

to chance. It is, however, neither good business nor policy timidly to ask the Government to consider the deepening of the present route to a 22 foot channel, or to ask for a deepening of the Welland Canal without including the St. Lawrence Canals as a complete route. A twenty-two foot channel will attract only the local support of the communities situated directly on its route. An ocean waterway, the greater project, will appeal to every class and section. Ocean navigation through the lakes is, moreover, a new proposition; and as such, it will afford the Government a ground, if such be needed, for shelving the competing project which, by the Government report of 1908, has been shown to be impracticable.

THE REQUISITE DEPTH OF THE PROPOSED CANALS.

Regarding direct Ocean Navigation to the Great Lakes, Mr. J. E. Furness, the managing director of the large Furness-Withy steamship line, visited Port Arthur, Ontario, last June, and stated at the time that his company was considering the question of plying direct from Liverpool to Port Arthur in the coming year. This statement made when our lake and canal system allows a draft of only 14 ft., while the entire St. Lawrence from Montreal to the Sea will soon have a channel completed to a depth of 35 ft., shows how comprehensive are the terms "Ocean Ports" and "Ocean Navigation." The rapidly increasing size of all classes of ocean craft necessitates a development of not less than 32 ft., and with the impracticable Georgian Bay scheme removed from consideration, the great contributing financial values of the water powers along the present route will enable the Government to undertake without hesitation a development of that depth.

THE PROPOSED MOVEMENT.

To secure action at Ottawa would not be difficult. Governments welcome an organized expression of opinion which will relieve them from an embarrassing situation. A movement well concerted and sustained would materially assist the national administration in solving the question of inland navigation purely with a view to the public interest. Even more than was the case with the Hydro-Electric scheme the importance of the project will lift the supporting movement above politics, for the interests involved are manifold greater in extent and importance than those concerned in the power scheme. The present project, however, though vastly greater, is in itself much simpler than that scheme. In that case, opposing private companies were already in the field. They urged that the transmission of power at the proposed high voltage was technically impossible and that the project was commercially impracticable. In the face of these objections and of the difficulties of co-operation, involving large financial obligations of numerous municipalities, a deputation of 1400 was organized and waited on the Ontario Government in the interests of the scheme, which, at that time, was only a sectional or at best a provincial matter. In support of a national proposition, such as a large Ocean Waterway, appealing to the entire country, it is clear, from the interest already shown and the assistance proffered, that a deputation many times as large and representing practically all sections, can be organized with comparative ease. The mere fact that such a deputation would be organized, if necessary, should com-