

In addition the ocean channel from Montreal to the Gulf is dredged to a depth of thirty feet and thoroughly buoyed, lighted and equipped with fog signals and wireless stations, so that to-day it is one of the best-guarded channels of its magnitude in the world. It is navigated at night without difficulty, which was impossible until a couple of years ago. Moreover, preparations are now under way to dredge this channel to a depth of thirty-five feet, to provide for increase in the size of ships.

The first dredging operations were undertaken sixty years ago, when the intention was to give 500-ton vessels the advantage of coming up the river to Montreal, the head of navigable water. At the present time the channel accommodates 15,000-ton vessels, the new White Star liners, Laurentic and Megantic, of that burden, being billed to sail from Montreal in May, 1909. The original depth of the channel was 10 feet, where to-day it is 30 feet, and soon will be 35.

There are on the continent three natural channels for getting the trade of the Northwest to the Atlantic, the Mississippi river, the St. Lawrence route and the Hudson Bay. The latter may for the present be treated as a negligible quantity owing to lack of connection. The Mississippi is navigable from the Gulf of Mexico to the falls of St. Anthony, a distance of 2,000 miles. Despite President Roosevelt's advocacy of connecting it with the Great Lakes it is doubtful if this ever will be an engineering or economic possibility.

The St. Lawrence, with its chain of lakes and rivers and canals, gives continuous navigation for 2,500 miles on the line of the shortest way, to the very heart of the continent. The Canadian government thus controls two of the three natural outlets, and when in the course of time the Georgian bay canal is constructed, which will very greatly reduce the present distance, Canada will be in possession of a waterway that will not only attract the

trade of her own great West, but must inevitably attract a very large proportion of the trade of the Western states. It is, however, estimated that the Georgian Bay canal would cost something like \$120,000,000, so that it may be years before it is built, although the government has already made preliminary surveys.

The main features to be considered in connection with this all-Canadian route are: competition of United States railways, competition by United States vessels from Lake Superior ports, diversion of Canadian products through Eastern outlets, such as Boston, Portland and New York.

Naturally the greatest trade to be carried by the route is grain. There are in the Canadian west 171,000,000 acres suitable for cultivation. Should one-quarter of this be put under wheat at the average crop of the past three years, it would mean 800,000,000 bushels. Last year's crop amounted to 12,000,000 bushels of wheat. The Canadian grain is taken by rail to Fort William and Port Arthur, where there is elevator capacity of 20,000,000 bushels, while the corresponding American ports are Duluth, Superior and Chicago, upon whose harbors the United States government has already spent \$10,000,000. The colossal growth of the Lake Superior trade is shown by the fact that the value of the craft engaged in it amounted in 1887 to \$2,000,000, which by 1904 had grown to \$70,000,000, and is very much more to-day. The grain is shipped by boat to the Georgian Bay ports of Depot Harbor, Victoria and Midland or to Port Colborne, Buffalo or Oswego, where it is elevated, and shipped to the sea by rail or boat.

The advantages of the St. Lawrence route for taking this grain to the seaboard are shown concisely in the following table recently prepared by G. W. Stephens, chairman of the Montreal Harbor Commission:

	American Water Route—Buffalo, Erie Canal, Albany, Hudson River to New York	Canadian Water Route—Port Colborne, Welland Canal, Lake Ontario to Montreal	In favour of the Canadian Water Route
Distance.....	430 miles	320 miles	110 miles shorter
Number miles of Canal.....	306 miles	64 miles	242 miles less
Navigation.....	124 miles	236 miles	132 miles more
Extreme draft.....	6 feet	14 feet	8 feet more
Cargo Capacity.....	8,000 Bus.	80,000 Bus.	72,000 bus. more
Time consumed.....	86 hours	46 hours	40 hours less
Total hours, navigation season.....	5,040 hours	5,040 hours	
Possible trips per carrying unit.....	27 trips	48 trips	21 trips more
Possible bushel capacity per carrying unit per season.....	216,000 bus.	3,760,000	3,544,000 bus.

—North Western Miller.

PLEASANT NEWS FROM PLEASANT VALLEY

The Grain Growers' Guide, Winnipeg, Man.

Dear Sirs:—Mr. W. J. Powell, your representative from Swan River, paid us a visit and it only took him a short time to convince us of the necessity of becoming members of the Grain Growers' Association and also stockholders in the Grain Growers' Grain Co. At a meeting today, the farmers were very enthusiastic, 20 members joining the Association, and 10 shares of stock in the Grain Company being taken, besides a goodly number of subscriptions for the "Guide". We expect to double our membership shortly, but owing to the severe weather and bad roads it was difficult for more farmers to get to the meetings. Several of those present took the platform and all expressed the opinion that it is extremely necessary for farmers to co-operate under a strict organization. The following officers were elected:—

President, G. W. Whiting; Vice-Pres., J. McPherson; Secy. Treas., R. Lamb; Directors, W. Redman, H. Wiggins, A. Dobson, J. Brown, Wm. Copeland and J. A. Reid.

Yours truly,

(Signed) ROBT. LAMB.

Pleasant Valley, Sask.

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