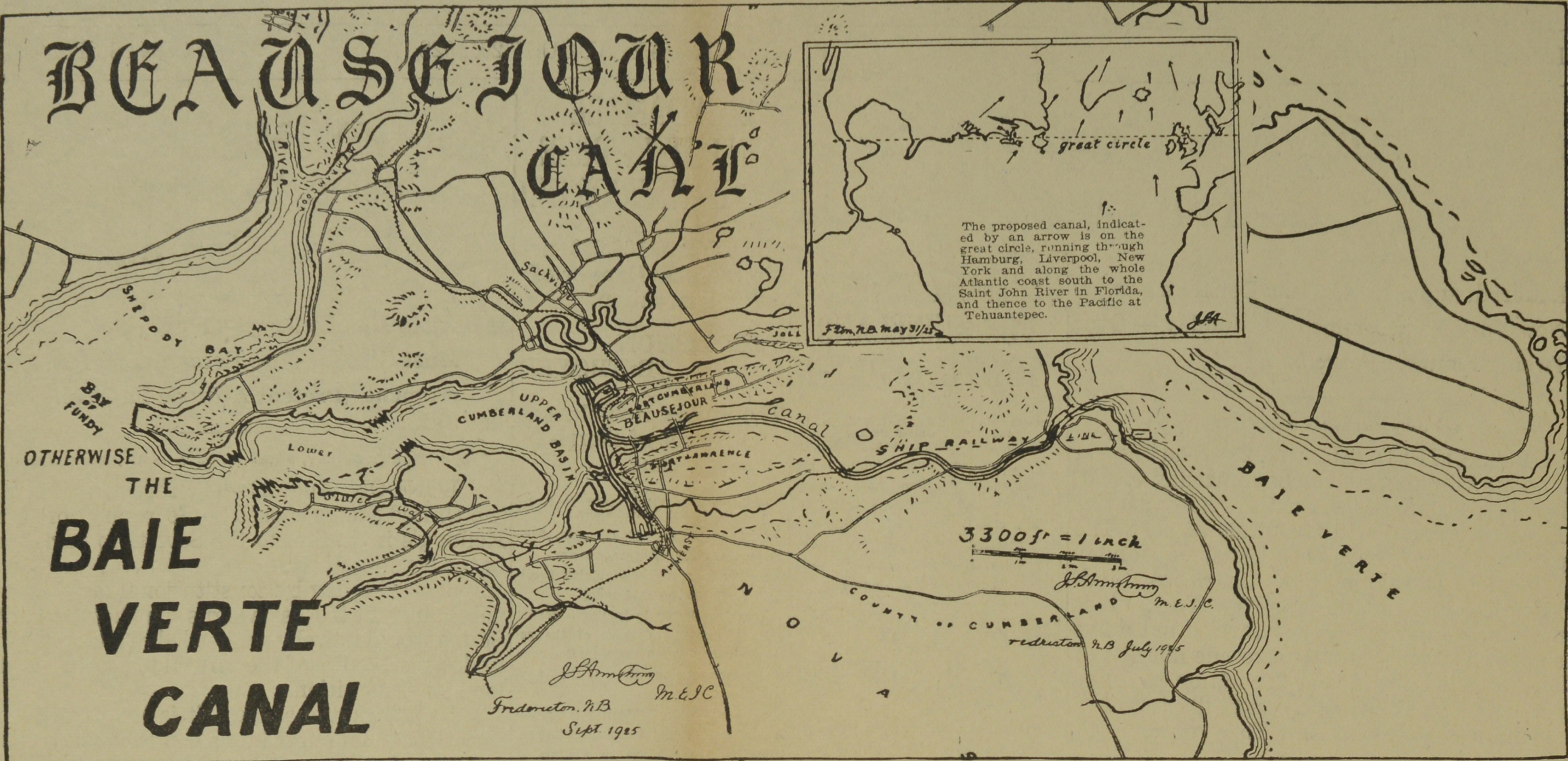


THE ST. LAWRENCE AND FUNDY CANAL HERETOFORE PROPOSED AS THE BAIE VERTE CANAL

Connecting the Gulf of St. Lawrence with the Bay of Fundy. As shown the line is run to give least work.No cutting—no rock—one level end-to-end. Curves would be widened and improved, 18 miles long. Shortest distance Montreal to New York. Saves 365 miles Saint John to Charlottetown. On Great Circle (sailing) Hamburg, Liverpool, New York.



(By J. S. Armstrong, M. E. I. C.)

Ontario, Quebec and especially Montreal have had the advantage of four canals ever since confederation. This includes the St. Lawrence channel which by reason of the continuous work done on it, it is practically a canal.

The canals at Confederation had cost the upper provinces a large amount of money but nothing has been charged for their use.

Immediately after confederation the Inter Colonial Railway was built by a circuitous route, not commercially favourable to the greater part of the Lower Provinces and especially not so to St. John and the greater part of New Brunswick.

