

more than seven locks instead of the existing twenty-five. This canal would admit of the safe and easy passage of the largest vessels ever likely to navigate the lakes; vessels with a capacity of 350 thousand bushels of wheat instead of 70 or 80 thousand as at present.

MONTREAL OR NEW YORK.

Competent and practical authorities estimate that this would cut the cost of transportation from Port Arthur to Montreal at least in half, and put Canada's control of the water-borne grain trade of the West and North West permanently beyond dispute. It would make it certain that Montreal rather than New York will be the great grain and flour emporium of the continent.

AN IMAGINARY DANGER.

There are those that argue that, were the Welland Canal deepened and improved as proposed, the traffic passing through it bound for the seaboard could still be diverted to the New York route by way of a canal from Lake Ontario to Albany. There is absolutely no danger of this. Such a canal could never be anything more than a 12-foot barge canal like the new Erie, quite incapable of successfully competing with even the present 14-foot St. Lawrence Canals. The Commission appointed by the State of New York to investigate and report upon the matter have reported adversely as to the practicability of making and maintaining a 20-foot channel in the Hudson between Coxsackie and the State dam at Troy, a 12-foot channel being all they found to be practicable. The depth of the channel in these twenty-five miles must determine the feasible depth of the canals above it, as well to Lake Ontario as to Lake Erie. Besides this, if necessary and desirable, Canada can deepen and improve her St. Lawrence Canals, reducing their number and lessening the number of locks.