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FEASIBILITY DOES NOT SPELL ADVISABILITY. **F**EASIBILITY does not spell advisability—a project may easily be one but not the other. Regarding the proposed 14-foot channel from the Great Lakes to the Gulf of Mexico, an official report has been submitted to the United States Congress stating that it is quite feasible—at a price. But the price would likely be about \$160,000,000, not to mention \$7,000,000 for annual up-keep. All things considered, the report recommends an 8-foot channel as a quite big enough undertaking. And the Standing Board of Engineers for Rivers and Harbours (our democratic neighbours are strong on voluminous titles) are of the opinion that a 14-foot channel is neither one thing nor 'tother. "Such a depth", they say, "is greater than required for successful river navigation, and is less than required for economical lake or ocean navigation."

Upon the latter point a considerable body of Canadian opinion, too, seems agreed. This is evidenced by the growing advocacy of an uninterrupted 22-foot waterway from Fort William to Montreal.

CANADA'S WATERWAY ADVANTAGES.

IT is proof of Canada's waterway advantages that neither the proposed canal to the Gulf of Mexico, nor the enlarged Erie barge canal, is to take as large vessels as even now pass from Great Lakes to Atlantic through Canadian channels. New York State's expenditure of over \$100,000,000 upon the Erie canal is expected to secure only a 1,000-ton barge route; while cargoes of over 2,000 tons have come down the St. Lawrence to Montreal. Still, the opening of the new Erie is counted upon by New York shipping interests to largely offset Montreal's advantage in grain exporting. Both look to the future when the West's grain output will have increased many fold. The general Canadian attitude is indicated by the frank words spoken the other day by Hon. Frank Oliver, Minister of the Interior, to the Canadian Club of New York. He said:

"We're not dissatisfied with the amount of wheat from both Canadian and American producing areas that is being transported by the Canadian routes. But we shall not be satisfied until we have established the supremacy of the St. Lawrence route."

Nor is this actuated by any petty spirit of national rivalry. The upbuilding of Canadian ports and the strengthening of direct trade communication with

overseas customers are to be no unimportant factors in the Dominion's economic future.

Three views there are, broadly speaking, held by those who believe it is for Canada's general advantage to "establish the supremacy of the St. Lawrence route" from Montreal to the Atlantic. Common to the three, of course, is the need for continued extension of harbour facilities at the national port, and for further channel improvements between it and the sea.

PLANNING NOW FOR THE FUTURE. **C**ONFIDENT that all roads will lead to Rome anyhow, Montreal is perhaps not so exercised as are some other communities with regard to any one plan for facilitating navigation between it and Fort William. However, the question is a live one for Montreal and for the Dominion at large.

Solutions seriously advanced call for consideration on the part of business interests everywhere.

First, there is the view of those who hold that improvement of terminal and transshipment facilities is all that is urgently required. These claim that transference of grain from large vessels to boats adapted for present canal use—or to rail routes—is preferable to bringing lake vessels through enlarged canals. Second, there is the proposed scheme of a Georgian Bay ship canal. And, third, there is the much advocated plan of a deepened and widened channel via the Welland and St. Lawrence canals.

The choice is not one for Canada to make off-hand, even if considerations of public finance warranted any immediate undertaking—which they do not. There is danger in delay, say the impatient. But others may remind them that in affairs national, as in matters more personal, action in haste may mean repentance at leisure. What is called for, and that without delay, is organized and far-reaching enquiry. As yet there is no sufficiency of data upon which to base any intelligent choice of plans. Nor can the matter be decided from reports of engineers, relating to feasibility, comparative distances or relative cost. There are other considerations. Mileage gains may not have corresponding time advantages. Seasonal conditions may have important bearing, and insurance considerations must be kept in mind. Then, too, the origin and destination of through trade and the potential volume of local traffic are matters upon which the opinions of experienced shippers and business men must be determined and weighed.