

front with a comparatively short rail haul, the consequence being that cars are in constant use instead of being tied up for weeks and sometimes months, with idle wheels, due to congestion of traffic at terminal points. In connection with the lake trade delays on the railways are carefully guarded against and are reduced to the minimum, the railways being in a position to secure better earnings from the use of their rolling stock for this short haul traffic than is possible with long haul business when congestion occurs.

It is hardly necessary to outline what would happen should anything occur that would make it necessary to turn this heavy tonnage over to the railways for carriage to and from the head of the lakes; the railway systems would be paralyzed and a condition arise that would bring disaster on the country. No better illustration could be given of the need of the waterways for the carriage of traffic and no selfish interests can be permitted to stand in the way of their further improvement.

The losses sustained by producers through the inability of the railways to take care of the business offered for shipment have been enormous and provision must be made for the handling of this trade. It is nothing less than criminal to urge increased production unless we are prepared to take care of the produce when it is offered for shipment.

LAKE ONTARIO TRAFFIC LIMITED.

Of the inland lakes, Ontario alone is not used extensively for water transportation. One might travel by aeroplane from Kingston to Hamilton without seeing a single cargo steamer, worthy of the name, on the lake.

We hope to see ocean vessels coming up the River St. Lawrence, entering Lake Ontario, steaming west and turning into Toronto Harbor, unloading part of their cargoes here, filling the vacant space with other traffic consigned to the head of the lakes, for distribution to the western section of the country and returning east with cargoes of grain and flour for the markets of the old world.

During the late war, splendid service was given by the railways of this continent but occasionally they fell down; it was the waterways that saved the freedom of the world and the way in which men and supplies were taken across the Atlantic was an achievement that should cause every man who has the welfare of the country at heart to forget petty jealousies and realize that what is good for the country as a whole is also good for them. The waterways proved the salvation of the country in the late war and the waterways will save us from heavy financial losses each year if they are utilized to the fullest possible extent for the carriage of traffic.

PROJECT NOT A NEW ONE.

The project for the construction of a deep waterway between the great lakes and the sea is not by any means a new one. One of the first propositions advanced called for the building of a canal from a point near Collingwood on the Georgian Bay to a point near Toronto on Lake Ontario, to be known as the Huron and Ontario Ship Canal. The late F. Chase Capreol of the City of Toronto gave the last years of his life and spent a great deal of money in the attempt to secure its construction. The proposition, however, did not meet with the approval of the people and after his death it was dropped. In more recent years three different propositions have been prominently before the people for consideration viz.—