

tation ploughing the waters of two oceans, traversing the fertile plains of a continent, over this continuous and shortest trade route float the folds of our country's flag. The greatness of our Mother-land is founded on her command of the water-borne trade of the world. If Canada is to become likewise great she too must not neglect the development of her transportation.

Taking a map of the North American continent, one finds three natural outlet channels for the trade of the great Northwest, the Mississippi River, the St. Lawrence River and the Hudson Bay. The Mississippi is navigable from the Falls of St. Anthony to the Gulf of Mexico for more than 2,000 miles. The great chain of lakes connecting the Gulf and River of St. Lawrence give a continuous navigation of 2,500 miles to the heart of a great continent. Hudson Bay will be one day tapped, and for a portion of the year at least afford auxiliary means of transport for grain cargoes out of the West. Of these three natural means of exit, the Dominion of Canada controls two, and by supplementing her natural inheritance by the building of the Georgian Bay canal she will place herself in the proud possession of a water route that will not only induce the trade of her own great West to follow its course, but will attract to it a very large portion of the trade of the Western States.

The question of Canadian transportation has been divided as follows by the Transportation Commission, whose valuable report ought to be made known to every Canadian interested in the country's progress:

1. From place of production to Canadian sea-ports.