

Hydraulie Lift Lock-Side View.

is estimated that the sum of \$5,000,000 Trent Valley Canal, which will accomwould open up the two outlets, the north- modate barges of 500 tons capacity, will ern outlet between Midland on Georgian only cost \$9,000,000 when finished, as Bay and Lake Simcoo, and the southern against the enlarged Eric Canal at a cost outlet between Rice Lake and Lake On- of \$101,000,000, plus the cost of the oritario, if constructed by the cheaper route, ginal canal; and the Trent Valley Canal ahead in the construction of barge canals, via Port Hope. This waterway would besides will give a route between the and in fact many of the manufacturing then open up about 1,000 miles of inland North-West wheat fields and Europe 1,500 countries of the world have realized that shore line, many of the lakes and rivers miles shorter in the return journey. lying transversely to the line of canal,

It is a remarkable situation for Canadians to waken up to at this late day, to barge 4 miles per hour in the Eric Canal is reported to have told them also that be told that the Trent Valley Canal fol-will drive a barge nearly 6 miles per hour "it was water-power they were after and lows out the same method adopted in open water, by which it can readily be not navigation"—as per press reports of the \$100,000,000 modern German canal seen how much quicker the Trent Valley the conference. The situation in this system, connecting the coal and steel districts with the North Sea, viz: Length and breadth of lock rather than depth, as it was recognized that by this means bulk could be accommodated more cheaply as also a cheaper means of transportation could be effected. In fact the draft of the German barges is less than those of the Trent Valley Canal will be. The German barges will have a draft of 71 feet only, but will have a capacity of 1,000 tons. The dimensions of the Trent Valley locks are 134 feet long by 33 feet wide and will have a depth of 8 feet, 4 inches on the sills. The original intention was only to give a depth of 6 feet, but the depth as now arranged for will accommodate barges of 800 tons or 25,000 bushels, a fact which will open the eyes of the Canadian public.

The present Erie Canal which is a mulepower canal and has a capacity to accommodate only 240-ton barges, is now heing enlarged by the State of New York at a cost of \$101,000,000, and will only accommodate barges of 1,000 tons capacity. The barges will be 150 feet long. 25 feet wide and 10 feet draught; the depth on the lock sills being 11 feet. It will thus be seen by comparison that the

Another advantage in favor of the Trent and it is estimated that 6,000,000 acres Valley route is that it will be much all this great movement, Canada, with of land will lie tributary within ten miles quicker, inasmuch that there will be only practically a natural waterway in the of its wharves.

13 miles of actual canal cuttings in the Trent Valley, is content to stand idly by 13 miles of actual canal cuttings in the The Trent Valley route will be 250 Trent Valley, plus 45 miles on the St. and look upon it as a political plaything. miles shorter between the Soo and Mont-Lawrence Canals, a total of 58 miles, and Even now in the face of a determined real than the Welland Canal route, or some 410 miles of river and lake route effort to urge completion of this great 500 miles in the return journey, and it is between Midland and Montreal; whereas national work, we find it being again also 1,500 miles shorter in the return trip by the enlarged Eric Canal between Buf- belittled by some selfish power-holders than the Eric Canal between the Soo and falo and New York there will be actually who seek to divert public funds ostensibly Liverpool, so that the Trent Valley Canal 257 miles of canal cuttings and 233 miles for navigation purposes, but really only advocates claim that it is the shortest of lake and river. It having been proven, to enlarge the capacity of their water-route between the Canadian North-West by experiments made by the late state powers. This selfish endeavor was turned wheat lands and Europe.

The analysis of canal cuttings and 233 miles for navigation purposes, but really only to enlarge the capacity of their water-powers. This selfish endeavor was turned wheat lands and Europe. that the same power that will propel a and Canals, two and a-half years ago, who

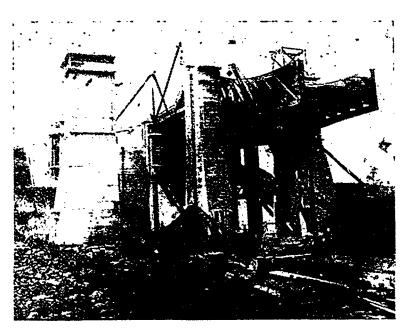
route is over the new Erie Canal route by this feature alone.

Detailed figures as to probable cost of carriage by Trent Valley steam barge with several tow-barges in consort between Midland and Montreal were submitted to the Royal Commission on Transportation at their recent sitting at Peterborough, made by practical marine men, bear out my contention that grain could be shipped via Trent Valley in a much shorter time and at a cheaper rate than via the new enlarged Eric route.

Besides, as the Trent Valley district will develop by reason of the construction of its canals, the return freight traffic will be greatly increased, thereby much lessening the cost per bushel on grain carried through it.

Hereby the most ardent of ship-canal advocates must admit, that in the action of Germany and New York State, in their adoption of a barge-canal system each at a cost of more than \$100,000,000, the shipcanal idea is exploded.

France and Belgium, too, are forging in the struggle for trade, barge waterways play a most important part; and yet with



Hydraulic Lift Lock-View from Lower Level.