

sanction the expenditure of such a large sum of money in the construction of works, which, by the admission of the engineers in charge, would be a doubtful advantage as compared with the existing route.

The Hudson Bay Railway.

In our last article on the transportation problems of the country we pointed out the advantages which would accrue to Canada through the construction of the Hudson Bay railway, and in our next article on this subject we will deal with the DEEPENING OF WATERWAYS, making a comparison of the Welland canal and St. Lawrence river route with the projected Georgian Bay canal, which we believe will prove that the construction of the Hudson Bay railway and the improvement of the St. Lawrence route will give Canada the undoubted control of the transportation of not only the Canadian west, but the traffic to and from the Northwestern United States.

The project for the construction of the Georgian Bay canal will not commend itself to the Canadian people.

Article 3—DEEPENING THE WATERWAYS.

There is no project before the people of Canada today that possesses a greater fascination than that known as the deepening of the waterways which involves the improvement of the Welland canal and the St. Lawrence river route so as to provide a twenty-five foot waterway to the ocean. The carrying out of this work means a complete change in the aspect of affairs; it means that what were formerly lake ports, in a moment of time, become ocean ports; it means that beginning at Kingston on the east, running right around Lake Ontario, through the Welland canal to Lake Erie, then on to the Detroit river and still further to Lake Michigan, Lake Huron, the Georgian Bay and Lake Superior, every port capable of being deepened to an extent sufficient to permit the entrance of an ocean vessel will be brought into direct contact with the Atlantic trade, and ships of large capacity will land their cargoes at lake ports instead of unloading at Quebec or Montreal, necessitating heavy carrying charges by rail from those points to the west.

The proposed Georgian Bay canal (even should it prove to be a practicable channel of commerce, which is doubtful,) would benefit a very small portion of the country; the deepening of the St. Lawrence route directly affects not only the water points on the lakes and rivers, but the inland territory as well, as traffic could be unloaded at the water ports in question and shipped inland by rail from those ports at rates which would be from fifty to seventy per cent cheaper than those charged for the long haul from Montreal or Quebec.

The Trent Valley canal, started by the Conservative government and continued by the present administration, is at present of no commercial value to the country. The deepening of the St. Lawrence canals would mean that this canal can be made of practical benefit to the territory through which it passes, inasmuch as traffic could be landed at the Lake Ontario end of the canal in ocean vessels and carried from there in boats of small capacity through the Trent Valley canal at a considerable reduction in transportation charges, making it possible to get some return for the money invested therein, and turning a canal which is now useless for transportation purposes into something of real value to the country. It is only in this way that the Trent Valley canal can be made of service.

Would Control United States Traffic.

In the handling of traffic, boundary lines are eliminated, and shipment is made by the cheapest route, irrespective of the country through which it passes. As an illustration of this we would refer