

The initiative is ours to do our utmost to expedite its completion. We should not fail to appreciate the significance of having ocean vessels flying the flags of all nations of the world, carrying passengers and freight from all the ocean ports on the Globe, direct to all the principal ports of the Great Lakes.

By comparison, the cost of creating the Great Lakes to Ocean Route, as proposed by the Great Lakes and Atlantic Canal and Power Company, Limited, is less and its importance, as great, if not greater, than any of the present world famous canals. The benefits to be derived by the opening of this Great Lakes to Ocean Route would perhaps be even more pronounced than were any of the others. The tonnage lost during the war has not yet been replaced, and the impoverished theatres of operation and the warring nations have not yet been replenished. In other words, there exists a greater demand for tonnage with a much decreased available cargo space. Ship building alone cannot remedy conditions for decades to come, but more direct and more economical transportation facilities will do it; and are the better and at present the more mediate means to this end.

### **Service of Canals**

Water transportation facilities have always been recognized as essential to the rapid development of a country, and since 1914 the Great War has proven that the nation which possessed the most and best inland shipping facilities, to ocean terminals, was the nation better prepared for war and now for peace.

Following are a few facts illustrative of the importance of canal systems used during the war.

(1) Canada had the Sault Ste. Marie Canal connecting Lake Superior with Lake Huron, and its old Welland Canal connecting Lake Erie with Lake Ontario, and the River St. Lawrence Canals, Galops, Rapids Plat, Farrans Point, Cornwall, Soulanges and Lachine, all of which total about seventy-seven miles of canals of sufficient depths, to accommodate vessels drawing up to fourteen feet of water, 255 feet in length, and forty-four feet wide, to the St. Lawrence ship channel into the Atlantic Ocean.

The United States Shipping Board used with great advantage all of these canals to transfer a great number of old and new ships from the Great Lakes to the Atlantic Ocean. in fact during the years 1914-1918, the Allies need for vessel tonnage was so great that many boats from the Great Lakes which were too long to pass through the Canadian Canals