tion is made, such as we have already described. All this requires careful attention on the part of the farmer and should not be neglected if he wishes to make the most out of his farm. Many farmers make a specialty of growing grain for seed and are able to dispose of the product at a good profit if only they can guarantee clean seed, which they cannot do unless special attention as to the kind and quality of the seed sown is given.

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## A Great Canadian Canal Scheme

Sometimes we have to go from home to find out about ourselves. In an English publication, entitled British Refrigeration and Allied Interests, just to hand, is given a detailed account of a great Canadian canal scheme. The proposal is to connect the Ottawa river with French River by means of a canal, and then by dredging and improving the streams referred to to form a complete waterway system between Montreal and the Georgian Bay. The distance from Montreal to French River is 430 miles, of which a natural waterway, 351 miles long, is found in the Ottawa River. The remaining 78 miles, it is said, can be so improved that 29 miles of canal only are necessary and the estimated cost is \$17,000,000.

It is stated that a syndicate has been formed in London to support the promoters in the active operations undertaken. It is also stated that one firm is willing to accept the contract upon a Dominion guarantee o three per cent., or an Imperial guarantee of two and a half per cent. This English journal further states that the project has received the strong commendation of the present Governor-General and the approval of Sir Wilfrid Laurier, which makes it possible that the guarantees may be looked for. If the scheme goes through it is claimed that it will effect a saving of four days from Chicago to the seaboard over the Erie Canal route, and of one and one-half days over the St. Lawrence route. It is proposed to make the waterway navigable by large ocean steamers, and if such could be done it would give great impetus to the trade and settle ment of the Northwest, and would probably seriously affect New York and other Atlantic ports during the open season by diverting a large portion of the trade now passing via Chicago to these seaports.

The scheme is strongly commended by the journal referred to, which goes so far as to say that the required Imperial guarantee should be given and more than that, should be proffered in order to facilitate the beginning of the work. We reproduce, herewith, from the same source, a map outlining the proposed waterway. It shows clearly the great advantages to be gained by such a scheme as compared with the route through the great lakes. By this plan in the distance from Sault Ste. Marie to Montreal of 615 miles there are 585 miles of sheltered lake and river and 30 miles of canal. Of the 30 miles of canal in the scheme 15 miles are already in operation, including the Lachine Canal, and the Ottawa River is navigable from Montreal to Ottawa, a distance of 110 miles. The proposal was first mooted as far back as 1847, but it is only within the past year that it has taken anything like definite shape.

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## The Transportation Problem

Every one should read the letter of W. A. Robinson in this issue relating to the transportation problem as it affects the farmer. He certainly gives very strong reasons why the farmers should be as much if not more interested in this problem than any other class of our citizens. As he very clearly points out the farmer in a great many cases has to pay the freight charges on what he consumes as well as upon what he sells. This is a view of the situation, though not new, that has certainly not been given very much prominence in a public way.

much prominence in a public way.

The people living in Eastern Canada may not be able to realize fully the difficulties which the Western farmer has to contend with in the way of freight rates and railway monopoly as pointed out by our correspondent, but they can do so in a measure at least, as it is not all smooth sailing in so far as transportation in the Eastern Provinces is concerned. To the Western farmer cheap transportation means everything, situated as he is so far from the seaboard.