It was built so for military reasons, because the Imperial authorities—guaranteeing the credit on which it was built—feared trouble with the United States had lately annulled the reciprocity treaties with the British American Provinces and showed a none too friendly feeling many of their people wishing to coerce the Provinces in a union with them.

The Fenian agitation was at its height and immediately after they allowed the Fenian Raid to occur without interference.

Access to Ocean.

The main reason the upper Provinces were anxious for Confederation was to gain unhampered winter access to ocean traffic. Commercially the provinces of upper and lower (as then designated) were often at logger heads and their legislature dead locked. The lower provinces or the Maritimes were in more happy circumstances. While they were beginning to feel the loss of the New England market they still had the sea routes and a great shipping, ship owning and lumbering business with no domestic quarrels to bother them.

It was otherwise with the upper provinces and their statesmen promised special freight rates, canals, tunnels, winter ports, and added commercial facilities.

The lower provinces were giving up their independant right to negotiate for the commercial advantages with the United States and the special rates were supposed to give them a large market on advantageous terms in the upper provinces. This market has not yet amounted to much to their advantage. In a large measure the promised advantage proved a delusion. However they went into the partnership. They assumed their share of the cost of the canals, their extensions, their upkeep and their mining expenses. Also their share of the railway expenses and bonuses together with all the expense of acquiring and developing the nor'west territories with comparatively little advantage for most of them.

Benefitted Ontario.

For many years the whole cost of

the Intercolonial and its running expenses seemed in effect to be charged against the Maritimes while in reality Ontario and Montreal were reaping the great benefit and for a considerable time the preferential freight rates were withdrawn from maritime shippers.

Since the maritimes entered the partnership the nor'west territories have been purchased and formed into the provinces of Manitoba, Saskatchewan and Alberta with still other territories unorganized and British Columbia has joined the partnership all at the price of the great railway systems, and while they are claiming all their natural resources Ontario and Quebec have been given vast areas of revenue producing lands with wealth untold in mines, forests, water powers and arable lands. Added to these are still greater canals and inordinately low freight rates on the railways.

N. Y. Outlook Quoted.

According to The Outlook, of New York, some time ago, it was stated that "The Kansas export rate on wheat to Galveston is 230 per cent. of the Canadian rate, for the same distance, to Lake Superior."

Without these free canals the Prairie farmers' grain rates would have been more than double.

The rate, too, to Vancouver and the Pacific have been made extremely low.

While the Maritime Provinces were left in the soup—their special rates being taken from them. Their ship-building and ship-owning industries died a natural death, with the advent of steel and the steamship. Their manufacturing plants were merged in those of the Central Provinces, and were moved awa to points nearer the more extended or distant markets. The National Policy made it impossible for them to obtain exemption from disabling duties imposed by the United States. Their banking facilities were curtailed by the removal of the management to a distance. By reason of their loss of shipping their trade with Great Britain and the West Indies was reduced and through "the great fire" in Saint John it lost a great part of its capital, and so had to go into smaller business.

But above all the Lower Provinces have been drained of a great part of their wealth of young, intellectual and educated men, to help run the colleges and the businesses in every district from Montreal to Vancouver.

They have had none of the benefits of extended territory, with untold wealth of the forest and the mine—its water powers and its new free lands.

By a great push they have gained some of the benefits advised to be given by the Duncan Report. When that is implemented there will be more improvement, but it by no means

balances the debt of justice due the Maritimes.

Yes, we are sick, but not down-hearted. We will recover. Other generations will follow. We will regain our banking facilities. We will in a measure drop the lumbering business. We will learn how to produce for export, and how to take advantage to our position on the highways of the world.

There are several things the Maritimes have the right to ask for—things of far greater real value to them than the belated return of favorable inland freight rates. Among these are two canals—insignificant in extent and cost but with immense potentialities. The one is the Saint John River Canal—1400 feet in length from high-water mark at the head of Saint John Harbor proper to high water in the River Saint John (both points being within the bounds of the Saint John Harbor Commission) but opening up 400 miles and more of ocean traffic-ways, by avoiding the tortuous channel, and the reversing falls, at the mouth of the river.

This canal, with its approaches, when adequately constructed, will open up the finest wet dock in the world; render terminal construction possible, at half the cost, as compared with the tide-way-make available, at once, 50 miles of waterway, capable of serving the largest merchant ships afloat; opening 200 miles of further waterways to medium-sized vessels at little extra cost for improvement; and the rest of the above mileage by easily constructed canals. It would open up the whole of the centre of the province of New Brunswick to ocean traffic and to world industries. And it is right on the greatest highway on earth.

Then there is the St. Lawrence and Funday Canal—if possible, a greater possibility still. It will connect the waters of the Gulf of St. Lawrence with the head of the Bay of Fundy.

Not a Flat Map.

The world is a globe and no flat map (especially by hemispheres) can give a true idea of flying or sailing distances and directions over an extended area.

"A great circle" like the equator (whose plain cuts the earth into two hemispheres) can be run in any direction round the earth to cut through any two points and it indicates the shortest flying distance between them and any other points it may touch. This St. Lawrence and Funday Canal is on a great circle that passes through Hamburg, Liverpool, New York and all down the Atlantic Coast to the Saint John River in Florida, continuing to the Pacific Ocean at Tehuantepec—the proposed terminus of the Eads Canal project.

