

abandon unrestricted reciprocity as a definite issue for two reasons. One was, it seemed calculated to wound the feelings of a majority of Canadians, who were loyal to the Empire, and who desired that no step might be taken which might cause strained relations with the Mother Country. . . . The second was that no tangible sympathy with, or support to their views was obtainable from any responsible party, legislative or executive, at Washington."

Of the present situation, which is more to the purpose, Mr. Longley says:

"It does not seem at all beyond the limits of reason that the Canadian Parliament might conceive the idea of equalizing the American tariff by imposing higher duties on articles which are most largely imported from the United States."

In other words, protection is coming to be recognized by politicians and Parliament as a necessity. Mr. Longley, as a recent convert to protection, expresses himself guardedly, but between the lines one may read a tacit admission that the day of free trade is past, and that the future prosperity of Canada depends very largely upon an adequate protection policy.

Our Canals and the Transportation Problem

BOUND up with the commercial development of Canada is the matter of transportation. It is no longer a question of where to market the immense wheat crops of the West, but of how to get that wheat to the seaboard. There are two means of transport—the railways and the steamboats. Last year the railways brought 550,000 tons of grain to the St. Lawrence, yet all through the fall there was a cry of wheat blockade and a shortage of cars. The most popular route, however, in the handling of Canada's crops is the combination of rail and water, such as that via Depot Harbor. The all-water route does not seem to hold the

favor that might be expected. Welland Canal showed a decrease last year of 100,000 tons, but on the other hand, all the St. Lawrence canals but one had very considerable increases.

These facts would serve to show that the most popular route is the most direct, and it may be naturally expected that the bulk of the transportation will in future be over the composite rail-and-water routes. There can be no doubt that the solution to the transportation problem would be the construction of a deep-water canal from Georgian Bay to Montreal, thus furnishing the shortest and most direct route possible. Modern commerce is looking for short cuts. Such a canal would cost \$72,000,000,—a big sum, but Canada has already expended a total of \$100,000,000 on her canals, along circuitous routes, navigable only for light-draft vessels. Nearly all of the Canadian canals must be deepened. The cost of our canals last year was just ten times the revenue obtained from them, but it is nevertheless an absolute necessity that the work of enlarging, deepening, and otherwise improving these water highways shall be continued until Canada has an adequate system of transportation that may meet the needs of the country and hold its own against the excellent system of our American neighbors.

Getting Acquainted With Canada

IT is reported that a party of British members of Parliament are to visit Canada this summer, their purpose being to tour the country and see what manner of place it is. Such a trip will without doubt do them good, and incidentally it will also be a benefit to Canada. British statesmen have heretofore shown a regrettable ignorance concerning Britain's premier colony, and it is encouraging that they are at last wakening to an appreciation of our importance. A visit to Canada will convince them, as it has convinced hundreds of others.