

GRAIN RATE CUT IN TWO BY CANAL.

Waterway From Lake Erie to Hudson River
Being Rushed to Completion—
Will Affect Canada.

A statement of great importance to transportation, and of especial interest to Canadian shipping on the St. Lawrence River and the Great Lakes, is that issued recently from New York, saying: "As a war emergency measure, increased forces of workmen are assisting the State Engineer's Office in excavating the last fifteen miles of the New York Barge Canal in the hope that the canal may be completed early in the spring of 1918, to provide the United States with an additional route for transportation of military supplies and relieve the congested railroads, thereby cutting freight rates an expected fifty per cent.

"State officials expect that with the perfecting of the towboat, the round trip from the Great Lakes to New York will be made in less time than ever before, thus making the canal a war asset of no mean importance. For the public benefit, it will lower freight rates, as the larger boats will make possible greater speed in delivery. State Engineer Frank M. Williams recently estimated the present rate for wheat shipment, now five cents a bushel, could be cut in half."

DESCRIPTION OF CANAL.

If this be so, the competition which American routes now offer to Canada in the grain-carrying trade, originating at the head of the great lakes, will be keener than ever. In recent years the bulk of the grain exported from the Canadian prairies to the United Kingdom and Europe has been diverted from Canadian channels at Buffalo and finally delivered to ocean boats at New York, Boston, Baltimore and Philadelphia. The Erie Canal is the main link in the New York State barge canal chain. It joins the Hudson River with Lake Erie; the Champlain Canal, extending north, enters Lake Champlain from the eastern terminus of the Erie Canal; the Oswego Canal, which enters Lake Ontario, and the Cayuga and Seneca Canal, which branches off from the Erie west of Oswego Junction and runs south to Lake Cayuga and Seneca. The improvement or the development of the old-fashioned waterways involved the construction of a channel at least seventy-five feet wide and twelve feet deep to admit, by the employment of standard locks, the entrance of two 1,500-ton barges tandem or one of 2,000 tons.

LINK WITH THE WEST.

Natural water courses have been sought in the new route, for example: The Hudson River is used from New York to Waterford, above Troy. The val-

ley of the Mohawk commences here to the old portage at Rome; then Wood Creek, Oneida Lake, Seneca and Clyde Rivers, bringing the channel direct to the western part of the State, where the Erie Canal, under improvement, is retained. The general improvement not only includes the electrically controlled locks, made of concrete, with the only syphon lock in this country, but does away with the ancient towpath, as all the barges will be operated under their own power.

The third and greatest epoch in the canal's history occurred within the last thirty years, when the question of a cheaper transportation was provoked by the immense traffic between the Western States and the Atlantic Coast, making the Erie Canal a waterway of national importance. Then it became apparent that a barge canal was essential. The National Government had already deepened the channels of the Great Lakes and the Hudson River from twelve to twenty feet, leaving the canal at its seven-foot depth. Following years of investigation, the barge canal act was passed appropriating \$101,000,000 in an eighteen-year bond issue. In 1909 an additional \$7,000,000 was authorized and later an appropriation of \$27,000,000 was voted for terminals. To date the combined cost of construction and maintenance exceeds \$386,000,000.

These last figures have such an important bearing upon the direct financial returns received from the canal that they deserve explanation. Up to the time when tolls on the Erie Canal were abolished, in 1882, more than \$121,000,000 had been collected from this source. The total cost of this famous ditch up to the time of the undertaking of the barge canal reached \$100,000,000, netting the State about \$20,000,000. Consequently it may be confidently asserted that the Erie Canal has not only returned dollar for dollar expended upon it, but also a substantial balance besides.—Toronto Globe.

AMERICAN TOURISTS HAVE NO DIFFICULTY IN ENTERING CANADA.

Ottawa.—In order that there may be no uncertainty as to the attitude taken by the Canadian Government towards tourist traffic and, further, that the regulations may be clearly understood, Superintendent of Immigration Scott, of the Department of the Interior, has issued the following statement:

Bona Fide tourists, being American citizens or citizens or subjects of allied or neutral countries, do not require passports to enter or permits to leave Canada and are assured of courteous treatment and a hearty welcome. Citizens or subjects of countries

MANY TAKING UP FARMS IN WESTERN CANADA.

The Grand Trunk Pacific Railway is at present receiving more inquiries relative to the purchase of farms in Western Canada than for some years past, reports Mr. R. C. W. Lett, Tourist and Colonization Agent of the line, who is visiting Montreal this week.

"Since the beginning of the war there has been a feeling among the farmers of the United States that the settler crossing the invisible border line might be called upon to make some heavy sacrifice in view of Canada's participation in the world conflict," said Mr. Lett, "but with the entry of the United States into the struggle, and the passing of the selective conscription act in the States, these fears are no longer proving a hindrance to immigration into the Dominion. The demand is for the very best kind of land, and we have had in many instances recently the satisfaction of hearing from experienced farmers who have settled here that they have been able to acquire holdings at prices fifty per cent below those ruling in any other section of the continent. In addition to these farmers who are buying improved lands, there is a steady flow of settlers on to the homesteads along the G.T.P. line in British Columbia. During the past two months we have sent into the Nechace and Bulkley Valleys more than fifty carloads of settlers effects. Many of these settlers are Mennonites, hard-working, law-abiding people and splendid mixed farmers. They have had farming experience in other districts and are moving up to virgin land and a good climate. Many of these homesteads which they are taking up are within eight miles of the railway line. These people are well able to do the very best development work, and all have financial resources. One family which we handled recently had a working capital of \$45,000."

with which Canada is at war may not enter even as tourists. Persons born in an enemy country claiming to be naturalized in the United States, or in some other allied or neutral country, should carry their naturalization papers. Persons of evident enemy origin, who claim to have been born in the United States, or in some other allied or neutral country, should carry a birth certificate or some other evidence of their birthplace.

To facilitate departure from Canada, males between 18 and 45 entering Canada for a temporary purpose, may secure on application to the Canadian Immigration Officer where they enter Canada, a card showing that they are not residents of Canada. Women and children do not require any identification card.



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