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J. KENNEDY, Vice-President, in the Chair.

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AN ENLARGED WATER-WAY BETWEEN THE GREAT
LAKES AND THE ATLANTIC SEABOARD.

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The object and scope of this paper should be clearly stated at the outset. The object is to discuss the question of the feasibility of making an enlarged water-way from the great agricultural and manufacturing centres of the West, bordering on the Great Lakes, and tributary to them, to the sea ports on the Atlantic, and to the commercial ports of the Old World.

By an enlarged water-way is meant one capable of transporting freely, and with the least possible delays, the largest freight carriers now to be found upon the Great Lakes. Any project for a commercial route that will not transport economically and with speed vessels weighing, with their cargoes, 5000 net tons, with a draught of 20 feet, will be at once eliminated from this discussion. It would be a waste of time and of public thought to propose, or even dwell upon, any project that is not fully abreast of the commercial times. Again, let it be understood at the outset, that no narrow channel, even with the draught of 20 feet, is to be considered as at all adequate for the wants of commerce, or in consonance with the principles of this discussion. Careful and thorough investigation, comparing the cost of transportation by the present methods of rail and barge and ship canals, has made it evident that nothing but unrestricted channels of the very largest dimensions for laden vessels of large tonnage will at all compare with the celerity, economy and other and numerous advantages of transportation by rail, particularly in the United States and Canada.

A glance over the history of the last half century will show that all water-way channels of an artificial nature have been far behind the demands of the rapidly increasing commerce and tonnage of vessels of