

tom out of future freight revenues from forest products. Cautions are issued to the public to avoid waste, when one of the most flagrant forms of waste under all governments is the sacrifice of priceless timber, for lack of the elementary protective systems which are in force in nearly every part of the world outside Canada.

Over fourteen millions of dollars have been spent by the people of Canada on the Trent Canal, and yet the foundation of future revenues from local freight has been almost wholly demolished by the refusal of Dominion and Provincial Governments to place the remnant of unwasted timber under some system of protection.

Into the Trent Canal project fresh millions are directed annually. Yet the only hope for justification of these heavy expenditures is an abundant and controllable flow of water. "This factor," remarked Dr. B. E. Fernow in his report on the Trent Watershed question, "is of paramount importance to the canal. Engineers have sometimes thought that dams alone may effect the satisfactory regulation of the waterflow but the wiser ones have recognized that for the best service, dams need to be supplemented by a forest cover such as a watershed furnishes."

The subject as outlined in the following paragraphs from the Commission of Conservation report will give many readers hitherto unfamiliar with the grave situation along the Trent Canal a basis from which they can urge public action.

Eighty-five Years in Building.

"The Trent Canal project has been a subject of public criticism and often of ridicule, ever since it was conceived, 85 years ago. The criticism and ridicule are not, however, deserved by the original project but only by the irrational, slow manner in which it was executed. The canal project, in fact, has been subjected to precisely the same kind of management as the territory through which it passes. The chief value of a canal lies in connecting markets and resources, and, therefore, depends mainly on its outlets. The first outlet of the canal, the one into Lake Ontario, is now, after nearly a century of dilatory work, being completed; the other, which affords access to Georgian Bay, still hangs fire. So long as the outlets to larger markets or for through-traffic were lacking, only a very limited local traffic could develop. Since the principal resource of the region it serves was timber—a staple which needs more than local markets for a profitable and rational development—the value of the incomplete canal was limited indeed. Since this outlet was unavailable,

the timber, owing to the expense of transportation to market, was cut in a more or less wasteful manner. As a result, the government derived scarcely any profit from this industry, and the returns to the lumbermen were also relatively small. If the cheap transportation which a canal furnishes had been in existence earlier, much more conservative logging operations could have been carried on; much closer utilization of material could have been made by mills situated along the route; much more profit could have been secured from this resource by both operators and the people, and, moreover, the source could have been managed for perpetuity, as a basis for manufacturing industries. As it is, the principal local freight, that from the timber-lands, is almost exhausted, and a large part of the usefulness of the canal has gone, at least in so far as local development is concerned. Outside of the water-power which it supplies, through traffic, which may follow upon the completion of the two outlets, can alone justify its existence for the present; unless by careful planning and management a revival of the in-