

Great Lakes to the Sea

The progress reports of the Lakes-to-Ocean Movement of the Great Lakes-St. Lawrence Tidewater Association divides the work up into three necessary stages in the movement for connecting the Great Lakes with the ocean. The first is the "Diplomatic"—accomplished in 1919; the second is "Investigation"—in progress during 1920; the third is "Development of Public Sentiment"—culminating in 1921.

The form of the work and the conditions under it are given in a series of questions which are so worded as to bring out the main points in an argument for the use of the waterway. Among these questions are the following:

Under what general method of procedure and in what general order shall the various physical and administrative features of the improvement be carried out?

Upon what basis shall the capital cost of the completed improvement be apportioned to each country?

Upon what basis shall the costs of operation and maintenance be apportioned to each country?

What method of control is recommended for the operation of the improved waterway to secure its most beneficial use?

Will regulating Lake Ontario increase the low water flow in the St. Lawrence Ship Channel below Montreal? And if so, to what extent and at what additional cost?

To what extent will the improvement develop the resources, commerce and industry of each country?

What traffic, incoming and outgoing, in kind and quantity, is likely to be carried upon the proposed route both at its inception and in the future? Consideration to be given not only to present conditions, but to probable changes therein resulting from the development of industrial activities due to availability of large quantities of hydraulic power?

Quoting from the "Instructions to Engineers in Charge":

"It will be noted that the reference to the Joint Commission contemplates four different general schemes or methods of improvement as follows:

"(a) By means of locks and navigation dams in the river.

"(b) By means of locks and side canals.

"(c) By a combination of the two preceding methods.

"(d)" By means of locks and power dams.

"The plans and estimates should definitely cover these four general schemes or methods of improvement, but other variations of them may be considered, and, if deemed desirable, also presented to the commission.

"The channels to be considered are to be 25 or 30 feet depth at low water, and the plans and estimates should be prepared correspondingly. A choice between them will, under the terms of the reference be made by the commission.

"As detailed plans cannot be prepared within the time limit of one year fixed for this work, it is desired that merely outline plans and lump sum estimates, based upon experience from similar work, such as the enlargement of the Welland Canal and power development at Niagara Falls, should be submitted.

"The general schemes should be furnished to the Commission showing, 1st, the best for navigation alone, and 2nd, for the most efficient utilization of the waters of the St. Lawrence for navigation and power, together with the approximate costs thereof.

"As the handling and disposal of ice is a fundamental difficulty on the St. Lawrence River, the arrangements regarded as being necessary for

this purpose should be discussed as well as those recommended for ice disposal during the construction period thereafter.

"Regulation of the levels of Lake Ontario so as to equalize the discharge of the St. Lawrence may be desirable in the interest of navigation, of ice disposal, and of power development. If the plans include any provision for such regulation, an explanation should be furnished to make clear just what is proposed.

"Finally you are requested to keep the International joint Commission fully advised of your progress and to maintain close and sympathetic touch with it so as to insure complete co-ordination."

The second or Stage of Investigation is being carried on at the present time.

The Commission on its part, held a preliminary meeting at Buffalo, March 1, 1920, at which those favoring and opposing the improvement were invited to appear to arrange for further hearing. It was then disclosed that fourteen western states, members of the Great Lakes-St. Lawrence Tidewater Association, desired to present evidence of the advantages to be obtained, and that certain interests in New York were opposed.

A large number of applications for hearings throughout the United States and Canada were presented.

The Commission took these under advisement and upon further consideration at its stated meeting in Washington, April 6, announced the following:

SCHEDULES OF HEARINGS

Superior, Wis.	June 16
Ashland, Wis.	June 17
Milwaukee, Wis.	June 18, 19
Toledo, O.	June 21
Lansing Mich.	June 22
Windsor, Ont.	June 23
London, Ont.	June 24
St. Catharines, Ont.	June 25
Hamilton, Ont.	June 26
Buffalo, N. Y.	June 28, 29

It is the intention to adjourn for the mid-summer and to continue the hearings in September at points east of Buffalo which may desire to be heard, concluding the series at the lower lake ports, Erie, Cleveland.

Hearings will also be arranged for Akron, Detroit and Chicago. At each place where there is a hearing it is desirable that someone be responsible for the orderly presentation of the facts to be brought out. It is also desirable, so far as possible, that a synopsis of the matters to be presented at each place be reduced to writing in advance.

