

chance to compete with the improved Erie it will have to be operated in conjunction with an enlarged and deepened Welland-St. Lawrence system.

WHAT THE FUTURE WILL DEMAND.

That not only will the improved Welland route, the Georgian Bay Canal, and all our completed and projected railways be needed to carry the products of the Canadian North West to the world's markets is something more than the dream of a dreamer. The hope rests on an assured foundation; it is neither visionary nor even unlikely. Between 1901 and 1906 the population of our three prairie provinces almost doubled and the yearly increase has been greater since then. The grain products, wheat, oats and barley, of the two newer provinces increased in the same five years from 19 millions of bushels to 54 millions, and as yet not five per cent. of the arable land is under cultivation. It is then no vain hope that Canadians entertain that their country is destined to be ere long the world's principal granary and surely we ought not to hesitate to make ready to carry those overflowing harvests to the markets of the world over routes which we will ourselves control.

WATER TRANSPORTATION REGULATES RAILWAY RATES.

But the determination to make their country commercially independent, however worthy, need not be the only motive impelling Canadians to improve their waterways. This improvement appeals as a business proposition; as an enterprise that will pay. Cheap transportation freight rates based upon fair remuneration for service rendered, not upon the rule "all the traffic will bear," is what we need and are entitled to demand. There is nothing that can so effectually curb the tendency of railway companies to exact