

EASE OF ST. LAWRENCE DEVELOPMENT.

The expenditure involved in the development of the St. Lawrence waterway can be met, without the cost of a dollar to the public, by the value of the resulting water owners for industrial purposes. Mr. John Kennedy, C. E., in a discussion of this question at the Nomads' Club in Montreal, is quoted as follows:—

"There are companies to-day, who could take the St. Lawrence River with its water power and give us a free canal to Prescott." i. e. from Montreal to Lake Ontario.

So great in fact, is the demand for power in this section that one Company at the Long Sault Rapids has offered to place dams and locks for deep water navigation at this point, in return for the privilege of developing power; and for the use of the power thus produced this company, besides incurring all the expense of construction, has offered to pay to the Government an annual rental per h. p. per annum.

THE MERITS OF THE DEEP WATERWAY ARE ACKNOWLEDGED EVEN BY THE OPPOSING ORGANIZATION OF GEORGIAN BAY PROMOTERS (THE SO CALLED "CANADIAN FEDERATION OF BOARDS OF TRADE AND MUNICIPALITIES.")

Arthur J. Forward, Barrister, of Ottawa, states in a pamphlet in favour of the Georgian Bay Project, recently issued, "Canada's Can Problem and its Solution, a reply to the Toronto Board of Trade," (page 36):—

"The physical possibility of a deep waterway on the St. Lawrence is beyond doubt." and again, (page 10)

"There can be hardly any doubt that the St. Lawrence-Welland Waterway will, at some time or other, in the future, be enlarged as a matter of international convenience."

The significance of this grudging admission is that Mr. Forward is the Secretary of the organization referred to by Mr. John Kennedy, the veteran consulting engineer above mentioned, in the following extract of a report of a meeting of the national Canadian Society of Civil Engineers in Montreal. This organization, of which Mr. Forward is the Secretary, has assumed the name of "The Canadian Federation of Boards of Trade and Municipalities"; but apparently the only activity of the so called "Federation," and of Mr. Forward as its presumably paid Secretary, has been to sow broadcast throughout Canada, in the shape of pamphlets as well as in the public press, literature in favor of the proposed Georgian Bay Canal, and to organize deputations and to promote generally the interests of that project. The report of the above meeting is in the Montreal Star, March 17th., 1911, as follows:—

"Lively discussion of the Georgian Bay versus the Welland Canal schemes was aroused at the Canadian Society of Civil Engineers' meeting last night after Henry Holgate had read a paper calling for a careful study of transportation problems before committing the country to any one project. The feature of the evening was furnished when John Kennedy, the veteran consulting engineer of the Harbor Commission, declared that a prominent contractor