When the present alterations and improvements are completed Montreal will have fourteen ocean berths and fourteen double-deck steel concrete freight sheds, with a storage area of 1,500,000 square feet, and a working capacity of nearly 200,000 tons of freight per week. It is interesting in this connection to notice that this expenditure in Montreal's Harbour will cost less than $5,000,000, and that New York is paying $29,000,000 for an improvement scheme almost identical with that of Montreal. With that $29,000,000 New York builds 8 piers and 8 double deck steel concrete sheds, with an area of 120,000 square feet less than those erected in Montreal. Montreal's development will place along side of every shed two railway tracks, whereas the New York development is inaccessible to railways, and cars have to be lightered on barges tot he ships and *vice versa*. Montreal's direct connection between railways and ships means a tremendous saving in the handling of freight. As a matter of fact, there is now being handled in the neighborhood of 2,000,000 tons of freight per week, the saving on which is estimated to have been reduced by half owing to the direct transhipment from boat to car and car to boat.

Altogether Montreal possesses one of the best and most up-to-date harborus in the world, and when the present $6,000,000 which has been voted to the Harbour Commission, is expended the harbour will be second to none on this continent. Another important phase of the transportation question is the development of the canal system. Different bodies of men in different localities hold diverse views regarding the advisability of constructing the Georgian Bay Canal. In some quarters business men advocate that it would be cheaper and better to deepen the Welland and St. Lawrence canals, while others believe this would be a useless expenditure and that it would be much better to proceed with the construction of the Georgian Bay canal at once.

In conversation with some of the prominent men on the Toronto delegation, who recently visited Montreal, the argument was brought forward that if Canada were to retain her supremacy in connection with the grain trade, it would be necessary for her to immediately deepen the Welland and St. Lawrence canals. As soon as this work was completed, it would then be necessary to commence with the construction of the Georgian Bay canal, the party arguing that there would ultimately be sufficient business for both routes. Certainly, it looks very much as if this contention would prove true. Canada is developing at a phenomenal rate, and, in fact, only a very small portion of her Western wheat areas have been touched. When the present great virgin plains are producing grain, Canada's shipping facilities will be taxed to the utmost to carry out the grain and to bring in the imports from foreign countries necessary to supply the needs of the millions in the West. It looks very much as if all those interested in the transportation question were not giving this matter any too much attention. It is one of the biggest problems confronting Canada to-day, and the united and best efforts of our business men in every section of the country is required to place it upon a satisfactory and enduring basis. Canada cannot afford to lag behind in the matter of transportation. These great arteries from the heart of the country to the world's markets must be kept open and made as up-to-date as possible.

THE C. P R.'s ENTRY INTO NOVA SCOTIA

THE entry of the Canadian Pacific Railway into Nova Scotia promises much for the development of that province. Messrs. D. McNicoll and G. N. Bosworth have just returned from a tour of inspection over the newly acquired Dominion Atlantic Railway, and announces that the C. P. R. is about to inaugurate a more progressive policy in regard to the territory reached by the Dominion Atlantic.

The C. P. R. have a happy faculty of vitalizing into life any part of the country which it touches. We have but to look to the West to see the wonderful results which they have achieved. A quarter of a century ago it was prophesied that the road would not earn sufficient to pay for axle grease for the wheels. Last year the gross revenue of the road amounted to $95,000,000. They have built their road over fertile prairies and barren deserts, through almost impassable mountains, and have overcome every physical and natural obstruction. Where the land was barren they have carried on irrigation works, and where the farmers found it difficult to make a start they have prepared ready-made farms upon which they have settled the farmers. At all times they have been great advertisers, spending vast sums of money in Great Britain and on the continent as well as throughout the United States. The development of the West is largely bound up with the wonderful progress which the C. P. R. has made.

They have now decided to turn their attention to Eastern Canada, and have selected the Province of Nova Scotia as their first field, where they have taken over the Dominion Atlantic Railway, which runs from Halifax to Yarmouth, through the rich Annapolis Valley.

Speaking of the results of their trip of inspection, Mr. McNicoll outlined some of the plans which they had in mind for that section of the province. He stated that they would commence an advertising campaign at once, calling the attention of settlers and tourists to the great possibilities of that district. A little later on they expect to establish a fast car ferry from St. John to Yarmouth, for the purpose of bringing their Halifax terminal into closer relationship with St. John and Montreal. Other plans will doubtless follow as time goes on. One thing is certain, that when the C. P. R. undertakes to develop a section of the country they leave no stone unturned in the efforts.

The Province of Nova Scotia is one of the oldest and in many ways one of the richest provinces in the Dominion of Canada. It reached its greatest era of prosperity in the days of wooden shipbuilding. With the passing of wooden ships Nova Scotia lapsed into a period of stagnation. Lately, however, there has been a revival in practically every branch of her industries, and the country is showing more activity and progress than has been the case for a number of decades. The following figures show something of the great resources of the province, and when we consider that the population is a little less than half a million, we realize that there is great possibilities in store for Nova Scotia.

Agriculture yields over $30,000,000 worth of products annually. Minerals make a showing of over $20,000,000, the largest part of this being from coal mining. Manufactured articles show an output of nearly $50,000,000 per year; fisheries yield $9,000,000, and forest products $4,000,000. Another indication of the wealth of the inhabitants is shown by the fact that over $22,000,000 is invested in bank shares, being an average of $4.50 per capita.

Altogether, the invasion of the Nova Scotia field by the C. P. R. promises great things for both the railway and for the province. There is no doubt that the C. P. R. saw great possibilities for increased revenue, or they would not have undertaken to enter this field. On the other hand, any development which may come to the C. P, R. is bound to bring a like degree of prosperity to the province. The outcome of the experiment will be watched with sympathetic interest by the rest of Canada.

SETTLEMENT OF LIGHT QUESTION.

A Ten Years' Contract Given to Montreal Light, Heat & Power Company.

MONTREAL has at length settled the vexed street lighting question by awarding a ten years' contract to the Montreal Light, Heat & Power Company. This question has been before the City Council and the public for several years past, and it is no exaggeration to say that from start to finish it has been grossly mismanaged and bungled by successive Councils.

A little over a year and a half ago the existing contract with the Montreal Light, Heat & Power Company expired, and since then the company has been lighting the city without a contract, and charging accordingly. The charges during this no-contract period jumped from $60 to $90 per lamp, which, to say the least, is a considerable advance and goes to