

LARGER BENEFITS OF AN OCEAN VESSEL WATERWAY.

The Atlantic would be extended to Port Arthur and transportation for sea-going craft would be brought within easy reach of the ultimate centres of Canadian population. In this connection the Hon. Mr. Townsend observed that "transportation of sea-going craft would be brought within one hour of the centre of population." At our lake ports would be seen vessels flying the flags of all the maritime nations. The proposition is the largest and most far-reaching in its consequences that has been before the Canadian Public since the inception of the Canadian Pacific Railway. It should be placed alongside that greatest engineering work,—the Panama Canal,—as an early 20th Century achievement. The undertaking of this development along the international boundary, by the Canadian and United States Governments, would be as impressive as any memorial in connection with the very proper celebration of the 100 years of Peace between those countries, and it would be a potent factor in the continuation of the same. Co-operation in matters of such transcendent interest and importance could but make for comity between the two countries.

THE NEED FOR IMMEDIATE ACTION.

Application has been made to the Government by private companies for permission to construct permanent works in the St. Lawrence to divert the water for power purposes. One such application is still pending. It has been strongly opposed by Messrs. Holgate and Kennedy, acting as expert advisers to Francis King, K.C., of Kingston, and Eugene Lallier, K. C., of Montreal, counsel for the opposition to the application. This opposition was offered by these gentlemen purely in the public interest. Action upon the application was deferred. Were the application ultimately successful, the development of an ocean waterways would be definitely and forever barred. Certain transportation interests desire nothing so much as this very result. Were the St. Lawrence definitely barred to large vessels, an American waterway for ocean traffic from New York to the Great Lakes would presently be developed, to the detriment of Canadian commerce.

The immediate need is for energetic public action on behalf of our national transportation interests and their proper development. With respect to the rival routes Montreal is situated neutrally; yet leading engineers of that city, out of public spirit, appeal for an investigation of the possibilities of the St. Lawrence-Welland route, and for the postponement meanwhile of any competing projects. In Toronto and Old Ontario, as districts to which the choice of routes is a matter of great moment, the call for action is much greater; and the apathy hitherto prevailing in these parts has been a subject of remark in Montreal. Agitation of the question can be securely founded on the resolution of the Canadian Society of Civil Engineers, the national organization of that profession. This would embrace the enlargement of the Welland Canal already requested, and need not delay any contemplated action on that request. \$750,000.00 have been expended upon surveys of the Georgian Bay route. An investigation of the question of an ocean waterway could be made for a respectable fraction of that amount. The securing of favorable action by the Government is purely a matter of organization. In such a cause nothing should be left