

THE FAVORITE ARGUMENT ON THE GEORGIAN BAY CANAL IS ILLUSIVE.

In support of this canal project the argument is frequently offered, that in case of hostilities with the United States, such a canal would be wholly in Canadian territory, and therefore available for our Western traffic, when the all-lake route would be too much exposed, if not blocked. The contingency of war with the United States is too remote to deserve much consideration; and in other respects moreover, the argument is not valid.

The treaties between Great Britain and the United States provide that the navigation of all navigable boundary waters shall forever continue free and open for the purpose of commerce to both countries equally. These rights also extend to Lake Michigan and to all canals connecting boundary waters and now existing, or which may hereafter be constructed on either side of the line. Under this arrangement the U. S. depends on the use of some waterways wholly in Canadian territory, while Canada in turn depends on the American channel in the Sault Ste. Marie River for all the larger-sized vessels. In any event, in case of hostilities, passage to Canadian craft would be barred at Sault Ste. Marie. The proposed Georgian Bay Canal could consequently be used at such time only for traffic originating in the Georgian Bay and vicinity, which in itself is a mere bagatelle for the railroads operating out of Owen Sound, Collingwood, Midland, Port McNichol, Parry Sound, Key Harbor and other ports on that bay. Navigation in any event would be limited to about six months in the year by that route.

ST. LAWRENCE-WELLAND DEEP WATERWAY FOR OCEAN VESSELS THE PROPER SOLUTION.

It has been observed by a prominent engineer that the history of the development of our public works shows that the whole works begun by one generation serve the purpose only of the generation that began them.

If we admit the correctness of this statement, may we not question, at the same time, the wisdom of continuing this policy? In point of fact, it was not by such a policy that the Canadian Pacific Railway was projected for the welding of the scattered provinces of Canada. The road, when projected, was far in advance of the needs of the generation which projected it. It was a great national undertaking, built with an eye to future needs, development and conditions, and the result has amply justified the construction of this highway of commerce, which, as some predicted, could never be more than a streak of rust.

Neither is the above policy followed in the projection of the Grand Trunk Pacific; otherwise there would not be expended upon its construction the many additional millions necessary in order to make it the best trans-continental line in America.

At present there are before the country two twenty-two foot canal propositions. Either of these propositions, or indeed both of them, if carried into effect, would be quite inadequate for the needs of Canada in an almost immediate future. It requires no stretch of imagination to foresee the day when the Canadian Northwest will produce as many tons of grain as it now produces bushels. In view of this pending and inevitable de-