

and St. Lawrence waterway is the lack of west-bound traffic from Canadian ports on Lake Ontario and Lake Erie.

In 1906 only 33,554 tons of freight from Canadian ports on Lake Erie passed west through the Sault Canals, while American ports shipped 10,719,482 tons. In 1907 the respective figures were 4,428 tons and 12,044,556 tons.

The total west-bound freight through the Sault Canals in 1909 from Canadian ports on Lake Ontario was only 278,578 tons, including all shipments from Montreal and eastward.

Of the 57,895,149 tons of freight passed through the Sault Canals in 1909, 97% was grain, ores, coal and lumber. The country about Lake Ontario has little or no grain, ores or lumber to ship. And it buys its coal from the United States.

In 1909 the total westbound shipments through the Welland Canal were 641,017 tons. Deducting from this the United States coasting trade (248,581 tons), the shipments through from Montreal (191,510 tons), and shipments to Detroit, Chicago, and other lake ports, the aggregate freight having its origin or point of shipment on Lake Ontario for Canadian ports westward was under 150,000 tons. Even assuming all this to have passed through the Sault Canals, it shows that our Lake Ontario ports furnished less than one and one-half per cent of the westbound traffic of the Sault Canals, and about one-quarter of one per cent of their total traffic.

If by opening the deep waterway from the coast to the Lakes via the Georgian Bay Canal, Nova Scotia can gain one-third of Ontario's coal trade, the volume of westbound traffic thus created would alone be about fourteen times that of the entire westward movement of freight from Lake Ontario ports.

Westbound freight at the Sault is about 25% of the eastbound. Regarding this as a ratio giving profitable returns to vessels the transportation of 2,000,000 tons of Nova Scotia coal to Ontario points would render economically possible shipments of from 6,000,000 to 8,000,000 tons eastward to the Atlantic coast, equivalent to 200,000,000 to 350,000,000 bushels of wheat.

This opens up the prospect not only of cheap supply of breadstuffs to the Maritime Provinces, but of creation of an important business in handling export grain in the winter ports of Canada. The advantage of storing grain in