

It will be found that the routes which can supply freights both ways will command the business. Besides, it seems likely that Canadian producers and forwarders in the East will not relish the idea that British products are to oust them from a western market, because of the Hudson's Bay route. They will see to it that shipments from Europe, via Hudson's Bay, obtain no advantage over them.

THIRD: Anybody who has attentively studied the accounts of perils, because of fogs, drifting Greenland icebergs, and the great fields of Arctic ice which accompany them from the circumpolar regions and are encountered by the hardy Newfoundland sealers, along the coasts of Labrador, will appreciate the difficulties of traffic between the Atlantic Ocean and Hudson's Bay. But people who ride a hobby ignore all such things; just as those of the Trent Valley, the Ottawa River or the Welland route advocates do, when mounted upon each of their favorite steeds.

It has been said that competition is the life of trade. While competition with the big ships on the short cut canals is not likely to amount to much for reasons stated, it is well to open the railway routes from the Sault Ste. Marie and from Winnipeg to Hudson's Bay and also from Edmonton to the Klondike, notwithstanding difficulties attendant upon their construction. The great lumber, mineral and fishing businesses that await them are sufficient reasons why these regions should be opened up to Canadian enterprise.

The same also applies to railways from both Quebec and Montreal to James Bay.

Anything that tends to develop commercial activity ought to receive cordial welcome and suitable encouragement.

Although Hudson's Bay may become an important factor in Canadian trade it can never become a favorite for European commerce.

There have been, in many quarters, opinions expressed that ships could serve as lake carriers and transatlantic carriers also.

Such opinions are based upon superficial knowledge—experts have expressed opinions directly opposite.

Ships built, equipped and manned for lake carriers are entirely unsuited for oceanic voyages. Ships suited for navigating the "roaring forties" could not profitably cater upon the lake traffic. They are of a different type, in very many respects, and a type intended for both uses would not be profitable for either.

This fad is sure to die out, when submitted to the test of actual practice; just as the prevalent idea, that no matter how long an artificial waterway may be, nor how many locks would be required upon it, if it is made big enough for ships to pass through they will use it. The truth is, that only short reaches of artificial waterways, connecting deep and broad natural waters, are at all available for big ships. Anybody who expects anything else is sure to be grievously disappointed, if such works are ever constructed.