

This waterway, if fully developed, would prove a safe-guard against excessive rates being charged on any railway that might parallel it."

The above estimate, it is understood, referred to a 6 foot waterway, but the exceedingly low figure would indicate that the cost of a 12 foot development would be very moderate.

THE PROPOSAL OF WESTERN WATERWAYS IS NOT A NEW ONE.

The proposal is not a new one, and has been before the Government, both as a government and a private undertaking. On Nov. 24th, 1907, a deputation appeared at Ottawa in connection with the St. Lawrence and Great Lakes Improvement, and on that occasion such a development West of Lake Superior was advocated by **Mr. Thos. Conlon** of Thorold, a member of the Dominion Marine Association and one of the oldest vessel owners in Canada.

Sir Wilfrid Laurier in reply to the deputation, is quoted in part as follows:—

"Personally I quite believe in the through waterway from Fort William to the Rocky Mountains, and already a beginning is being made by the Government in making the Saskatchewan River navigable from Edmonton to Lake Winnipeg."

The Government has completed a survey West from Lake Winnipeg and the press reports give the estimated cost of a developed waterway, covering the distance to Edmonton, as between seven and eight million dollars. The City of Prince Albert is developing a water power in the Saskatchewan River, and is constructing locks for navigation. This is mid-way between Edmonton and Lake Winnipeg, and covers the greatest obstruction in that river.

FEASIBILITY OF THE DEVELOPMENT OF THE ST. LAWRENCE- WELLAND ROUTE. OPINIONS OF JOHN KENNEDY, C. E., AND GEN. BIXBY, CHIEF OF U. S. ARMY ENGINEERS.

Speaking of this route, **John Kennedy, C. E.**, the veteran Consulting Engineer of the Montreal Harbor Commission, and an acknowledged authority on the navigation of the St. Lawrence and its connecting waterways, states: "The problem in its present shape, as I take it, is not an engineering one but one of trade and transportation. There is no obstacle in the way that cannot be overcome."

General H. Bixby, Chief of the U. S. Army Engineers, in whose department the matter falls, declared that the opening of the Great Lakes to the sea for ocean craft is merely a matter of money; there is no obstacle in the way that cannot be overcome. He also called attention to the fact that the investment involved in the construction of large vessels is so great that they cannot afford to pass slowly through long, narrow and confined channels, with their attendant dangers, and stated that the suggested improvements in the St. Lawrence would consist of six or eight dams creating small lakes through which the largest vessels would pass at practically full speed. By the suggested improvements, the number of locks would be reduced from twenty-one to eight or six, thereby effecting a great saving in time of transit. The corresponding proposed improvement in the Welland Canal would reduce the number of locks there from twenty-five to six, making this route