

were cut in half to be floated to shipyards in Montreal and Quebec, etc., there to be converted into ocean carriers, in fact. had it not been for the Canadian Canals from Lake Erie to Montreal, the great shipbuilding trade on the Great Lakes, which followed the declaration of war could not have prospered, and the American people could not by far have rendered as much assistance in transporting food, commodities, men and material to the Allies. It is now evident that had the canal system as proposed by the Great Lakes and Atlantic Canal and Power Company, Limited, been completed before the year 1914, the savings to Canada and United States, in the cost of cutting vessels in half, and the advantages of building new vessels at the Great Lakes Shipyards of economic ocean size, and the Hydro-Electric Power, which would have been developed and used in the manufacturing of ammunitions and war materials, would have many times paid for the cost of construction of the Great Lakes to Ocean waterway.

Inland Waterways—Facts and Figures

It is undeniable that transportation affects the price of everything bought or sold. It must be admitted that transportation limits the territory tributary to the trade of every city far more than any other one thing. It fixes the share obtained by any nation in the commerce of the world. Transportation tax is by far the heaviest one we pay.

In 1913, there were carried through the Soo Canal at the outlet of Lake Superior, 79,719,344 tons of freight. This was carried an average distance of 820 miles at an average cost of two-thirds of a mill per ton per mile. If this same quantity of freight had been sent an equal distance by rail at the average rate received by United States and Canadian railways for that year, it would have cost \$445,555,488.59 more than was actually paid for its transportation by water. Think of it, almost half a billion of dollars more would have been paid by those who received this freight, and on just one canal. Naturally that cost would have been added to the cost of the commodity when it was finally disposed of by the consignee.

Special attention is called to the extraordinary situation with respect to freight rates from Chicago to San Francisco, and vice versa, created by the opening of the Panama Canal. The distance from Chicago to San Francisco by the all-rail route is 3000 miles, by rail and water via the Panama Canal is 6299 miles (1000 miles by rail, 5299 by water). And yet even though such freight has to be handled in transit, from train to boat, at an Atlantic port, New York, Philadelphia, Baltimore, etc., it is still cheaper to transport these commo-