

COMPETITION.

A glance at the sketch profiles on the accompanying page will make it apparent that there can be no possible competition, for through traffic, from the Trent Valley bargeway, as against the proposed short cut canals.

The Nottawasaga route is, by far, the most desirable of the two latter. The fact that it would take ten years to cut through the Oak Ridge on that route, while only half of that time would be required on the Simcoe route, indicates that the latter should be the first one to be constructed.

It must not be forgotten that, for either of them, there must be used a great hydraulic plant, an extensive dredging outfit, as well as steam shovels and also railways and construction trains, with a total cost of three and a half to four millions of dollars, in order to do this work with economy and dispatch. But, when the lesser task is accomplished, the same outfit, with small additions and alterations, would still be available for the other and more important work. It goes without saying that, when such an outfit has once been created, it would be better to keep it in use for fifteen years than to throw it aside after five years of service.

In this alone an important economy would be effected.

It is probable that both the Simcoe and the Nottawasaga routes will be needed for the rapidly growing commerce of the continent.

It is likewise important to note that the northern division of the Simcoe route from Georgian Bay to Lake Simcoe would serve a double purpose. While it would become a link in the chain of short-cut waterways to Lake Ontario, it would supply better facilities for the Trent Valley bargeway than could be obtained if a work suitable only for a bargeway should be constructed between Lake Simcoe and the Bay.

It is very apt to be the case that the greater includes the lesser—certainly it would be true in this instance.

There need be no fear that competition with any route via Hudson's Bay would seriously affect traffic by the proposed short-cut waterways, for three reasons.

FIRST: That northern route could only be used for 100 days in the year, while the route via the Great Lakes is open 210 days. Much of the time difference in favor of the latter is at the season when the greatest pressure, for moving food stuffs, is felt.

SECOND: The very important traffic in Canadian coal, and manufactures of all sorts, would never go by that route from any of the Eastern Provinces. Their needs should be considered.

While it is likely that the Sault Ste. Marie will, ultimately, obtain its coal supply from the Albany River coal fields, and Manitoba will be supplied from the Saskatchewan mines, there would still be room for the Nova Scotia product at other points, because of the relative cheapness of water transportation, on large ships.