THE WATERWAYS COMMISSION.

The International Waterways Commission has, it is understood, reached a practical agreement on several of the important questions which it had to deal with. The agreement arrived at has not, of course, been yet ratified by the Governments of Canada and the United States, but under it Canada will secure 36,000 cubic feet of water per second at Niagara, while the amount allotted to the United States is 18,500 per second. From Lake Michigan there will be drained 10,000 cubic feet per second for the Chicago drainage canal, which gives the United States altogether 28,500 cubic feet of water per second. At Sault Ste. Marie the water power is to be divided equally. The question of the division of other waters, such as the St. John River, has not been made the subject of any agreement, although the Canadian section lays down certain principles in regard to these. The United States section of the Commission, however, early in the negotiations took the ground that it had not competent power to deal with this latter phase of the question. It was the expressed opinion of the Commission after much deliberation that it would be a sacrilege to destroy the scenic effects of Niagara Falls, though they were not fully agreed as to the exact probable effects of the various diversions of water thereupon.

It was moved by Mr. George C. Gibbons, seconded by Mr. Louis Coste, that the Canadian section, while assenting to the above conclusions, did so upon the understanding that in connection therewith should be expressed their view that any treaty or arrangement as to the preservation of Niagara Falls should be limited to the term of twenty-five years, and should also establish the principles applicable to all diversions or uses of waters adjacent to the international boundary and of all streams which flow across the boundary.

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—The census of population and employment, etc., is to be taken in Manitoba and the new Provinces of Saskatchewan and Alberta on the night of Sunday, June 24th, next.

—What is a national port? The question came up in the debate on Hon. Mr. Brodeur's bill in the House of Commons to reorganize the Montreal Harbor Board. He gave it as his opinion that all rivers and harbors should be under one responsible head, and favored making not only Montreal, but also Quebec, St. John, Halifax, Victoria, Vancouver, Midland and Port Colborne national ports and equipping them thoroughly. Then it was that the question came up as aforesaid, one which, so far as we understand, did not meet with a very definite reply. Something surely should be done to get out of the present state of deadlock at which the Montreal Harbor Board has arrived, which was good neither for the business interests of that city nor for anything else. And meanwhile the improvement of the St. Lawrence route between Montreal and Quebec seems to be making but slow progress.