

SUMMARY OF MERITS OF FRENCH RIVER IMPROVEMENT.

REVISED plans and specifications are complete in the Public Works Department, Ottawa. It is the **only** large work that will afford immediate employment to 10,000 men now being discharged at the Nobel Explosives, Sudbury Nickel Plants, and several other war industries, and to the 4,000 Northern Ontario men returning daily from France and Flanders, and failing to find work to support their families.

Construction is extremely simple. There are no engineering difficulties. It can be completed in two years.

The \$500,000 voted by Parliament when they commenced this work, prior to the war, was partly expended in the construction and completion of the cement dam with steel gates at the outlet of Lake Nipissing. The two additional dams and locks **will make three large, deep lake expansions** between Georgian Bay and North Bay, providing a waterway twenty-two feet in depth throughout the entire eighty three miles of length.

The sailing time from Georgian to North Bay will be around nine hours. On passing through No. 1 lock at the shore of the Georgian Bay a vessel steams three hours to lock No. 2, a distance of 37 miles, two hours between lock No. 2 and 3, and then passes out into the present thirty four-mile steamer route across Lake Nipissing. Eighty per cent of the trip will be made with "full steam ahead."

The three locks overcome 69 ft. 5 in. fall and generate 35,394 hp urgently needed in the North Bay-Sudbury district. Report shows that sales of power to mines, smelters and industries will pay five per cent interest on cost of construction.

Standing white and red pine, mainly owned by the Crown, will be enhanced in value \$5,000,000 and spruce to be made into paper at New Ontario's large paper mills will be enhanced in value \$25,000,000, due to water-borne rates.

Mill Imports, which are mainly coal, will have savings due to water-borne rates of \$10,000,000 in twenty-five years, which is assumed as the life of the mills, although it will be longer.

The total **annual** saving on coal on present consumption will be \$1,265,726.06, as coal will be brought in from Erie ports. This amount will be greatly increased yearly. These computations will be found carefully worked out in the detailed report, and would be greater, were they not based on the "coal shortage winter."

The imports accruing indirectly, as well as directly, from the purchasing power of this section cannot be accurately traced. The Customs' receipts at the Northern ports are over \$1,000,000 this year, and along with indirect purchases of mining and power machinery, etc., made from the southern head offices of the companies, who make the clearances at the border, or Toronto and Montreal, will total around \$2,500,000 per year. The Toronto Board of Trade figured the purchasing power at \$45,000,000 annually.

Exports accruing from the Northern section have been difficult to secure in total—due to ore going to Southern Ontario refining plants and smelters, but it is quite evident they reached \$70,000,000 last year. With labor conditions entirely different in the future, and immense development now under way, mining