

the near future. Port Arthur is the place of transfer from rail to water, and should necessarily be the point where grain men and other shippers will congregate to move the Western products; the same system of financing should be inaugurated here that is being carried out in Duluth, Chicago and Milwaukee for tiding over grain in elevators and stores until it can be moved by water on the opening of navigation, and as that requires much larger banking facilities than we have here at present, other monetary institutions should be encouraged to establish themselves immediately, where large amounts of capital will be required and where the grain trade and other products of Western Canada must naturally centre. It is well-known that large amounts of money have been sent from Canada to American wheat centres through Western brokers to be invested in grain options. Could not this system be as successfully carried on here, had we the necessary banking facilities? Our wheat fields have proved to be just as prolific as theirs, and according to an American writer, will be more extensive in a few years, why then cannot the option system be as successfully conducted here, thus keeping the capital of this country within our own territory. The establishment of other banking facilities should receive your immediate attention.

CANAL ENLARGEMENT

is still attracting the attention of both Eastern and Western shippers and ship-owners, and the necessity of the enlargement of the St. Lawrence canals should be strongly urged on the Government this Session of Parliament, to attain a uniform size with the Welland canal, the locks of which are at present 270 feet long, 45 feet wide with a depth of water 14 feet. Considerable work has been done in various places on the St. Lawrence canals between Lacolle and Prescott during 1887, but judging from the slow progress of the work, it will take at least six years to complete the St. Lawrence system to the capacity of the Welland. The different Boards of Trade both East and West, and the Western members of Parliament should at once take up this important matter, and represent to the Government the great necessity of completing the enlargement of the St. Lawrence canals at the earliest date possible. The present capacity of the St. Lawrence system is inadequate to the vast wheat shipments of the West for 1888. Were these canals enlarged, grain could be carried from this port to Montreal at the same rate as it is now carried to Kingston, thus saving at least two cents per bushel now paid to the St. Lawrence barges, besides the cost of transferring from lake vessels to river barges; the large class of lake vessels, 2,000 tons capacity, could then ply between this port and Montreal, making the transfer direct to sea going ships, and bringing a return cargo back. The vast quantities of American grain and flour exported to Europe from Duluth, Chicago and other American ports which now pass through the Erie canal via New York would find its way by