

stages of railroad construction the lines were built to reach the waterfront and the traffic was sent forward to its ultimate destination by vessels. This period might properly be called the era of "Rail and Water" transportation in this country. In course of time the railway managers began to grasp the possibility of securing for themselves the entire earnings from the carriage of foreign traffic to and from the seaboard, and once seized with that idea, their energies were directed to the construction of new lines of railway, making connection with those already in existence and always getting closer to the sea until, by and by, a through rail route was secured from the interior to the ocean, and so far as foreign trade was concerned, the boat lines were quickly driven out of the business. This was followed by a consolidation of the different short lines of railway throughout the country, resulting ultimately in the formation of the great trunk lines of the present day, and the whole of their tremendous powers have been used relentlessly to crush competition by water and to prevent the improvement and development of the waterways for purposes of transportation.

We find, however, that all such matters right themselves in their own good time, and the inability of the carrying companies to handle promptly and expeditiously the rapidly increasing trade of the country, combined with their failure to deal equitably with the public on transportation questions, brought about the feeling that a change was necessary. The attention of the people was again directed to the waterways, and after careful consideration the tremendous possibilities of this channel of transportation impressed themselves on the minds of those interested, and it was realized that it was easily within our power to make every lakeport a seaport and have ocean vessels landing at our inland docks.

In every country there are men who watch keenly the progress of events and they have taken cognizance of the movement to provide a deep waterway to the ocean and have determined to use it for their own personal benefit, without regard to the injurious effect the successful completion of their schemes would have upon the country at large. Of such a character are the men who, in this country, are seeking to exploit the lakes to the gulf canal, and those who, in Canada, are promoting the Georgian Bay canal.

In this series of articles these different propositions will be dealt with in detail, so that you may have a comprehensive idea in concrete form of the different propositions now before the people for consideration, also showing how a deep waterway can readily be constructed to the sea that will be adequate to take care of ocean ships with a capacity of 10,000 tons and larger than that, should they offer for the interior trade.

Article 2.—The Lakes to the Gulf Canal.

"A 24 foot waterway from Chicago to the Gulf of Mexico has never been considered by congress, but its cost would be enormous, and even if constructed it never would be used commercially by the vessels for which intended."—Extract from report of commission appointed by the United States Government.

There are before us today three separate and distinct propositions for the construction of a deep waterway from the great lakes to the Atlantic seaboard. Each of these schemes has enthusiastic supporters, some of whom are acting from motives of self interest, but many because of a genuine belief in the practicability of the route they are supporting. The three propositions are as follows:

The Lakes to the Gulf Canal.

The Georgian Bay Canal.

The Development of the St. Lawrence Route.

When the lakes to the gulf scheme was promulgated it attracted wide attention, and as a result of the publicity given it by the promoters, the federal government appointed a commission, headed by General W. H. Bixby, to make a thorough investigation of the subject, and this commission was also directed to make a report on