

IMPORTANCE OF WATERWAYS

New York State Will Do Much To Get Great Lakes Traffic

"The Canadians are thinking and planning in terms of empire and of decades rather than in terms of provinces and a single year.

"They say their three prairie provinces and the hinterland to the north will become the world's granary, and the fact that Canada is already in fifth place among the world's wheat producers and is rapidly advancing to fourth place may indicate that the claim is not without basis. Also, it is a fixed policy with an increasing number of Canadians to keep Canadian commerce in Canadian channels. But commerce pays little attention to political boundaries and political walls.

"Rather, especially in commodities necessary to human happiness, it follows the line of least resistance, the channel that provides the lowest rates, the maximum facilities and the highest speed, and in this view of the situation our line of action is clear," said Mr. Frank S. Ellsworth, of Rochester, at the New York States Waterways Association's Convention.

"Not a sod can be turned, not a foot of steel rail can be laid, not a foot of power transmission wire can be strung in Canada west of the province of Ontario without positively or negatively affecting business in the state of New York.

Exclusively of Agricultural Products.

"That portion of the Canadian traffic in which we are particularly interested comes down the Great Lakes. It is, and for many years will be, composed almost exclusively of agricultural products, while the westbound tonnage will be made up very largely of coal and manufactures. These agricultural products consist almost wholly of wheat, oats, barley and flaxseed, and the traffic originates in the three prairie provinces of Manitoba, Saskatchewan and Alberta.

"And various projects of Canadians, if carried out, would exercise a profound influence, their promoters believe, in regulating freight rates and would also make possible water shipments from near the base of the Rocky Mountains and the edge of the Arctic snow to the Great Lakes and the sea-board.

"Two of the projects are more or less directly connected with the project for a steamship line from Port Nelson, on the west side of Hudson Bay, to England, and the building of a railroad from the Canadian Northern at Le Pas to Port Nelson, as an additional outlet for the western grain.

"Coming down the Great Lakes the first important point the grain vessels pass after leaving Thunder Bay is St. Mary's River, with the city of Sault Ste. Marie, Ontario, on the eastern shore, and another city of the same name on the Michigan shore. On the eastern side is the single Canadian canal and lock, and on the American side is the American canal and two locks. Through these three locks in 1912 there passed 72,472,676 short tons of freight, enough to fill to capacity 2,415,755 30-ton box cars.

"In 1912 the traffic through the American locks was 45 per cent. of the total freight, 55 per cent. of the total net registered tonnage and 44 per cent. of the total number of passengers carried.

Ships and Cargoes Increase.

"The changes in the dimensions and carrying power of freighters on the Great Lakes within 15 years has been notable.

"The first freighter over 500 feet in length appeared in 1904, but the next year there were 23 of them, and the

number has steadily increased, 139 vessels more than 500 feet in length having passed the Soo in 1912. Four freighters more than 600 feet in length passed the Soo in 1907, and five years later, in 1912, there were 12. A freighter 625 feet in length is under construction at Port Arthur, and plans for others are either being executed or are under consideration. It is believed that the 700-footer will appear in the near future.

"No cargo of more than 10,000 tons appeared until a single ore vessel with such a cargo came down the Lakes in 1904. In 1912, of the 735 freighters, 362, or 49.2 per cent. carried maximum cargoes of more than 4,000 tons, and 125, or 17 per cent., carried more than 10,000 tons, and 29 carried more than 12,000 tons.

"There are three locks at the Soo, two on the American side and one on the Canadian. On the American side a third lock is well advanced toward completion and a fourth is being built. Announcement has been made within six weeks that the Canadian Government has taken steps to secure land for another ship canal and lock on the Canadian side.

"This new Canadian lock will be between the present lock and the river. It will have a depth of 31 feet over the miter sills and be so arranged that the depth can be increased to be 35 feet without disturbing the lock. The cost is estimated at \$20,000,000, and it is planned to have the work completed by the time the new Welland Canal is ready for use, or in about four years. It is worth while noting here that the lock depth of this ship canal is to be the same as that of the new Welland Canal. Possibly it is a part of some general plan of the Canadian department of marine and fisheries to supply a channel of 35 feet in depth from deep water below Montreal through to Fort William in furtherance, perhaps, of the hope that some day ocean-going ships will load at the Lake Superior ports and cross the Atlantic without breaking bulk.

"The Canadian grain receipts at Buffalo for the crop year ending with August 31, 1912, were 148.5 per cent. greater than in 1909, and during the past four years Buffalo was the only one of the American lake grain ports that showed a steady and regular increase from year to year.

"Now as to the Atlantic ports from which Canadian grain was shipped. Speaking only of wheat, the ports were Portland, Me., Boston, New York, Philadelphia and Baltimore. The period covered is the six years ending with 1912. Portland, in 1912, showed an increase over 1907 of 5.26 per cent. in the amount shipped; Boston, 36.23 per cent.; New York, 453.67 per cent.; Philadelphia, 476.18 per cent.; and Baltimore away south and with an all rail haul from the Great Lakes, 1,343.85 per cent. In the first place, the small increases in the Portland and Boston tonnage constitute a sufficient answer to the Dominion Marine Association's assertion that the Canadian Pacific is deflecting shipments to those ports; and in the second place that New York, even with her 22,566,120 bushels of Canadian wheat in 1912, and her 453.67 per cent. increase in five years, is not holding her own in the trade, especially when it is considered that in 1912 Baltimore handled 1,239,793 bushels more Canadian wheat than New York did in 1907."

MARITIME PROVINCES USING GOVERNMENT RAILWAYS.

The authorization of the minister of railways for the purchase of additional rolling stock is an indication that the equipment of the government railways is insufficient to cope with demands resulting in some degree from the changes in the United States tariff. These will be of benefit to the farmers, lumbermen, fishermen and lime manufacturers of the Maritime provinces of Canada. The price in the rural districts of New Brunswick jumped in less than a week from 75 cents to \$1.20 per barrel, and 25 carloads were shipped over the Canadian government railways billed to New York after the new tariff went into effect, suggests an agent of the Canadian government railways.

The removal of the duty on lumber will be of great benefit and will mean an increase in this trade. The eastern provinces in the past had a large trade in lime with the United States, but a duty was imposed which practically closed the market. This duty has been reduced and it is believed that shipment from these provinces will be resumed.

Everyone knows the history of the fish business: with a large catch down would go the price in South America and Southern Europe and only when catches were small did the people get a fair price. The markets were restricted; in a very few years from now it is probable the half of the annual catch of cod fish will find its way to the United States market. Part of this will go in salt bulk form, some will go fresh in refrigerators, and the rest will go as boneless, shredded and other similar forms. The old manner of disposal will be practically changed.

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