Deep Water-way from the Atlantic Ocean to the Great Lakes

The project of a deep water-way for ocean steamers to reach Lakes Huron, Michigan and Superior has recently been discussed both in conventions of "The International Deep Water-way Association" and in engineering journals; the discussion being generally limited to two routes:

- 1. By the Erie Canal and Hudson River to New York.
- 2. By the Welland Canal and St. Lawrence Rivers to Montreal; with extension from Lake St. Francis to Lake Champlain, thence by canal and Hudson River to New York.

The depth of water to be not less than twenty feet; and even this is considered insufficient for the larger class of steamers by which freight could be carried at the least cost.

The cost of constructing such a work to Montreal would be very great, and to New York enormous, even if sufficient water could be obtained on this route. To construct a canal of this depth to be fed by water from Lake Erie has been estimated by an American engineer to cost one hundred and fifty million dollars.

That portion of the route between Sault Ste. Marie and Lake Erie being on the boundary line would be an international work, but from Lake Erie by the Welland Canal and St. Lawrence River to Lake Francis is entirely within Dominion territory, and if carried thence to Montreal and also to New York, the Dominion Government would be required to bear a large proportion of the cost.

No one extrects that any interest on the large capital would accrue from the tolls, if indeed they should pay working expenses; some of the promoters want no tolls.

The scheme would be chiefly for the reduction of the cost of "through" freight from the Western States to the seaboard, for exportation to Europe, and in a less degree, from the Northwest Territories of the Dominion; for few of the lake harbours on the route will admit vessels of twenty feet draught, and they could only be deepened and kept open at great expense.

The general or prevailing result of these discussions has been to discredit the scheme.

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