

Reason One

Because the full development of the natural resources of our country require that the cost of transport between its different parts and between them and the sea-board shall be reduced to and kept at the lowest possible point.

Reason Two

Because wherever available, waterways have invariably proved themselves the most economical means of transport for the bulkier and weightier articles of commerce, and consequently the best regulators of freight rates, and the only mode of transport which defies the machinations of combines.

AUTHORITIES WHO SUPPORT THIS ASSERTION.

Mr. S. A. Thomson, of Duluth, said to be "one of the greatest authorities upon the water ways of America" in the course of his evidence before a Committee of the Senate, appointed last February to "report upon the feasibility of and the advantages which would accrue to the Dominion from the construction of a canal uniting the waters of Lake Huron with those of the St. Lawrence," said:—

"I have here * * a table compiled from the reports of the Chicago Board of Trade, showing the charges for carrying wheat from Chicago to New York City by three different methods for a series of years—by rail, by lake and rail (i. e. by lake to Buffalo and thence by rail to New York) and by lake, Erie Canal and the Hudson river, the all water route. * * We find that between 1868, and 1885 the all rail rate decreased from 42.6 cents to 14 cents a bushel, while the all water rate decreased from 25.3 cents to 4.55 cents per bushel. In other words, while there had been a reduction of two-thirds in the rail rates there had been a reduction of four-fifths in the all water route. So we find during this time the all water rate has been below the rail rate by from 25 to 67½ per cent. Since 1885 there have been no radical or marked changes.