

to 27½ feet deep, and none less than 20 feet, at a cost of about \$3,000,000.

The charge for barge transport from Montreal to Kingston, 180 miles, is as great or greater than for 1,000 miles of lake transport, including the Welland Canal. This charge must come down, or the lake vessels will go down. Some of them will undoubtedly go through, and all will do so if sufficient return freight is attracted to the St. Lawrence by its enlarged inland route to the lakes. Tariff and navigation laws may delay and hamper, but when possible ocean rates meet possible inland ones, this route can have no competitor in time and cost; and long before any other is provided it will become indispensable to the rapidly congesting traffic upon the upper lakes.

THE GRAIN TRADE.

The grain trade of the St. Lawrence route has, until recently, been stationary, because it was confined to that which Montreal capital brought there. British and foreign capital, British steamers and mail subsidies have assisted New York's enormous advantages, while western railroads and western shipments were controlled by New York and New England, the chief destination of all not exported. The effect of the Reciprocity Treaty while it lasted was to divert Canadian exports for Britain *via* New York and away from the St. Lawrence.

This St. Lawrence grain trade is now increasing, and a greater quantity was shipped in 1892 from Chicago and Duluth on through sales, an indication that the St. Lawrence route is growing in favour with western exporters. The following shows receipts of each kind by rail and river for the last three years :—