

Joining the Great Lakes to the Sea.

Nearly two years ago, it may be remembered, Congress passed an act authorizing the appointment of commissioners to make inquiry and report, after conference with such similar commissioners as might be appointed on behalf of Great Britain or the Dominion of Canada, concerning the feasibility of the construction of such canals as will enable vessels engaged in ocean commerce to pass between the great lakes and the Atlantic ocean, and the most convenient location and probable cost of such canals. Under this act a strong commission was appointed by President Cleveland, comprising James B. Ansell, of Michigan; John E. Russell, of Massachusetts; and Lyman E. Cooley, of Illinois. These commissioners have, after a careful consideration, submitted a report, which the President has transmitted to Congress with some suggestions of an appropriate nature. The conclusions arrived at by the commission are of high interest. The principal one is that it is entirely feasible to construct such canals and develop such channels as will be adequate to any scale of navigation that may be desired between the several great lakes and the seaboard, and to conduct through the same domestic and foreign commerce, and that it will be wise to provide for securing a channel of navigable depth of not less than twenty feet.

Passing on to details, the commission concludes that, starting from the heads of Lakes Michigan and Superior, the most eligible route is through the several great lakes and their intermediate channels and the proposed Niagara Ship Canal (Tonawanda to Olcott) to Lake Ontario, and that the Canadian seaboard may be reached from Lake Ontario, by the way of the St. Lawrence river, and the American seaboard may be reached from Lake Ontario by the way of the St. Lawrence and Lake Champlain and the Hudson river, or by way of the Oswego, Oneida, Mohawk valley and the Hudson river; that the alternative routes from Lake Ontario to the Hudson river require complete surveys and a full development of economic considerations to determine their relative availability and that a moderate control of the level of Lake Erie and of the Niagara river above Tonawanda may be justified in connection with the Niagara Ship Canal, the determination in this matter to rest on a full examination of the physical conditions.

The commission further suggests that the policy adopted should contemplate the ultimate development of the largest useful capacity, and that all works should be planned on this basis, and that the actual execution should conform thereto, except in so far as the works may, without prejudice, be progressively developed with the actual demand of commerce; that it is practicable to develop the work in separate sections and the several sections in part by degrees, each step having its economic justification, so that benefits shall follow closely on expenditure, without awaiting the completion of the system as a whole; that the completion of the system as quickly as it can be properly matured and economically executed is fully justified, and that the Niagara Ship Canal should first be undertaken, and incidentally the broadening and further deepening of the intermediate channels of the lakes, the same being in the logical order of development and also requiring the least time for consideration. In view of the magnitude of the interests involved, the report suggests that the exhaustive consideration of all physical conditions that may determine the effects of proposed works or influence the character or features of a design should be concluded; that this need not delay the inception of plans or the beginning of work, but is likely to bear upon the manner of their completion,

and that in view of the international character and relations of at least a part of the works that will be required, and of riparian interests involved, it would be expedient to make the examinations and projects and carry on the work through a commission that may be possessed of certain limited international functions.

For early specific action the commission suggests that complete surveys and examinations be made and all needful data to mature projects be procured for controlling the level of Lake Erie and projecting the Niagara Ship Canal, developing the Oswego-Oneida-Mohawk route, developing the St. Lawrence-Champlain route, improving the tidal Hudson river, and the intermediate channels of the lakes; that the collecting and reducing of existing information, supplemented by reconnoissances and special investigations, be continued until the general questions have been fully covered, and that a systematic measurement of the overflow of the several lakes and a final determination of their levels be undertaken, and it estimates that the complete surveys and investigations, with measurements of the overflow of the several lakes and full investigation of collateral questions, will cost not less than \$600,000 and require some years of time.

The President, in his communication transmitting the report to Congress, declares that the advantages of direct and unbroken water transportation of the products of our western states and territories from convenient points of shipment to our seaboard ports are plainly palpable, and that the report contains a demonstration of the feasibility of securing such transportation, and gives ground for the anticipation that better and more uninterrupted commerce through the plans suggested between the great west and foreign ports, with the increase of national prosperity which must follow in its train, will not long escape American enterprise and activity. He suggests to Congress the propriety of making economical provision for such further prosecution of the work of the commission as will more fully develop the information necessary to an exact and complete understanding of the subject dealt with by it, and this suggestion is one that deserves responsive consideration at the hands of Congress.

Silver

The Indian famine and the business conditions in the country have had a very marked effect upon the London silver market. The demand has decreased considerably, and according to the London financial newspapers, the price is only prevented from declining by the care shown by United States silver interests in not forcing supplies upon the market. The London quotation for bars was unchanged this week at 29-11-16d. per ounce. In New York commercial quotations were steady at 64½c. until Thursday, when the price advanced ½c. to 65c.—per ounce. On Friday the London price advanced 1-16 to 29½d. Prices on Jan. 22 were, London, 29½d.; New York, 64½c.

The Manitoba Assurance Company.

The annual meeting of the Manitoba Assurance Company was held in the company's head office, Livingstone Block, on Thursday, 28th inst., at 4 o'clock, the President, Mr. Agur, in the chair. A large number of shareholders were present or represented by proxy. The Secretary, Mr. Beck, read the notice calling the meeting, after which the president presented the report, which was unanimously adopted.

The business for the past year shows steady progress, although sixty-three losses were paid by the company during 1896.

Votes of thanks were given to the Manager, Accountant, (Mr. Holroyde) and staff, also to the Inspector and local agents. The following gentlemen were then elected as directors for the year: Messrs. Agur, Beck, Russell, Patton and Crotty. A meeting of directors was then held, when Mr. Agur was re-elected president and Mr. Beck, vice-president.

The above is one of the oldest companies in the province, and is well and favorably known throughout Manitoba and the North-West, and being a strong local institution it should receive the support of the insuring public throughout the West.

Imperial Sauce

E. L. Drewry, Winnipeg, has added to his list of manufactures a delicious sauce, which has been placed upon the market under the name of "Imperial Sauce." This sauce may be used with fish, steaks, chops, outlets, roast meats, game, soups, gravies, salads, etc. The sauce is claimed to be an aid to digestion, and it certainly makes a very appetizing relish. It is put up in neat bottles, appropriately labelled. Those who use sauces at all should try this home article, and they will find it equal to the imported. The name E. L. Drewry, on every bottle, is a guarantee that it is carefully prepared.

H. Shorey & Co.

WHOLESALE CLOTHERS,
MONTREAL.

All the material used in the manufacture of our clothing has been thoroughly sponged and shrunk.

Our workmanship is fully guaranteed, and a printed guarantee given with each garment.

Our goods are known to your customers and will be asked for.

For the coming season all of our Bicycle Suits & Spring Overcoats will be Rigby-Proofed, and no extra charge made for same.

Mercantile.

Stocks of merchandise of all kinds sold on commission. Merchants who are retiring from business and wishing to dispose of their stocks en bloc will find it to their advantage by placing them with us for sale. Business concerns of all kinds disposed of. Correspondence strictly confidential. Write for circular.

WM. GUY LIVINGSTON & CO.,

Merchandise Brokers, 462 Main St., Winnipeg