

nor any recommendation to instal a gas producer plant for operating purposes, in order to conserve the entire precipitation throughout the year for locking purposes.

On this route there would be no compensating power advantages, and with its great length of confined channels and its numerous curves, the time of transit would be too great, and the insurance problem exceedingly difficult. An alternate route via the St. Lawrence River and Lake St. Francis to the Hudson River, also fully discussed in the 1900 Report, showed an ample water supply for lockage; it was, however, 208 miles longer than the Oswego project and required development in the St. Lawrence along boundary waters for a considerable distance through exclusively Canadian territory; on which, as well as on other grounds, it was dismissed from consideration.

A New York connection via the Richelieu River, below Montreal, and the Chambly Canal and Lake Champlain to the Hudson, was declared by Senator Townsend, in response to a question in the United States Senate, to be a very desirable route to New York, once the St. Lawrence was opened for large vessels. Such a route would, indeed, be preferable to any other projected route to New York. It could, however, carry only American traffic. It could never become a channel of European commerce.

THE FORMER PET ARGUMENT OF GEORGIAN BAY PROMOTERS GOES BY THE BOARD.

The argument, formerly a favorite with Georgian Bay advocates, that their proposition would give an All Red route to our Northwest via the Upper Lakes, has been well nigh abandoned. It was claimed that, in case of difficulties with the United States, this would be a protected route to our West. It would, however, be a protected route only as far as Georgian Bay; in Lake Huron and Superior, it would be, on the contrary, quite exposed; and in any event, in case of hostilities, though these are unthinkable, passage to vessels would be barred at the Soo. The only traffic securely served by the Georgian Bay Canal would be such as originates in the vicinity of that bay. The railways now in operation from ports on Georgian Bay could accommodate many times the freight originating there; and in any event, navigation by that route would be limited to about six months in the year.

Two protected connections would be afforded by the Canadian Northern and Grand Trunk Pacific Railroads through the hinterland of Ontario.

NECESSITY OF SPECIAL DEPARTMENT OR COMMISSION TO REGULATE AND CONTROL MATTERS IN CONNECTION WITH THE INLAND WATERWAYS.

The development and improvements in railway transportation have been so great as to divert attention from an adequate use of the opportunities that nature has given us in our inland waterways. Our railways, notwithstanding this development, have not met the demands of transportation. It is due to the people of Canada that the question of inland navigation be carefully studied and that a scheme of development commensurate with the needs of the country be evolved and