

# CUNARD ANCHOR ANCHOR-DONALDSON

## REGULAR SERVICES

<b>MONTREAL—GLASGOW</b>			
May 29	July 3	Aug. 7	Cassandra
June 12	July 17	Aug. 21	Saturnia
<b>MONTREAL—BRISTOL (Avonmouth)</b>			
May 25	Valencia		
<b>MONTREAL—LONDON</b>			
May 28	Indianola		
<b>N.Y.—GLASGOW (Via Moville)</b>			
May 22	July 3	July 31	Columbia
<b>NEW YORK—LIVERPOOL</b>			
May 15	*Carmania		
May 18	Vauban		
May 29	*Kais. Aug. Vict.		
June 10	Vestris		
<b>N.Y.—PLYMOUTH &amp; CHERBOURG</b>			
May 22	June 26	July 31	Caronia
<b>N.Y.—PLYMOUTH, CHER. &amp; S'HAMPTON</b>			
May 19	June 23	July 28	Royal George
<b>N.Y.—CHERBOURG, SOUTHAMPTON</b>			
May 22	July 3	Mauretania	
June 19	July 17	Aug. 14	Imperator
July 31	Aug. 28	Sep. 25	Aquitania
<b>N.Y.—PATRAS, DUBROVNIK, TRIESTE</b>			
June 19	Pannonia		
<b>N.Y.—DUBROVNIK &amp; TRIESTE</b>			
May 29	*Via Queenstown.		

For rates of passage, freight and further particulars apply to local agents or

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# Traffic on Canadian Canals

The Transportation Division of the Dominion Bureau of Statistics publishes the following Canal Statistics for the month of April:—

Sault Ste. Marie Canal opened April 23rd. During the 7 days, 86 vessels with registered tonnage of 90776 tons carrying 29670 tons of freight passed through, a decrease of 253,528 tons from last year for 18 days.

The American Canal opened April 19th and had 507,539 tons of freight through in 146 vessels of 522,584 net tonnage.

Welland Canal opened April 19th, 41 vessels registered tonnage 27,276 carrying 69,323 tons of

freight passed through, a decrease of 54,179 tons for the same period last year.

St. Peters Canal opened April 20th, during the 10 days, 25 vessels with registered tonnage of 1,634 tons carrying 1,437 tons of freight passed through, an increase of 187 tons, over 18 days last year.

Chambly Canal opened April 23rd, 13 vessels with tonnage of 1,823 and carrying 523 tons of freight passed through, an increase of 199 tons over same period last year.

Murray Canal opened April 12th, two days earlier than last year, 27 vessels with tonnage of 6,111 carrying 7,600 tons of freight passed through, an increase of 5,950 tons over 1919.

## Project to Deepen St. Lawrence

A few of the advantages to be gained and some idea of the cost of the proposed developments of the St. Lawrence River and great lakes so that ocean shipping will be able to go farther inland are here given briefly.

The plan: To remove obstructions in the St. Lawrence River between Lake Ontario and Montreal by joint action of the United States and Canada.

What are the present limits of navigation? Through the lakes, 20 feet in all main channels, At Niagara and down the St. Lawrence 14 feet.

What is being done to raise the limit? At the Soo new locks 24 feet; projected locks 30 feet. At Niagara the new Welland 25-foot channel with 30-foot locks; projected channel 30 feet.

What remains to be done? Only to overcome a series of rapids in the St. Lawrence.

How formidable a job is it? Total fall to be overcome 221 feet, strung over a hundred miles or more, forty odd miles of artificial channel, compared with 326 feet in 25 miles at the Welland.

How serious is the cost? The United States spent about \$50,000,000 to get from the upper to the lower lakes. Canada is spending more than \$65,000,000 to get from Lake Erie to Lake Ontario. Both countries are to spend something over \$100,000,000 to link the great lakes with the ocean. Compare with \$450,000,000 for Panama project.

What dividends are promised? It will save its cost in three years in transportation bills. It will take the crushing load off railroads and terminals. It will develop coastwise traffic along the new coastline. Finally, it costs nothing, the power it develops will pay for it.

What will the channel carry? All lake vessels can deliver their cargoes at an ocean port. Any lake carrier may continue its voyage coastwise or overseas. Two-thirds of the ocean going fleet can make the lake ports at will. Any coasting vessel can come up the lakes as they choose.

What traffic will develop? Free movement of western products to the seaboard by all-water. Lake cargoes delivered at any Atlantic port where convenient. Lake cargoes delivered at destination overseas whenever profitable. Direct imports to the heart of the continent whenever conditions favor.

The St. Lawrence improvements fall in two sections: 1st. International—113 miles long the boundary between the United States and Canada from Lake Ontario to St. Regis. 2nd. Canadian—67 miles from St. Regis where the river leaves the boundary line to deep water at Montreal.

It does not require any stretch of imagination to figure a saving in freight rates if large steamers could load at the head of the lakes and then proceed without interruption to the Atlantic. The

quantity of grain taken, at the present time, by small steamers by this method, is negligible. The saving in freight rates is problematical at the present time on account of the freight rates not being stabilized through war conditions. Sufficient to say, that a large saving would be effected.

It is an established fact that water transportation is much cheaper than rail. At the present time grain can be shipped to the Atlantic seaboard during the period of open navigation, in three distinct ways. (a) By boat direct but not exceeding a maximum cargo of 110,000 bushels, on account of water draft; (b) by boat to the Bay ports and then transferred to canal steamers or barges for transshipment to Montreal, etc.; (c) by boat to the Bay ports and then transferred by cars to the seaboard.

### The Future of Public Utilities Continued from page 15.

many people believe that they can force their public utilities to operate with a very narrow margin of profit and at the same time avoid all consequence incident to an inevitable decrease in service.

#### The Future.

"The larger purpose of any undertaking is not the development of this industry but the creation of greater productive capacity for the country as a whole in order that all its citizens may share in its increased wealth and its enlarged opportunities for work and the 'pursuit of happiness.' "Development cannot take place without the service provided by public service corporations and that service can be neither increased nor improved without additional capital. It is useless to plant cotton or drill for oil unless it can be shipped to market; it would be intolerable to live without the public necessities supplied by your companies. What is the decision of the southwest? Will it jeopardize its future because of lack of understanding of your particular industry and its vital relation to welfare and progress? I think not; but the golden moments are passing, and time which has been lost can never be regained."

Calgary, Alta.—Coming all the way from New York without a stop, a party of motion picture artists reached Banff and took a number of scenes to be incorporated in a six-reel film which also includes scenes made in Ottawa, Chicago and Long Island. The troupe was from the Selznig Studio in New York, and special arrangements were made by the C.P.R. for the trip, officials of the railway accompanying the party from New York to Banff.