

down the St. Lawrence to Montreal in barges for $1\frac{1}{2}$ cents. This would be $2\frac{3}{4}$ cents to Montreal as against 5 cents to New York. Yet Montreal refuses to agitate for an improved Welland Canal.

WITH a new Welland Canal, Canadian steamers would carry Canadian grain to a Canadian port at $2\frac{1}{4}$ cents less than grain can be carried to New York. Without a new Welland Canal, the grain rate to Montreal is equal or a little higher than to New York via Buffalo. Canadian grain-carriers and the business men of Montreal seem to be asleep. They do not seem to get these facts thoroughly in their minds. They are allowing the American steamers and American railways to beat them in a traffic which should be entirely Canadian.

This Georgian Bay Canal bee seems to have got into Canadian bonnets to such an extent that common-sense is paralysed. This will-o'-the-wisp is leading them into disaster. The purely fanciful is obliterating the real. They are losing a wonderfully profitable trade because they are so busy talking about a fanciful scheme worked up by contractors who are anxious to have the Canadian Government spend another \$150,000,000. What will it profit Montreal to get a Georgian Bay Canal in fifteen years, if in the meantime it loses a valuable trade?

SUPPOSE the Canadian West has 150,000,000 bushels to export, on the average, during the next ten years. The freight on that from Fort William to Liverpool, including insurance, will amount to about 9 cents a bushel. That means \$13,500,000 a year, to be divided among Canadian railways, lake grain-carriers, and steamers sailing out of Montreal. Is that thirteen and a half million dollars a year to go to American vessels, American railways and steamers sailing out of New York?

Here is \$135,000,000 in freight on western wheat to be earned in the next ten years; and yet the Canadian vessel-owners and the business men of Montreal are willing to sacrifice it, or a large portion of it, because they are afraid to advocate enlarging the Welland Canal.

Why do they take such an infantile attitude? In the first place, they seem to think that deepening the Welland Canal might help Toronto and Kingston and Prescott. True it might, and why shouldn't

it? Again they think it might help Oswego and Ogdensburg; and perhaps it would. Again, the owners of the small lake vessels capable of going through the present Welland Canal are afraid it might put their present vessels out of business, and perhaps it would. None of these reasons will carry much weight with a reasonable man. They are so trivial that they should not cause Montreal to hesitate for a moment. A new and enlarged Welland Canal will help all the ports on Lake Ontario, but it will most of all make Montreal the grain port of North America. It will ensure Montreal being able to compete always and forever with New York, Philadelphia and Boston. It will give Montreal within three years a result which the Georgian Bay Canal could not give her in ten years.

MISSIONARY FUNDS

GREAT BRITAIN is being asked to contribute to "The Archbishop's Western Canada Fund" for the support of missionaries in the newer districts of the Dominion. The Prince of Wales has contributed \$2,000 and the total fund has already reached \$70,000. Canada should be grateful to the people of Great Britain for their kindly practical interest in the important work of providing religious instruction and general social influences for the hosts of new-comers who are settling beyond the reach of the present religious institutions.

It must also be apparent that the people of Canada are unfortunately not in a position to meet their own social and religious needs. This is due to the unfortunate circumstance that our religious leaders think that there is more glory for the Church in sending funds to China, Japan and India than in sending money to be spent among the scattered citizens along the forefront of our own extending communities. The young clergyman who decides to go to Asia to proselyte the heathen is a hero; the young man who decides to follow in the footsteps of Archbishop Langevin, Father Lacombe, E. R. Young, Dr. Robertson and Bishop Stringer is only performing an ordinary duty. It is strange how our views of these services have become warped.

Further, it is unfortunate that the Laymen's Missionary Movement tends to confirm these warped views. One would expect the laymen to have commonsense views of things, even if the clergy have gone wrong. That the Anglican archbishops find it necessary to appeal to the laymen of Great Britain, rather than to the laymen of Canada, is a severe criticism of the general Canadian attitude towards missionary work in the West.

THE CONSECRATION OF A CANADIAN BISHOP



THE TALLEST BISHOP IN AMERICA; SIX FEET FOUR, AND BUILT AS NOBLY AS A GREEK STATUE

On the twenty-fifth of April, Bishop Michael Fallon was inducted into his high office at St. Peter's Cathedral, London, Ontario.

The new Bishop is over-seer of nine of the richest counties in America, with a Roman Catholic population of 75,000, of whom 30,000 are French Canadians. Under his jurisdiction are fifty-one churches and eighty-six priests, twenty-nine missions and eight academies, one college and eighty-five parochial schools. The consecration was attended by eminent clergy from all over Canada and some from the United States. There were present Archbishops Langevin, St. Boniface, Man., Bruchesi, of Montreal, Gauthier, of Kingston, McCarthy, of Halifax, Quigley, of Chicago, Archbishop Dentenwill, Superior-General of the Oblate Order and Rev. Mgr. Shanahan, of Washington, D.C. who preached the inaugural sermon.