From casual study of the map one does not realize that St. John, N. B. is more than a thousand miles nearer the Panama Canal and any point in

South America than is Vancouver. That it is nearer any point in South America than England is and nearly as near South African ports. So this Canal is on one of the greatest highways of the world.

Can Be Enlarged.

And the beauty of it is that the canal can be made of any size required, when required.

It can be opened for moderate traffic with two ordinary locks, one at each end, drawing sufficient water supply from the drainage of the 50,000 acres of marsh that can be improved and reclaimed, and from the rivers in the district. Later, when enlarged, and the traffic increased greatly, it will be necessary to add twin balanced hydraulic lift locks at each end.

As to the canal proper, it may be a matter of dredging and embanking from end to end, but it will be advantageous to excavate a mile, part of which will be in rock.

The double line shown on the plan is run so as to avoid all rock, and practically all cuttings of any appreciable dimensions.

The canal will bring the shipping through summer seas, largely free from fog, and from dangerous coasts and heavy storms, for from seven to eight months in the year.

Special guides can be arranged so that there will be no dangers, or delays, in the Belleisle route, fog or no fog—and the fog in the Bay of Fundy does not count, for there are next to no wrecks ever heard of there, the tides run so true up and down the coast.

The canal scheme is a combination of the Baie Verte Canal and the Chignecto Ship Railway. It has the advantage of being capable of enlargement to any size. The Ship Railway would have carried vessels of 1000 tons register at a very cheap rate, but, as planned by the writer, the canal can have all the advantages of

both schemes at little greater cost. It is only 18 miles long, without the branches, and it is situated within fifteen miles of the 200,000 horsepower development of the proposed Petitcodiac hydro electric.

It will make Sackville and Amherst ocean ports, and possibly build a great city between.

It will shorten the distance from Charlottetown to Saint John by 365 miles.

It will shorten the distance from Montreal to Boston and New York immensely, avoiding all the dangers of the wide Atlantic.

It will be on the direct run from Montreal to the West Indies, etc.

It is of so great importance to Canada and a great part of the world that the Senate of Canada should appoint a committee, to continue through the recess, to look into all the facts and phases of the work, and all collateral plans and proposals; and to gather additional information relating in anyway thereto.

So that the canals may be brought to the notice of the public in the most favorable way.

J. SIMEON ARMSTRONG,  
M. E. I. C.

Fredericton, N. B., August 26, 1928.

GETTING TO WORK

My pencil's dull; besides I think I've really got to have a drink And while I go to get the drink My pencil being dull, I think I might as well go down the hall And get it sharpened first of all In just one trip I'll do it all One little journey down the hall.

For how can anybody think Or try to work, who needs a drink? I'm positive that one and all Would start by going down the hall. —MARNE, in the New Yorker

BILLY HAD TO WONDER IF SHE REALLY SAW 'EM

(New York Sun.)

Billy sat on the porch steps very straight and very proud. Gone were his childish linen shorts; gone were his baby socks. Billy was growing up! He wore trousers (like a real boy's) of a grayish mixture with a smart buckle above his stockinged knee and a leather belt. His blouse, too, was of a newer, older cut; and he had a tie. The trousers, however, outshone all the rest of the new outfit in Billy's eyes and he patted them fondly.

A lady acquaintance passed by and nodded pleasantly to him and his aunt who sat beside him. As soon as she had gone, Billy pulled his aunt's arm eagerly and whispered, "do you s'pose she noticed 'em?"

ODE TO A LOVER

Where anglers lure the speckled trout And days pass lazily, 'Tis there my lover roams about And roaming, pines for me.

But it is best these things should be Though I must do without; For while he's there, he years for me— While here, he yearns for trout.

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CITY OF FREDERICTON Notice of Sale of Lands

Notice is hereby given that, pursuant to the provisions of the City of Fredericton Assessment Act 1926, there will, for the purpose of satisfying the arrears of City taxes, for the years mentioned hereunder, made and assessed against the parties hereinafter named, unless the several sums due, together with the costs of this notice, are sooner paid, be sold at Public Auction in front of the City Hall, in the City of Fredericton, on the sixth day of October, A. D. 1928, at eleven o'clock in the forenoon, the lands and premises owned or occupied by the respective persons hereunder mentioned and set opposite their respective names.

Property to be Sold.	Name of Person Assessed	Arrears for Years	Total Due
Lot corner King Street and Taylor Alley, 40 ft. on King Street and 109 ft. on Alley	ROY H. McGRATH	1925-1926-1927 Interest	.....\$740.42 ..... 79.06
Farm on east side Maryland Hill Road, known as the Cameron Farm, containing 75 acres	ARTHUR S. TYLER	1925-1926-1927 Interest	.....\$221.59 ..... 27.96

Dated the 31st day of July, A. D. 1928. FRED I. HA VILAND, City Treasurer.