

This congestion has re-opened the question as to Montreal storage and whether additional elevators should be erected there.

The Threat of Albany.

New York State is now bending every effort to induce the United States Government to improve this waterway as a national project, without exercising jurisdiction over it, and it is safe to assume that should the present Governor Roosevelt of New York State be the next President of the United States this will be done.

Through the Canadian Government's action in building the new Welland Ship Canal before the consummation of the ship channel from Kingston to Montreal, the American Grain carriers can now come through this waterway to Oswego, on the Western New York shore of Lake Ontario, which will practically halve the total distance of the State Barge Canal. Albany is preparing for this, and already has constructed a modern port on the assumption that the grain traffic of the Great Lakes will flow this way, including a 10,000,000 bushel elevator, which represents two-thirds of the aggregate grain storage capacity available at Montreal. Ships of 10,000 deadweight tons can tie up at the Albany docks, the channel having a depth of 28 feet. Albany the head of navigation on the Hudson River, 143 miles from New York City, is 291 miles from Buffalo and 179 miles from Oswego by rail and 363 miles from Buffalo and 195 miles from Oswego by canal, the relative distances from Buffalo and Oswego to Montreal being 400 and 240 miles respectively, water and rail distances being approximately equal. The water route to Montreal, however, has a decided advantage from the point of view of expedition, owing to the greater number of locks to be negotiated in the American waterway. The comparison follows: Buffalo to Albany, 38; Oswego to Albany, 31; Port Colborne to Montreal, 29; Kingston to Montreal, 22. The St. Lawrence system also has two feet greater depth, having 14 feet of water over the sills, compared with 10 feet for the New York State System. Many people in Canada are of the opinion that the State Barge Canal is an insignificant waterway of small capacity, similar to the type of Old World towpath canal, which is very far from the truth; for ~~xxxxxxx~~ 2,000-ton motorships and self-propelled barges can now operate on it, these vessels being able to carry from 50,000 to 85,000 bushels, compared with 90,000 to 100,000 cargoes for canal-sized boats on the St. Lawrence route. The latter in fact, has some barges of 110,000 bushels capacity, but these are not self-propelled, being towed by tug.

The Measures Necessary to Safeguard Montreal's Interests.

The very first consideration must be the deepening and widening of the St. Lawrence River between Montreal and Quebec to a point that will permit the largest ocean vessels to operate to the port with absolute safety. The advantages of the St. Lawrence route for trans-oceanic passenger services are defined both from the esthetic and utilitarian standpoints. For travelling this magnificent river, the passage