is subject to the natural drawbacks incidental to all trade carried on at long range, it is obvious that we must have as quick & as cheap an ocean service as the people of the U. S., whose commodities have the same free access as our own to the British market. And I for one am unable to see how such a service is to be established at Montreal till the Dominion Government takes hold of the harbor & places it on a thoroughly modern footing, as the Government at Washington is