

Canada's Splendid Canada System

Water Transportation has played a very important part in the development of Canada. No country has been favoured by nature with a better system of natural waterways, and certainly no country has developed her waterways more intelligently than has this Dominion.

*from Lake Erie downwards*  
We in Canada are justly proud of our great water highway, which while partially international in character is nevertheless essentially Canadian, and for the most part has been brought to its present splendid state of efficiency by Canadian initiative, capital, and energy. The Canals from Lake Superior to Lake Erie, partly in Canadian territory have, however, been constructed and are maintained by the United States.

The work of improving this waterway represents more than a century of continuous effort, far from the opening of the first Lachine Canal in 1825, the first Welland Canal in 1829, and the first Sault Canal in 1847, the various canals that comprise the system have been frequently enlarged. The Governments of Canada, regardless of political complexion, have always considered the consistent improvement of the waterway a matter of paramount national importance, and have been careful to see that its development should synchronize with the growth of the nation's commerce, a programme which has culminated in the new Welland Canal. The construction of this utility is regarded as one of the greatest engineering feats of our times, and has cost the Dominion nearly \$125,000,000. It has a depth over the sills of over 27½ feet, and through it the great bulk freighters will be able to pass down Lake Ontario to Kingston and Prescott, a distance of approximately 200 miles.

The total cost to date of this magnificent system to the Dominion of Canada approximates \$325,000,000 of which colossal sum less than \$40,000,000 has been expended on the improvement and maintenance of the St. Lawrence Ship Channel between Montreal and Father Point, in some respects the most important portion of the waterway.

In addition to its huge expenditures in the improvement of its Great Lakes-St. Lawrence waterway, both in deepening its channels and in providing the essential safeguards of navigation, Canada has spent enormous sums on the physical development of its ports. Montreal Harbour represents an investment of \$60,000,000, and each year its Commissioners have to meet interest charges of \$2,157,000. Many millions more have been expended at Quebec, Sorel, Chicoutimi, Halifax and St. John, both publicly and privately, and then there must be taken into account also the millions ~~now being~~ spent at Port Colbourne, the millions more that are now being spent at Kingston and Prescott. Nor must we forget the huge expenditures that have been made on the Pacific Ports of Vancouver, Victoria and Prince Rupert, and lately the additional millions invested at Fort Churchill.