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traffic increased from \$53,413,472 to \$83,733,327. In 1856 the registered tonnage using the canal was 101,458 tons; in 1889, 7,221,935 tons, the actual tonnage being about 300,000 tons more than that. For purpose of comparison it may be stated that in the latter year the total tonnage passing through the Suez Canal, that great international highway between Europe and the East, was 5,903,024 tons, or only 80 per cent. of that using the Sault Canal. The total tonnage of vessels engaged in the foreign trade entering the port of New-York in 1887 was 6,074,543 tons, or only 84 per cent. of the traffic between Lake Huron and the remote Superior. It has been estimated that the saving in cost of transportation effected by the Sault Canal up to 1889 over the same service performed by rail amounted to \$300,000,000.

In his message last year ex-Gov. Flower asserted with regard to the lake traffic: "In 1889 the tonnage is said to have been 10,000,000 greater than the combined entries and clearances of all the seaports of the United States, and 3,000,000 greater than the combined entries and clearances of Liverpool and London." According to Rand & McNally's atlas of the world, the total ton mileage of freight carried on the great lakes in 1889 was 15,518,360,000 ton miles, being 22.6 per cent. of the total ton mileage (68,727,223,146) of all the railways in the United States for the year ending June 30, 1889. Upward of 250,000,000 bushels of grain and mill products reached Lake Erie in 1892.

These figures, viewed in the light of commercial conditions of the day, the keen competition in the grain markets of the world, the imperious necessity for cheaper transportation in order that our farmers may successfully compete with those of other countries, and other prevailing circumstances, amply prove the question stated at the outset as one of the utmost importance. That question readily resolves itself into, What is the best practical waterway from the great lakes to the Atlantic? The proceedings at the World's Columbian Water Commerce Congress at Chicago in 1893 and at the Deep Waterways Convention at Toronto in 1894, the action of the New-York Legislature recently, and the various schemes submitted for their consideration; the activity of Canada in carrying to completion her deepening of the

St. Lawrence system of canals, and last, but not least, the action of Congress in authorizing the appointment of Commissioners to join a like number appointed by the Canadian Government to discuss international waterways, all go to show a keen realization of the urgent necessity that exists for solving the question.

Of the waterways that have been proposed, the Ottawa River route is represented by its friends as of practical solution and as likely to afford one of the shortest, best, and cheapest waterways from the lakes to tidewater.

According to surveys made, only twenty-nine miles of canal are required to open navigation from Lake Huron to Montreal, via the French and Ottawa Rivers. Several millions of dollars have already been expended on the eastern portion of the route by the Canadian Government, and, on that part canals are in operation which would merely require enlargement to furnish a deep-water channel. Thus, of the 29 miles in all, 8½ miles are already in operation, with 14 feet depth of water, and 5½ miles with 9 feet, leaving only 15 miles to be constructed to link the present navigation of the lower reaches of the Ottawa with Georgian Bay.

The distance from Georgian Bay to Montreal is 430 miles. The water route from Montreal to Liverpool is 450 miles shorter than that from New-York to Liverpool. The distance from Chicago to Montreal by the Ottawa is nearly 450 miles less than that from Chicago to New-York by the Erie Canal. This means a total saving by the Ottawa route of little short of 900 miles on the through trip to Liverpool. Practically, it is equivalent to more than 1,000 miles saved, for there are 350 miles of canal on the Erie route and only 29 on the other. Suppose two grain-laden vessels to leave Chicago together, one for each route. The one via New-York has a lake journey of 920 miles to Buffalo, the other one of only 550 miles to the French River. To reach New-York the former vessel, even were the Erie Canal enlarged to such a capacity as to render her continuance by that route possible, has yet to pass through 350 miles of canal and 145 miles of the Hudson River, 495 miles in all; while the vessel proceeding by the northerly route has only 29 miles of canal and 400 of open river and lake to traverse before reaching Montreal. Finally, the northern vessel discharges her cargo on shipboard