

luth) for less than three cents per bushel, instead of the average of between 6 and 8 cents per bushel as at present; in other words preventing the Western farmer from receiving 3 cents per bushel more for his wheat than he does while his grain is routed via the Welland and St. Lawrence canals or by Buffalo.

The grain trade will not furnish all of the possible return cargoes for coal vessels. The present great manufacturing prosperity and prestige of the United States can be credited to a great extent to the magnificent iron ore deposits of that country on the shores of Lake Superior. Canada has in the same locality and opposite the United States, deposits just as good, and according to some authorities, a vastly greater quantity. As the United States has become through these deposits, one of the great steel manufacturing nations of the world, there is no reason why Canada, in the course of time, should not become as great or greater.

As to the possibilities of this steel trade which Canada should strive for, I will quote again from Mr. J. Lawrence-Hamilton's pamphlets:

"The Pittsburg district has many miles of mills. Its steel works and blast furnaces already employ upwards of 75,000 men. Its Westinghouse industries employ upwards of 3,000 mechanical engineers. The Carnegie Steel Company and the United States Steel Corporation employ upwards of 1,000 mechanical engineers and metallurgists. The American Bridge Company employs upwards of 1,000 structural engineers. Recently one of its large steel factories required an extra branch, so it built additional mills in the Pittsburg district and erected a new adjoining town with houses to accommodate some 25,000 people. With a population of 1,072,488 people, the Pittsburg district has already 3,601 factories employing 336,000 persons, absorbing £30,000,000 a year to pay."

"To supply Pittsburg with an all-water route to the Panama canal and to the Pacific coast the United States government have already voted £5,200,000 to improve, widen and deepen the Ohio river and its tributaries."

Would it not be a wise policy for the Canadian Government to furnish

the means by which these conditions at Pittsburg would, in time, be duplicated in Canada. No time should be lost in making possible this development, for the value of iron and steel and iron and steel goods imported into Canada in 1910 amounted to \$59,592,197, of which \$47,827,368 was paid to the manufacturers of the United States, and which amount from the United States shows an increase over the year 1909 of over 50 per cent., the figures for that year being \$31,406,732.

The one thing essential to such a consummation is a deep and cheap waterway from the rich ore deposits of Canada to her coal area, and this the Georgian Bay canal would furnish. The United States takes this ore by water for over eight hundred miles and thence by rail to the furnaces, situated in the coal district. Canada can carry her iron ore likewise, to her coal or cheap electric power area.

On the route of the Georgian Bay canal the mineral possibilities are great, and therein lie Canada's opportunity in having sufficient freight to create vessel space; so that at certain periods of the year, when certain trade requirements call for extra vessel space, such as the grain trade in early spring and late fall, these ore and coal vessels could be switched off their ordinary freights at which they would be used during the summer, piling up at terminal points not only sufficient for the ordinary requirements at such points, but creating a surplus for winter use, and in order to be able to handle the grain trade when that matured. This is what is done in the United States today, and it is this iron ore and coal trade which has developed the splendid lake shipping of that country. By the Georgian Bay canal, Canada's development along similar lines is just as sure. The creation of such large capacity vessels will not disturb the present modern package freighter, for it belongs to a different class altogether, necessitated by the requirements of the trade they are in, and their route, westbound, would be mostly by the Welland route, whose fourteen feet of water would enable them to practically "fill up" with package freight, and it must not