

" 12. The iron industry and other mineral resources; the deep waterway as a factor  
" in their development.

" 13. Pulp industry and the possibility of development.

" 14. The tendency to manufacture at the base of supply; the possibilities along  
" the route of the waterway where raw material that cannot be transported by rail at  
" a low rate is available. The easy development of large water powers at dams, for  
" manufacturing purposes.

" 15. New territory opened in the North-West and the requirements to move the  
" grain crop in the future to open market; the cost of transporting wheat from im-  
" portant centres in the North-West to head of Lakes.

" 16. Storage at the head of the Lakes and the sea board; extent of terminals  
" required.

" 17. Markets, general statistics, synopsis of history of deep canals; their trade  
" development.

" 18. Generally speaking, the commercial feasibility of the proposed waterway."

The Canal  
Revenue.

**64.** It is manifestly most difficult to estimate with any accuracy the revenue which would be likely to be earned upon the proposed Canal; just as it is impossible to measure the indirect advantages to Canadian trade.

Who, for example, could possibly have foreseen that the tonnage of freight passing through the Sault St. Marie Locks would have risen from 1,321,906 tons in 1880 up to 9,041,213 tons in 1890, to 25,643,073 tons in 1900, to 62,363,218 tons in 1910, and probably to more than 80,000,000 tons in 1915.

What is true of the Canadian and American Locks is equally true of the Suez Canal.

The advisers of the British Government were so doubtful of the traffic that they advised the Government to refuse to purchase shares which the Government was glad to buy later at a much higher price—shares which show now a very great profit to the British Government.

The Canal  
Traffic. The  
Company's  
Reports.

**65.** During the years 1911, 1912 and 1913, the Company's engineers and staff in Ottawa devoted very careful attention to the collection of statistical information as to the movement of grain in Canada, and the carriage and distribution of various products to and from districts which the Canal would serve. They also examined various proposals and designs for hydro electric plant upon the route of the Canal.

The result of these investigations and surveys was embodied in the following reports:

November, 1910.—A Report upon the grain statistics of Canada and the United States, with diagrams.

November, 1910.—Report upon the cost of carrying wheat from Chicago to Montreal and New York by all the existing routes and various proposed routes.

W.L. Mackenzie King Papers  
Memoranda & Notes

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