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Frank A. Flower.]

With the exception of the canal at Sault Ste. Marie, the Canadian enlarged system, designed twenty-five years ago and still incomplete, has long since been outgrown by the development of the upper lake commerce, but will be useful among other things as a *raison d'être* for your convention; and, if completed during the century, may show enough improvement in the present conditions of transportation to give impetus to your greater undertaking. There is no hope of anything further being considered here in Canada until the present enlargement is completed. If the addition of five feet to the draught between Ontario and the sea is considered of sufficient importance by your convention, as bearing on the question of a still greater depth, a resolution from such an influential body favoring the earliest possible completion of the St. Lawrence canals, should have the greatest possible weight (from its international character) with the authorities in Ottawa.

As to cost: The total cost of the Canadian canal system between Lake Erie and Montreal, when completed for 14 feet draught of water, will be about \$60,000,000, of which \$15,000,000 represents the expenditure prior to the present enlargement, leaving \$45,000,000 for the cost of new and enlarged work, including one entirely new canal to replace the Beauharnois, and an entirely new route for almost the whole of the lockage on the Welland canal. All the work of excavations made previous to the present enlargement and utilized in the latter, would not represent \$10,000,000, probably not more than half that sum, thus giving the cost of these canals with locks 270x45 feet in the chamber and 14 feet draught of water, somewhere about \$50,000,000.

In any new canal the locks would be reduced in number, possibly one-half. The new Soulanges canal, nearly fourteen miles long, overcomes the same lockage as the Beauharnois canal, on the opposite side of the St. Lawrence, with less than half the number of locks.

For the Welland and Lachine the last enlargement is the third construction, and for all the others, the second. The spoil-banks of one generation were again removed by the next and the work of enlargement was carried on subject to the maintenance of navigation, and hampered by vested interests created by the first canal. The number of locks is excessive. Engineering, inspection, etc., have been extended over a quarter of a century for an amount of work which could have been carried out as a business enterprise in one-fifth of the time—the whole constructed as a public work, and all which that implies.

These are all the conditions and considerations we are in possession of, in the absence of location and survey, in order to arrive at a probable cost of carrying 20 feet draught from Lake Erie to tidewater at Montreal by an independent system of canals where practicable, and in connection with the existing canals where that would be preferable.

With the modern appliances for handling large amounts of excavation above and below water, a 20-foot canal between Lake Erie and Montreal with the larger locks required ought not to very much exceed the amounts which Canada has already expended upon her canals between these points. In any such work no doubt a much wider margin, between the keel and