

It will be seen that while there was an increase of 12,000,000 bushels in 1892, and every trunk line of railway increased their quantities, the canal fell off nearly 5,000,000 bushels. The Canal Superintendent admits that the competing railways can now carry as cheaply as the Erie Canal.

The gross tonnage of the Erie Canal, compared with that of the New York Central Railway, was, in

	Canal.	Railway.
1883.....	5,664,056	10,892,440
1892.....	4,281,995	20,721,752

Three tables are appended showing (1) the Montreal grain trade for the last 47 years; (2) Comparative receipts at Montreal by rail and canal; and (3) Receipts and shipments at five Atlantic ports compared with those at Montreal.

#### CONCLUSION.

The railways having revolutionized the conditions under which former canal enlargements have been undertaken, and our canals, instead of becoming an expected source of revenue, now promising to become a charge upon the public purse, it is clear that nothing more can be expected from Canada by her western neighbours than the completion of her unfinished and long-delayed enlargements.

The cost of the Canadian canal system between tide-water and Lake Superior, by the St. Lawrence route, will aggregate about \$60,000,000—a sum which, however great, is less than Manchester is now paying for a ship canal not half the length, and with but a fraction of the lockage, of the Canadian system, in order to compete with the oldest railway in the world. The Erie Canal has cost upwards of \$50,000,000, but has earned this amount in tolls and is now maintained a free canal, and railway freight regulator, at an annual cost to the state of New York of \$720,000.

It may cost as much more as Canada has already expended to carry a canal of the size needed for the largest lake steamer, with over 20 feet water, from Lake Erie to Montreal; but, what-