

The objection that applies to making a ship canal in the State of New York, between Lake Erie and the Hudson River, would have still greater force when applied to the Ottawa route.

It has been said, and never successfully controverted, that if the Erie were to be made a ship canal, no ship would ever pass through it, as a commercial proposition.

As the Ottawa route would be about 100 miles longer than the Erie ships would be still less likely to use it.

If it is going to cost \$101,000,000 to make a barge canal for 1,000-ton boats out of the Erie, where more than half the distance will be in natural channels, it could not cost less than \$150,000,000 to convert the Ottawa route into a bargeway of equal capacity, and to make it large enough for the big lake ships, it would cost fully \$250,000,000.

As to the Trent Valley proposition, there is little to say. It will suit the purpose of local traffic, and will, to a certain extent, serve as a regulator of rates of freights in its neighborhood; but it is too long and crooked, and there must be too many locks along its route, to make it available for ships.

If, however, a connection is to be made from Lake Simcoe to Georgian Bay, it should be so built as to enable large ships to come up into Lake Simcoe, and thus serve a double purpose.

One very short portage, operated by water power, would suffice to raise (or lower) ships between the Huron and Simcoe Lake levels. By thus forming a link in the short cut to Lake Ontario, both purposes would be served. Barges would then be saved the trouble and expense of descending to Georgian Bay and returning therefrom, because ships could be loaded or unloaded upon Lake Simcoe, at the place where the Trent Valley line would meet that lake.

Any grant of aid, from the Dominion, to the greater waterway could be conditioned upon the completion and successful operation of this piece of work. This course would assure the government against any risk or doubt of the availability of the new methods for raising and lowering ships, that are to be exploited thereupon.

The government would, meanwhile, be spared the necessity of spending money upon this part of the Trent Valley program, and afterwards from the burden of maintaining or operating works that might not return sufficient income to cover such outlays.

The short cut waterway would also afford opportunity for Hamilton Toronto, Kingston, Brockville and Prescott to establish commercial equality with Toledo, Sandusky, Cleveland, Erie and Buffalo. No other route can offer like advantages to these and their neighboring ports on lake and river. Surely, they are entitled to consideration, when Canadian commerce is to be considered.

Lake Erie has been in the lead long enough. Let Lake Ontario and the St. Lawrence now come to the front.