

opening of the Hudson Bay route would necessarily cause a revolution in the handling of traffic to and from the Canadian West, consequently we can readily understand the opposition which the project will receive from those whose interests lie in a different direction, but there is little doubt that, sooner or later, the Hudson Bay route will be opened for traffic and the western country will be in a position to reach the markets of the world at a very greatly reduced cost as compared with the charges at present imposed for transportation. The construction of the Hudson Bay railway is a necessity for the development of the Canadian West and it is to be hoped that the government will shortly see its way clear to take hold of this project and carry it through to completion.

Cheap transportation is essentially necessary for the development of trade, and the building of the Hudson Bay railway will materially lessen the cost of carriage between the Canadian West and Europe.

The heavy charges imposed for the carriage of grain from the west to Great Britain are due to the long rail carriage which is necessary in order to reach the seaboard. The rail haul to Hudson Bay would be a comparatively short one, consequently the railway tolls would be reduced to the minimum figure, while the ocean rates from Hudson Bay to Liverpool or other British port would be almost as low as from the Atlantic seaboard.

The Hudson Bay is not an unknown route as it has been used by the Hudson Bay Company for years, and it has been clearly demonstrated that it is available for the purposes of navigation.

Article 2—THE GEORGIAN BAY CANAL.

Some years ago when the Georgian Bay canal was mentioned it had reference to a proposed canal from Collingwood on the Georgian Bay to Toronto, a distance of about ninety miles, which was intended to cut off the long journey by way of the Detroit River and Lake Erie to Lake Ontario. The late Mr. F. Chas. Capreol of Toronto was the most consistent advocate of this scheme and practically devoted his entire time during the latter years of his life to exploiting this project. The citizens of Toronto, however, did not heartily endorse the undertaking, as they could not be convinced that the canal, if constructed, would be as serviceable as the existing route via Lake Erie.

The proposition at present before the government is of an entirely different nature. It is now proposed to utilize the waters between the Georgian Bay and Montreal by way of the Ottawa river, connecting the different waterways by means of canals. The citizens of Montreal are doing their utmost to secure the adoption of this plan, not so much for the benefit of Canada as for the welfare of that city. They desire to put an end to the idea of a canal between Collingwood and Toronto and believe that the most effective way to do this is to insist upon the acceptance of the project now under consideration. The Montreal people believe that the construction of a canal from Collingwood to Toronto, or the deepening of the waterways by way of the Welland canal and the St. Lawrence river would seriously affect their commercial supremacy, inasmuch as either of these plans would make it possible for ocean steamships to land their cargoes advantageously at the lake ports, consequently they are determined to use every effort to maintain the continuation of their commercial supremacy and in order to do this will bring every influence possible to induce the government to build the canal as suggested.

It is well to bear these facts in mind in considering this question. The people of Canada as a whole are not particularly interested in the welfare of either Montreal or Toronto, we are pleased to see the progress they are making, but are not prepared to advance the interests of either city at the expense of the balance of the country.