

obliged to reduce their loads and could not use the 9 feet usually available on the other portion of the route. The Department of Canals have promised to endeavor to apply some remedy at this point, but the lesson of the season points to the immediate necessity of more vigorous action along the whole line.

MANITOBA GRAIN EXPORT VIA MONTREAL.—With the existing deep water between Port Arthur and Lake Huron and Georgian Bay Ports, there is a good opening for Canadian lake traffic in this direction and of the recovery of the tonnage of Manitoba grain now being exported *via* Buffalo and New York, if the Canadian railways would enter fully into the business.

The United States through grain is carried by Canadian railways from Chicago to Atlantic sea ports at exceedingly low *pro rata* rates. An application of these to Canadian grain *via* Georgian Bay would attract additional trade.

The applying of some of the parallel, inland, summer water-rates would also be of advantage. For instance, if the *pro rata* rates, at which West Ontario lake port grain has been carried by rail to Montreal (say 350 miles), were applied from Georgian Bay to Montreal (say 380 miles), then with the existing deep water on the Upper Lakes the vessels could deliver full loads at the Georgian Bay ports, and the Canadian export traffic be secured for Montreal instead of leaking away to the United States' Atlantic ports.

ST. LAWRENCE CANALS.—The apathy and sluggishness of the Government of Canada in the completion of the Canadian Canal System is passing the boundaries of endurance. There is no question in which all the people of Canada are so much interested as in that of adding to the value of the farm products of our Inland Provinces, and there is no way of doing this better than by deepening the canals to the sea. All this has long ago been admitted.

The late Sir John Macdonald, in 1890, assured a joint deputation of the Boards of Trade of Toronto, Hamilton, Kingston, Port Arthur and Montreal, which visited him to urge the immediate completion of the canals, being the largest deputation that had ever visited Ottawa on the subject, that the St. Lawrence Canals would be finished in 1893. Since his death the effort appears to have expended in finding how *not* to do it.

In 1895 the Minister reports on these canals, "In some places the locks are constructed but the approaches are not yet under contract." At Soulanges the official report of 1895 says, "That work is not being carried on with any vigor," and that at the then "rate of progress it will take from three to four years more to complete the canal and place it in working order."

At Farran's Point Canal "no work has yet been placed under contract for its enlargement, but the surveys are completed and plans prepared for the work."

At Cornwall the enlarged locks were completed in 1882, but the enlargement of the canal approaches was only commenced in 1893.

It has been of no advantage to deep draught vessels that the locks