



ESTABLISHED IN 1880.

PUBLISHED ON THE FIRST AND THIRD FRIDAYS OF EACH MONTH

*Official Organ of the Canadian Manufacturers' Association.***SUBSCRIPTIONS:**

CANADA AND UNITED STATES, - - - \$1.00 PER YEAR.
 ALL OTHER COUNTRIES IN POSTAL UNION, EIGHT SHILLINGS
 STERLING PER YEAR, INCLUDING POSTAGE.

The Canadian Manufacturer Publishing Co., Limited.*McKinnon Building, Cor. Melinda and Jordan Sts., Toronto.**J. J. CASSIDY, - - - Editor and Manager.*

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ANNUAL MEETING OF THE CANADIAN MANUFACTURERS' ASSOCIATION.

The Twenty-Fourth Annual Meeting of the Canadian Manufacturers' Association will be held at their office in McKinnon Building, Toronto, at eleven o'clock in the forenoon of Tuesday, April 18, 1899.

The regular business to be brought before the meeting will be the reading and discussion of reports of officers and committees, and the election of officers for the ensuing year.

The objects of this Association are:

To secure by all legitimate means the aid of both Public Opinion and Governmental Policy in favor of the development of home industry and the promotion of Canadian manufacturing enterprises.

To enable those in all branches of manufacturing enterprises to act in concert as a united body whenever action in behalf of any particular industry, or of the whole body is necessary.

To maintain Canada for Canadians.

Any person directly interested in any Canadian manufacturing industry is eligible for membership.

THE MONTREAL, OTTAWA AND GEORGIAN BAY CANAL.

A glance at the map of North America shows that through the channels of the St. Lawrence and the Ottawa, nature has provided an almost complete route of direct transportation between the great West and the seaboard, and that by the addition of a few artificial facilities, either of these routes could be made the shortest and cheapest method by which the surplus products of the West could reach the needy populations of Europe. For the products of the country

bordering on Lakes Ontario and Erie, the St. Lawrence route is unmistakably the best; and for the country bordering on Georgian Bay, Lakes Huron, Michigan and Superior, the route via French river and the Ottawa seems to have been provided.

So far back as the year 1615, that enterprising Frenchman, Samuel Champlain, adopted the route via the Ottawa river as the shortest, safest and easiest by which to ascend from Montreal to Lake Huron, shortly afterwards followed by La Salle and others, who considered that there were fewer great difficulties to be encountered there than by way of the St. Lawrence river. So far as economy in construction is concerned, there can be no doubt that an efficient river, lake and canal route from the seaboard to the upper lakes could have been completed at a much smaller cost via the Ottawa than via the St. Lawrence river, but owing to the superior agricultural value of the lands on the southern portions of Canada, and the consequent much larger population settled thereon, the St. Lawrence system was very naturally and wisely adopted.

The march of time has shown that the modern system of water transportation has resulted in the employment of vessels of much larger dimensions and capacity than was anticipated in 1875, when the Dominion Parliament decided upon the adoption of the present capacity of the Welland and St. Lawrence canal system, which has now proved to be utterly inadequate to secure for Canada that share of the traffic of the West which its natural advantages ought to enable Canada to obtain. The question arises whether a river, lake and canal route from the mouth of French river, through Lake Nipissing, the Ottawa river and Lachine canal to Montreal can be established, which will attract through Canada that portion of the western traffic which present routes are unable to accomplish; and whether this addition to through traffic, together with the many local advantages to be derived, justify the cost of its construction.

With respect to through traffic, taking Chicago in the west and Montreal in the east as the basis of comparison with other routes, and relative distances as the first point to consider, it is shown that the distance between these two cities is 980 miles by the Ottawa canal route, 1,050 miles by the Toronto and Georgian Bay canal route, and 1,348 miles by the Welland canal and St. Lawrence route. The distance from Chicago to New York by lake, canal and Hudson river is 1,450 miles, and, all rail, about 940 miles. In respect of shortness of route by water, the Ottawa route has the advantage. But the shortest route is not necessarily the cheapest. Compared with the Welland route, on the latter, there are seventy miles of canal navigation, on the Ottawa route, fifty-eight miles. Another consideration is as to quickest route, and in this respect there is very little difference. Above all questions as to shortness of route, proportion of canalling and quickness of transportation is that of cheapness of freight. Admitting the contention of some authorities that on the completion of the Welland and St. Lawrence canals, wheat can be profitably carried from Chicago to Montreal for three cents per bushel, exclusive of canal tolls and marine insurance, will the proposed Ottawa route be able to do the work as cheaply? Perhaps a more pertinent question would be, will the proposed Ottawa route be able to transport wheat so cheaply that it will be able to attract a fair share of the carrying