

From the Annual Report of the Buffalo Merchants' Exchange for 1897 :

"The transportation problem is ever with us, and is indeed the problem of the age, inasmuch as the margin of profits in all kinds of business is cut to the vanishing point ; it is evident that a slight discrimination in freight rates, make or unmake any business and make or unmake any town, city or State. Thus are we as a State, city or individual at the mercy of our transportation companies. * * * It is a matter of regret that the recent appropriation for the enlargement and improvement of the Erie canal has been found to be insufficient for the undertaking and that a delay in its final completion is imminent. WHATEVER SUM is found necessary to complete the work and bring the canal to its highest state of efficiency should, and no doubt will, be promptly voted by the people, as was the original sum, and this Exchange will as ever, be found a staunch advocate of such a measure."

Reason Three

Because the route by way of the Trent will be the shortest between the Great Lakes and tide-water.

Description of Route.

In the first place it is a misnomer to call the Trent Route a canal, as almost the whole distance from Lake Huron to Lake Ontario is through lakes and rivers or on flooded reaches. The length of the route from Lake Ontario to Lake Huron is about 200 miles ; when completed it is expected that only about 20 miles of this distance will be actual canal. Where canalling is necessary the prism of the canal has a width of 50 feet on the bottom with side slopes in earth of 2 to 1, and in rock $\frac{1}{4}$ to 1. The slopes in the earth are protected by broken stone placed in a notch cut into the slope.

The standard size of the locks is 134 feet long, 33 feet wide, with 6 feet of water on the sills—though all the lands bought so far for canal purposes have been surveyed and laid out to allow of eight feet of water on the sills of the locks. To make all the works so far constructed of the same capacity, would only mean holding the water two feet higher on the sills of the locks by means of extra stop logs placed in the dams, and a slight extra expenditure for the purpose of adapting the present works to the increased depth of water,