

ernment will undertake the vigorous prosecution of the enlargement of the St. Lawrence canals, and of perfecting the system by the close of the year 1893. We recollect, however, that similar pledges were frequently given by former Governments, which, if faithfully carried out, would have secured this object many years ago. Unfortunately the attention of Parliament has been too much occupied with petty sectional issues, vulgar recriminations and party intrigues; and the prosecution of this great work has been culpably neglected, so that the country has now paid in the shape of interest on the cost of the completed part of the system as much as would have completed the work yet to be done. It is to be hoped that in voting the appropriations required, Parliament will see to it that every contract to be given out shall contain such stringent conditions as to the time in which the work must be completed, and such heavy penalties for non-fulfilment, that we will have no such unsatisfactory condition as has been experienced in the matter of the Soulanges canal. When the whole system is complete from Lake Superior to Montreal, Canada will only begin to realize the advantages which it is justified in anticipating from its hitherto almost profitless enterprise. Just so soon as the date of the completion of our canal system is assured, we may expect numerous fleets of handy steamers, specially constructed for this trade, ready to engage in it. They will probably be fitted with cold storage apartments for carrying fresh meats, dairy products, fruit, etc. Perhaps many of them may be so large, and draw so much water, that they will have to complete loading at Montreal or Quebec. On their passage to Canada, they may bring 1,500 or 2,000 tons of coal from British ports, or, stopping at Nova Scotia ports, may bring coal from that province into Ontario, possibly as far west as Port Arthur. It is easier to underestimate than to overestimate the beneficial influence which our complete canal system will exert on all the interests of the Dominion, agricultural, lumbering and manufacturing.

It was prudent on the part of the Government to avoid committing itself on the subject of deeper waterways. We do not know the nature of the report which the Canadian Commissioners have submitted to them, but if it contains no more practical information than is found in the Report of the United States Commissioners to the Government at Washington, there is no reason shown why any further expense should be incurred in connection with this project. On the contrary, the United States Report clearly shows the risk which may be encountered in entering into any joint arrangement with that country. We find the cloven foot displayed at the very initiation of the negotiations. Without any data showing whether the channel from Lake Erie into Lake Ontario, for the proposed ship canal, can be more economically obtained by enlargement of the Welland Canal, or by a new canal through the Niagara district, or by way of Tonawanda to Olcott, N.Y., on Lake Ontario, the Commissioners report that this last route is to be adopted, and that this Niagara ship canal, as they name it, must be first of all the other links in the chain to be undertaken, "Ex uno disce omnes." From this sectional decision, Canadians may take warning as to what may be expected from the proposed partnership. This United States Commission Report fails to supply any new or valuable information which aids in judging as to the necessity or economical value of the proposed enterprise. Everyone knew that it is quite feasible, and that uninterrupted commerce between

the great West and foreign countries would be very desirable. The question is, whether the advantages to be obtained warrant the expense to be incurred. It seems a pity that no experienced forwarder was placed on the Commission, so that practical knowledge of the transportation problem might have assisted the members in judging of the value of the proposed work. Among some of the questions on which he could have given them useful information would be:—

Can large steamers be so constructed as to their build and equipment, and be so manned and navigated as to be equally well adapted for ocean and inland navigation, as would be steamships especially constructed and manned for each kind of service?

Would there not be considerable risk in navigating vessels of the great length required through the tortuous channel of the Thousand Islands?

Given a steamer of the capacity adapted to a fourteen-foot channel, with two steel barges in tow, carrying 50,000 to 200,000 bushels of wheat, what would be the actual expenses for the trip from Chicago to Montreal, and delivering on board ocean steamers there, as compared with the expenses of one large steamship carrying the same quantity of grain from Chicago to Montreal?

Would not the capacity of a steamship of such dimensions as to be able to carry 200,000 bushels of grain between Chicago and Montreal be greatly reduced by having a very large space required for bunker room for coal needed for a ten or twelve days' voyage across the ocean? Would not the loss of freight on the quantity of grain which could have been carried in this coal space more than cover the cost of transshipping the whole cargo at Montreal? Is not the advantage of transshipping grain, especially in midsummer, equal to the cost of elevating? Could not a Government elevator and wharf at Montreal, in connection with the canal, be so constructed and managed that the cost of transshipment of grain or other cargo should not cost over one-fourth cent per bushel, and proportionately for other merchandise?

Taking the most liberal, reasonable estimate of the saving to be effected by avoiding transshipment, how much would be the saving in cost of transportation per bushel of wheat or per ton of other goods? If the saving thus ascertained is found to be material, this would warrant the expenditure of the sum required to ascertain by survey, etc., the cost of proposed improvements. Then if the saving to be effected justifies the construction of the work, the matter will be ripe for consideration.

At present Canada can afford to wait until we ascertain the result of the operation of our completed fourteen-foot channel. If it should hereafter appear that additional facilities for securing a fair share of the western trade, which cannot now avail itself of the Canadian canal route, are demanded, we believe that a barge route via the proposed Ottawa canal can be constructed at a mere fraction of the cost of the proposed ship canals, which will afford as expeditious and a cheaper means of transportation than the latter, and of inestimably greater local advantage.

Every cord of wood ground into pulp in Canada means a total of \$8 paid for Canadian labor, and every cord of pulp-wood carried away to a foreign state is \$6 loss in cash besides depriving Canadian workmen of the labor that rightfully belongs to the producer.—Sault Ste. Marie Pioneer.