

The climax of these two achievements was reached when in 1884-5 the "Soo" Canal, built by the speaker, showed the greatest tonnage transit of any artificial water-way in the world, first exceeding the Suez, at that time, and now showing more than double the annual traffic passing the latter. During the same year the elevated railway system of New York City carried more passengers than any other railroad of whatever length in the world, having then or since exceeded two hundred millions a year and three-fourths of a million in a single day.

Now this same engineer proposes to crown his record by developing the longest system of inland water-ways in the world, for which he finds that Canada offers the opportunity, and he publicly states that if reasonably supported by the Provincial and Federal Governments, he will within five years bring into operation a combined system of railway and water-ways the equal of which will not exist on the globe. He holds the position of chief engineer for 400 miles of the trunk line which crosses the Province of Ontario and for which a provincial charter is being utilized. He is also chief engineer for a corporation chartered by the Dominion Government which is to connect over 10,000 miles of rail and water-ways in North-Western Canada with the St. Lawrence Basin, and the railway system of the continent.

It is in relation to this new departure that in his address Mr. Harvey invited the students of the profession to be ready for great opportunities in their line while the 20th century is yet young, and before his active life may terminate.

The Ontario Government has published a very able report upon the section of the route in this province, made by its special commissioner, W. A. Charlton, M.L.A., and as an annex to it, is attached a map showing the proposed inland water and rail transit to connect with three oceans and designated as the "Harvey route."

We will add that Mr. Harvey was the engineer referred to in his address, the neglect of whose plans has already cost the State of New York over one hundred and fifty millions of dollars, with the end of loss not yet in sight.

CANADA'S ENGINEERING PROGRESS.

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A few days ago an extremely interesting paper on "The Conjunction of the Nineteenth and Twentieth Centuries from an Engineering Standpoint" was read before the Engineering Society of the School of Practical Science by Mr. Charles T. Harvey, C.E. The high place Mr. Harvey holds in his profession gives his paper a rightful claim to more than passing notice, and, if space permitted, we should gladly reproduce it. Upon his young hearers,