

1825, and the Welland 1824-1829. The Rideau canal was constructed by the Imperial Government about 1834, and was a way by which immigrants came up to Canada West, until the enlargement of the St. Lawrence canals in 1847 permitted direct passage up the river to Kingston. Our canals and river service have been eclipsed as a passenger service by our railways, but for slow and heavy freight, water transportation is still everywhere preferred on account of its superior cheapness. The initial cost of these canals has been about \$97,000,000.

To-day we have in existence a great freight route from Port Arthur and Fort William to Lake Erie, by way of the Sault Ste. Marie canal. We have schemes for enlarging our canals on the St. Lawrence system, and for a new Welland which will allow large ocean freight steamers to come right up the river and through the Great Lakes up to the head of navigation at Port Arthur and Duluth on Lake Superior. *This would, of course, cost immense sums of money, but it would be well worth all it costs us to be able to send our grain, etc., from Port Arthur to Liverpool without transshipment. The expense of transshipment is very considerable, and various delays are involved. No doubt there will finally be adopted some comprehensive scheme of canal construction, but just at present Canada has many ways in which to expend her borrowed money.

Roads.

The roads of Canada before the time of the railroads ran back from or alongside water routes, or often formed portages between two spaces of water communication. Thus in Upper Canada main roads run for the most part north and south, except the great east and west road which runs along the St. Lawrence and Lake Ontario west to Goderich. With the exception of a few of these principal roads, the highways throughout the Province of Ontario, as well as

*Vessels of 15,000 tons belonging to the United States Steel Corporation now bring down ore from Northern Michigan and Wisconsin to Erie and Buffalo. The chief hindrances to navigation are between Buffalo and Montreal, and the deepening of the Welland Canal and the St. Lawrence canals would remove these hindrances.