The "Development of Public Sentiment" began with the beginning of this movement and will continue the achievement of its purpose, culminating in 1921 when the results of investigation are available for discussion.

This development is essential to favorable action by Congress which will not and ought not to embark on such an important work without the sanction of public opinion, which opinion will be valid only if based on facts and a widely spread knowledge of them.

Assuming that the facts brought out at the hearings sustain the belief formed on a preliminary view, it will be shown that the nation is in need of additional transportation facilities to develop its economic life, that the West especially needs a revision of its transportation structure to complete its economic freedom, that the lakes-to-ocean route affords the desired relief, that the work is feasible and the cost is vastly below the benefits, that it is a measure of continental importance which ought not to be neglected.

The Pulp and Paper Markets

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news back at \$164. The mills are considerably behind with their orders and some grades cannot be delivered for three months. The raw stock situation in the box board industry remains acute and waste paper which is very largely used in the manufacture of board, is very hard to get. The demand keeps up and in most grades is several months in excess of the available supply.

Wrapping Papers.

Wrapping paper dealers report that they are still under the handicap of shortage of supplies and that they cannot get anywhere near the necessary shipments to meet their calls. Another rise in two lines went into effect this week. Grey rag and white wrapping is now quoted at 9½ cents in car lots; 10½ cents on ton lots and 13½ cents less than ton lots. On "B" manila the price is now 10 cents for car lots and 12 cents for less than car lots. These prices take the place of 9½ cents for car lots of "B" manila and 9 cents for grey rag and white rap.

Book Papers.

The situation in respect to book papers among the wholesale dealers and the mills remain unchanged and in a market with prices unstable, supplies are extremely hard to get. Judging by the efforts put forth by Montreal dealers, the situation as to shortage in that city is worse than in Toronto where the jobbers are being urged to share up what stock they can get with their Montreal confreres. One Toronto dealer said that Montreal is deluging him with orders that cannot be filled unless local consumers are to suffer. The same dealer said that he had 20 tons of high grade book at a rate of 20 cents promised by a certain mill last April and he is still looking for the shipment. Car shortage is held greatly responsible for this, and other shipments are also being held up. Coated litho is quoted at 20 cents.

Rag and Paper Stock

Practically all lines of waste paper stocks have undergone another increase and there is a big demand which is still affected by the existing embargoes. Considerable stock is being imported from England but more would be forthcoming were it not for the car shortage. Generally speaking, Canadian supplies of waste paper stock are scarce and dealers say there is room for improvement with a view to increasing collections. In rag stocks the demand for new cotton cuttings continues good with prices moving up slightly. Mills are buying freely and supplies are low. The market for roofing rags is reported as rather poor as compared with other lines.

Rag and Paper Stock Prices

No. 1 shirt cuttings . . . . .	.19	19½c
No. 1 unbleached cotton cuttings . . . . .	.16½	16c
No. 1 fancy shirt cuttings . . . . .	.13½c	
No. 1 blue overall cuttings . . . . .	.13½c	
Bleached shoe clip . . . . .	.15c	
White cotton hosiery cuttings . . . . .	.18c	
Light colored hosiery cuttings . . . . .	.13½c	
New light flannelette cuttings . . . . .	.13½c	
No. 2 white shirt cuttings . . . . .	.13c	
City thirds and blues (repacked) . . . . .	.5¼c	
Flocks and satinettes	\$3.50	
Tailor rags	\$3.50	
Gunny bagging . . . . .	.4c	
Manila rope . . . . .	.8½c	
No. 1 white envelope cuttings	\$6.25	\$5.75 \$5.25
No. 1 soft white shavings	\$6.00	\$5.50 \$5.00
White Blanks	\$4.00	\$3.50 \$3.25
Heavy ledger Stock	\$3.80	\$3.90 3.75
No. 1 magazine	\$3.90	\$3.50 \$3.27 \$3.50
No. 1 book stock	\$3.15	\$3.00 \$2.80 \$2.50
No. 1 Manilas	\$4.50	\$3.20
No. 1 print Manila	\$2.50	\$2.25
Folded news	\$2.25	\$2.15 \$2.00 \$1.90
Over issue, news	\$2.25	
Kraft	\$4.00	\$3.75
No. 1 clean mixed papers	\$1.80	\$1.70 \$1.65 \$1.60