

"The United States, is adding to its wealth as no country ever before did. If its increase in wealth during the last ten years was not quite so rapid as at some previous stages, it was in the aggregate much greater. The Director of the Census estimates that in ten years the United States added twenty-five billion dollars to its wealth. The amount seems enormous; more than a quarter of all the wealth in existence in this country to-day has been added since 1890. And yet that twenty-five billions is under forty dollars a year for every man, woman and child of the average population of the United States during the decade. No distribution would give everyone a competence. The prosperity of the community is to be attained only by getting more out of nature; making more wealth. Where there is more wealth everyone gets a larger division of wealth, whether he gets all that abstract principles of equity demand or not, and there is no possibility of knowing this. But where wealth is largest and most rapidly made, the industrial population is most comfortably equipped."

**The Amalgamation Movement.** Amalgamation seems the note of the day. The scale on which the Carnegie-Morgan trust has been organized is so stupendous a financial operation as to have created a profound sensation in the business world. The iron and steel interests of Great Britain, Belgium, Germany and France are in a state of semipanic as an aggregation of over a thousand millions of dollars capital controlling nearly the whole of the vast output of this continent is regarded as a menace to all outsiders. So long as trade is so prosperous as to keep up the demand for iron and steel goods in their innumerable forms, from tacks and needles to enormous girders and the immense shafts of ocean steamers, there will be no serious danger from so colossal a monopoly as is the placing of the entire output of the United States under the control of one company, but when demand slackens, when production begins to exceed consumption, the competition will become so intense as to bring widespread disaster amongst those in the iron and steel trades who have not sufficient financial resources to keep up a struggle with the most wealthy organization in the world. From such conditions labour troubles may arise that may be disastrous, even Mr. Carnegie himself has expressed alarm at the possibilities involved. Such a company, as all experience teaches, does not as readily respond to a restricted demand as a number of smaller enterprises, it will fight hard to find outlets for its output in every market the world over, and will push its competitors to the wall as ruthlessly as the car of Juggernaut does its victims. It is not desirable to encourage a pessimistic spirit, but when we find the ironmasters of Great Britain, and of Europe expressing great alarm over the American trade being controlled by one company, we must admit that the outlook justifies grave anxiety over the probable financial effects of an organization backed by capital to extent of a thousand millions of dollars.

THE WATER-WAYS OF CANADA.

CANAL STATISTICS FOR 1899.

To crystalize into a pithy phrase a description of the leading characteristic of any country usually results in failure from imperfection. To fix upon some one feature which a country has in common with other countries, though more prominent in its general aspect than in theirs, conveys no idea that lives as a special designation. Canada in earlier days was styled, "a wooden country," because of her vast forest areas, but the same term might as truthfully have been applied to the United States. "Land of brown heath and shaggy wood" is applied poeticaly to Scotland; "land of the olive" is applied to Italy, but beaths and woods and olives are found in other climes. One feature of Canada which might justify its use as a national descriptive title, is the magnificent extent of her water-ways, which are unrivalled in length as they are also for serviceable capacities to commerce. From the point where the waters of Canada mingle with those of the Atlantic, to a Canadian port at the head of Lake Superior, the distance is 2,260 statute miles, along the entire course of which a vessel may sail in Canadian waters. From the Straits of Belle Isle to this city, the St. Lawrence river extends 986 miles, with a channel wide enough and deep enough for ocean steamers. From Lake Superior to Three Rivers, on the St. Lawrence, where tidal influence ceases, a few hours sail from this port, there is a drop in level to extent of 600 feet, that is, a vessel from Montreal on its voyage to Port Arthur has to ascend 600 feet. To attain this height, there is a system of locks in operation, by means of which vessels are lifted 551 feet, leaving 49 feet to be overcome by working against a downward stream, which, at one place, near Iroquois, often necessitates the help of a tug to help a steamer up the river. Between Montreal and Kingston, the canals, with their length, lock dimensions, height of lift, are as follows:

Canals.	Length.	Length of Locks.	Lift of Locks.
Lachine.....	8½ miles.	270 feet.	45 feet.
Soulanges.....	14 "	280 "	84 "
Cornwall.....	11 "	270 "	48 "
Farran's Point.....	1 "	800 "	3½ "
Rapide Plat.....	3½ "	270 "	11½ "
Galops.....	7½ "	800 & 270 "	16½ "
Murray.....	5½ "	No Locks	....

The width of the locks is 45 feet, and depth of water on the sills 14 feet. On their course down from Kingston to this port, several of the canals are not used as the rapids are run with safety. From Kingston the course west is thro' Lake Ontario until Port Dalhousie is reached, where the Welland Canal is entered. This splendid construction extends 26 3-4 miles; the total lift is 326 3-4 feet, which is effected by 27 locks, each 270 feet by 45 feet, and a depth of 14 feet. From the end of the Welland Canal, Port Colborne, there is deep water to Sault Canal, 394