

pamphlet issued by the Federation of Boards of Trade and Municipalities of Canada, "That once the deep water canal from Oswego is completed a connection from Lake Erie to Lake Ontario can be safely left to the Federal Government."

So that the deepening of the Welland Canal by the Canadian Government simply means that Canada will in her generosity save the United States \$40,000,000 or \$50,900,000 in perfecting that country's canal system to her seaboard, which might, with Canada not deepening the Welland, be deemed not worth the expending of such an amount by the United States, with the Georgian Bay Canal in completion with its 2c. to 3c. rate to the seaboard. In reference to the building of both the Welland and Georgian Bay Canals, which some kindly disposed persons advocate, I must say that those who view this possibility must view this canal question very lightly. No country, no matter how rich, can afford to throw away fifty or one hundred million dollars so wantonly. Either canal, with double locks properly equipped, could handle from fifty to seventy-five millions of tons of freight in a season, which will be more than sufficient for the requirements of Canada for many, many years. To claim that two deep water canals are necessary is absurd.

When I wrote my article I viewed each canal from a purely national standpoint and with the intention of finding out which canal would retain Canada's western trade, which is so fast disappearing through United States channels. If the Welland Canal route were found not defective in this respect there were no need of the Georgian Bay Canal and if the Welland Canal route were defective it would be the height of folly for Canada to spend one dollar for its improvement, with another route possible without such defects.

The question to ask oneself in this great national problem, one of the greatest that the people of Canada have ever had before them, for it means the holding or losing by Canada of the transportation from these twin ports to the seaboard of her

western freight is: Will the contemplated improvements of the Welland Canal retain to Canada her trade in her own channels to the seaboard, without any possibility of diversion to the United States? Then apply the same question to the Georgian Bay Canal, and investigate. These are the two questions I considered and investigated, and the evidence I gathered was overwhelmingly, to my mind, in favor of the Georgian Bay Canal. That evidence I laid before the public in my article and left it for them to judge.

The Toronto papers say, build the Welland Canal first and then the Georgian Bay Canal. If the Welland Canal is deepened there will be no Georgian Bay Canal, for the damage to Canadian transportation will have been done, and it cannot be undone, and the deepening of the St. Lawrence canals will be the only and most rational thing to accomplish. Canada may by this retain some of the direct summer traffic, but she loses practically all grain for storage and for winter delivery to the seaboard.

Toronto and other cities on the Welland and United States route are unfortunately placed, but will, when they realize the great danger to Canada's future in the proposed deepening of the Welland Canal, submit themselves to the building of the canal which will be for the greater glory and development of Canada, and not sacrifice Canada in a desire for a possible greater development for themselves in the deepening of the Welland Canal.

Canada only needs one deep water canal, and let her see to it that this canal is the one which retains to her the absolute control, for nearly eight months of each year, of the freight of half a continent, namely, the Georgian Bay Canal; which will, without a doubt, under the guidance of a wise government, make possible the development of Canadian shipping and the mineral resources of this country to their fullest extent.

JOSEPH REDDEN.

Port Arthur, Dec. 9th, 1912.