

THE TRANSPORTATION PROBLEM

How the Borden Government is Linking Together a Series of Great Works to a Common Purpose.

The magnitude of the Transportation Policy now being pressed by the Dominion Government is most impressive when viewed in the inter-relation of its several parts. It is designed to serve the products of the Canadian farm from the prairie to the wharf in Great Britain. Let us trace the several links in the chain.

1. On the prairies the Borden Government is vigorously pressing forward a scheme of Interior Terminal, Storage and Transfer Elevators. The construction of two of these great central storage places is being pushed ahead, at Saskatoon and at Moosejaw. A third is to be erected in Alberta. Long desired by the farmers of the West, these have been granted by the present Administration; they should do much in steadying the movement of grain outwards after the harvest.
2. At Port Arthur a great Government Terminal Elevator is under construction, designed to serve as a regulator of the process of forwarding the grain from the farmer to the consumer. This also is a step long desired by the West. The money for it was voted in 1912, on the initiative of the Borden Government.
3. The National Transcontinental system is rapidly nearing completion; the gap between Cochrane and Quebec will be filled this year.
4. The work of providing 20-foot canal navigation has been taken in hand in earnest. The New Welland, with its capacity for vessels drawing 20 feet, has been commenced. The French River, part of the Georgian Bay Waterway, is being deepened. The Trent Canal, so long the plaything of the politician, is being finished.
5. The Hudson Bay Railway, another public work for which the West long has clamoured, is being built with such vigour that it should be finished by the end of 1914. The port of Nelson is being developed