

to the attempt made several years ago to establish a steamship service between Chicago and Liverpool by way of the St. Lawrence river, and which failed because of the fact that the vessels were necessarily of small capacity and could not be made a paying proposition. The main point to consider in this connection is the fact that the men who formed and tried to operate the line in question were citizens of the United States, who proposed to reach Liverpool by the cheapest route without regard to whether that route antagonized the interests of American lines. It is cheap transportation that is required and the construction of a twenty-five foot waterway by the St. Lawrence route will give Canada the undoubted control of the traffic to and from the great west, including the northwestern section of the United States.

Canal From Lake Ontario to New York.

In a recent letter to the press, Mr. Robert Reford of Montreal, made the statement that the deepening of the Welland canal would result in the construction of a canal from Lake Ontario to New York and that any expenditure in that direction would really result in enabling the United States to utilize the Welland canal to secure for themselves a route by way of New York that would rival the St. Lawrence transportation. Such a statement, coming from a prominent steamship owner like Mr. Reford, must have considerable weight with the public, but it was manifestly made for a purpose and there is not the slightest possibility of such an undertaking being projected on the part of the United States. The people of that country are keen business men, and even an amateur in the science of navigation would know that the canal will never be constructed that would compete with the St. Lawrence river for the purposes of navigation.

Canada's Greatest Asset.

The St. Lawrence river is the greatest national asset in the possession of Canada, and it is one that should be appreciated at its true value. It is quite certain that if it were in the hands of our neighbors across the line it would long ago have been utilized for the purposes of deep water navigation. Millions of money have been expended in the development of the railways of this country, while the waterways have been comparatively neglected and this is no doubt due to the fact that the railways are in the hands of the capitalists while the waterways remain the property of the people. The business of the capitalist is in the hands of men who are night and day at work to secure advantages, while the business of the people appears to be neglected by those to whose care it is entrusted. This is due to the lethargy of the public and they have only themselves to blame for the inaction of their representatives. The time has come for an awakening in Canada; we are on the eve of a great development and it is necessary that we should provide for the tremendous increase which will take place in the transportation necessities of the country. The improvement of the St. Lawrence river route is of vital importance to the welfare of the Dominion of Canada and the work should be started at once. It is true that we are laboring under a tremendous burden in the construction of the Grand Trunk Pacific Railway, but the necessity for deepening the waterway to the ocean is of even greater importance to Canada than the construction of the Grand Trunk Pacific.

Georgian Bay Canal An Experiment.

The proposed Georgian Bay canal is purely an experiment involving an expenditure of hundreds of millions, and our experience with experimental canals should incline the government to avoid further expenditures in that direction. The St. Lawrence route is an