

liament I was one of a committee appointed to investigate the question of canal navigation of the upper Ottawa, and from that time I have been perfectly satisfied that the valley presents the greatest facilities of any route upon the continent for the transportation of the products of the Northwest to the Atlantic ocean, or rather, I should say, to the head of Atlantic navigation."

The magnificent possibilities of this route have been recognized by many of the best men not only in Canada but of other countries. Here are the opinions of its possibilities as expressed by some of the leading men and papers of the United States, as printed in a pamphlet issued by the Federation of Boards of Trade and Municipalities of Canada:

who
New York Herald — "No effective competition with this route appears in any way possible. When in operation the Buffalo route will be hopelessly outclassed, and the St. Lawrence will then solve and control the transportation conditions of the continent."

The Chicago American—"The proposed Georgian Bay canal, if placed in operation, will deprive the United States of millions of tons of freight annually, and deeply affect our markets."

The New York Sun — "The actual transportation distance from the Soo to New York, by way of Lake Erie and the Erie canal, is about twice as great as that from the Soo to Montreal via the projected Georgian Bay route. It is estimated that the cost of transportation of wheat to tide-water would be reduced by at least 2½ cents per bushel. Between this route and its 21 feet of navigable depth, and the \$101,000,000 gutter across New York State, the odds as a business enterprise are emphatically in favor of the Georgian Bay canal."

Edward Hungerford, in Harper's Weekly—"There is no question in the minds of the men who have examined this Georgian Bay canal proposition as to the effect its completion will have on the decreasing commercial supremacy of New York. It will cripple the elevators at Buffalo, and proclaim the Erie large canal the most atrocious and expensive farce

yet placed on the backs of the greatest of all the States. It will of itself provide the direct and simple water route for the grain of America's golden West to the densely populated nations of Europe."

New York Sun—"Canada holds a trump card in the Georgian Bay canal and is preparing to play it. To the Sun the advantages of the Georgian Bay canal are so obvious that it does not for a moment consider the possibility of the Canadian government stalling off the work under any pretext."

J. Paule Good, in Report to Chicago Harbor Commission—"This scheme is of the greatest significance to Chicago, giving her practically a great circle route to Liverpool, saving 774 miles over the present journey by way of New York."

Herbert Quirk, Author and Expert Writer on American Waterways — "When Canada has completed the Georgian Bay ship canal she will destroy American commerce from the lakes to the sea, and the death knell of our merchant marine on the lakes will have been sounded."

R. Isham Randolph, Secretary of the Inland Waterways Improvement Commission of Illinois, in the Chicago Record-Herald—"While we have been agitating the question of a south-end outlet from the Great Lakes to the seahoard, Canada has quietly gone ahead and spent \$750,000 in making surveys and preparing plans, estimates, and a report upon an eastern outlet to the sea, that is shorter, cheaper and more direct than any other. It is a pretty safe assumption that the great bulk of lake freight destined for the seahoard will take the shortest, quickest route over which it can go, cheaper than any other route because it can be shipped from any lake port to the seahoard terminal without breaking bulk. The situation of the Georgian Bay canal gives it a decided advantage over all other waterways leading to an ocean port."

Cy Warman, in Collier's Weekly—"The entire Northwest is upon the eve of still greater development, and unless Canada lays out to participate in the transportation of the traffic that is to come out of this development, she will be left utterly out of