

# PURITY FLOUR

## And Its Keeping Qualities

SOME people find it necessary to buy a considerable quantity of flour at one time—sufficient to last for a long period. Naturally they are anxious to procure a flour of the kind best adapted to lengthy storage.

There are two important reasons why PURITY FLOUR possesses these qualities. One is that it is made entirely from Manitoba Hard Wheat. The other lies in the fact that the careful milling necessary to produce "Purity" absolutely excludes all low-grade particles of the wheat berry. It's the high grade Manitoba Hard Wheat Flour that keeps—stands longest storage. That's "Purity."



"Purity" flour may cost a little more, but is more than worth the difference. Try it. Watch results both for quality and yield.

### "More Bread and better Bread"

WESTERN CANADA FLOUR MILLS CO., LIMITED  
Mills at Winnipeg, Goderich, Brandon.

## Battle of the Canals

CONTINUED FROM PAGE 10.

will make the Georgian Bay Canal impracticable for large boats. If it is impracticable for large boats, it is unnecessary because the smaller boats may go the other route just as quickly.

The argument may be advanced that an enlarged Welland Canal would present the same difficulties to large boats. Quite true, but the new Welland will have only 7 locks, as against 27 on the Georgian Bay. Seven might be feasible when twenty-seven would be inadvisable. Of course, the twenty-seven carry the vessel straight through to Montreal, whereas the seven only allow it to go to Kingston or Prescott. There the wheat must be transhipped, if the vessel is over 270 feet long. These are the conditions now, and the new Welland would make no change in that respect.

This danger in locking would be much greater in the case of ocean boats, going into inland waters, than in the case of the type of wheat vessel which has been evolved for lake traffic. The lake boat is flat-bottomed and slides over a bad spot without much danger. She has no upper decks, except at the bow and stern, and hence presents only a small target to the wind. When loaded, most of her deck is within three feet of the water-line. If the Georgian Bay Canal cannot be used by ocean vessels much of its boasted usefulness is gone. One of the great arguments is that a small ocean vessel may go up to Fort William for a cargo and thus help to keep down rates. Apparently that argument is rather fanciful.

The argument against the Georgian Bay Canal that any lowering of rates on wheat coming down to Montreal would only mean a raising of rates on the ocean, applies equally to the Welland route. It is not a strong argument against either project, because the more freight offering in Montreal the more vessels will compete for it. This has always been the case in the world's great harbours and it will be so in Montreal.

### Georgian Bay vs. Erie.

THE Georgian Bay Canal would not apparently be more of a competitor for the new Erie Canal than a new Welland. The new Erie will not compete with either. Even when it is constructed, a barge will take six or seven days from Buffalo to New York or from Oswego to New York. By the Welland and the St. Lawrence Canals, the time would be three or four days less, therefore the Canadian route will always have an advantage in rates. This advantage would be as fully secured by the Welland route as by the Georgian Bay.

One authority, whom I have consulted, states his opinion that the route of the future will be by large steamer through the Welland to Kingston or Prescott. This vessel will be about 14,000 tons. From Kingston, the grain will go in steam barges of about 3,000 tons to Quebec and from there in 30,000 ton vessels to Europe. When this development occurs, the rate from Fort William to Liverpool will be from three to five cents per bushel less than at present.

### Conclusion.

THE arguments on this subject, both for and against the different proposals, have been stated briefly and almost inadequately. Nevertheless they should help any student of this question to form an opinion. Canada has little to fear from the new Erie. It will never be large

enough nor fast enough to compete with the Canadian route. A new Welland would be infinitely superior to a new Georgian Bay Canal. It will cost only one-sixth to construct and only one-quarter to maintain. It will provide equally cheap rates. It can be built in one-half and perhaps one-third the time, and the saving in freight rates will come into force more quickly.

The Georgian Bay Canal would never be suitable for ocean vessels and it is doubtful if it would be safe for the large lake carriers. It does not offer opportunities for return cargoes and in this respect could not compete with the Welland route. It would not be open as late in the season as the Welland and St. Lawrence Canals, being situated farther north, and having narrower reaches of water. In short, it would be a costly mistake.

## Canada and Japan

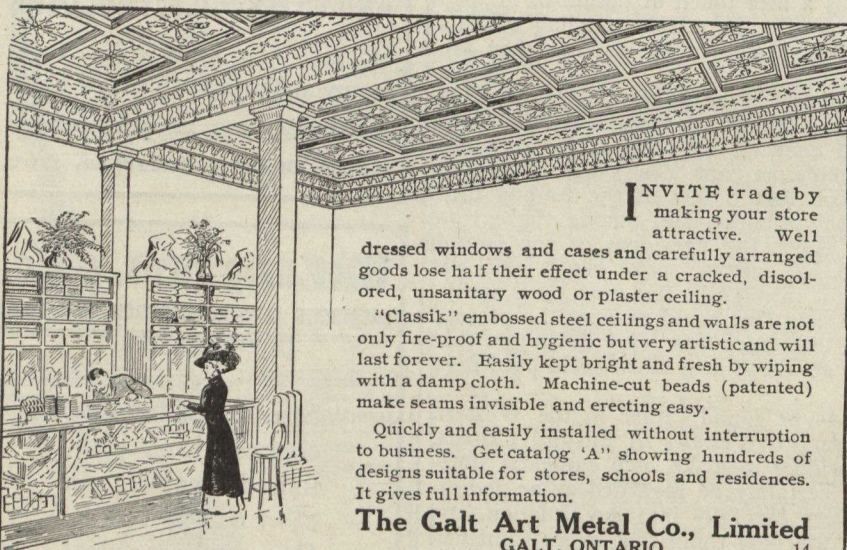
THE "Honourable Commercial Commission" is the odd name given by the Japanese to a body of delegates touring the United States; and the unusual character of its mission may be judged from what Baron Komura, the Foreign Minister, says regarding Japan, the United States and Canada. In one of his conferences with the commissioners prior to their leaving for America, he said:

"We need no longer entertain any apprehension as to the disposition of our surplus population. On the contrary, we hope that our population will increase with greater rapidity so that we may be better able to carry out the mission upon which we have embarked. Furthermore, our advantage in commerce and industry lies in the cheap labour of which we have abundance. In order to maintain this advantage in the international rivalry for commercial supremacy it is important that we should refrain from encouraging the emigration of our labourers to foreign countries. In view of these facts, Japan has determined not to allow the emigration of its labourers to Western countries, and especially Canada and the United States. The sincerity of this determination is one point which I wish you would try to bring home to the Americans during your sojourn in that country. Another point which I ask you to remember is that China and the United States are the best customers for our products. Considered both politically and commercially, then, it is imperative that we should preserve the friendship of the American nation."

## Students at Queen's

THE following are the student registrations in the various faculties of Queen's University, Kingston, for the season of 1909-10 as compared with the session of 1908-09:

	1908-9	1909-10
Undergraduates, Arts, (in attendance) . . . .	439	475
Post Graduates, Arts, (in attendance) . . . .	19	30
Undergraduates, Arts, (extramural) . . . .	318	410
Post Graduates, Arts, (extramural) . . . .	21	28
Candidates for B. Paed and D. Paed . . . . .	25	14
Students, Theology . . . .	29	25
Students, Prac. Science . .	292	310
Students, Medicine . . . .	210	218
Students, Education . . . .	56	43
	1409	1553
Registered in two Faculties . . . . .	56	36
Total students . . . . .	1351	1517
Increase over preceding year . . . . .	100	166



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CIRCULATION BUREAU — CANADIAN COURIER

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