

TRENT VALLEY CANAL.

By JOHN ALEXANDER CULVERWELL,

Member Engineers' Club of Toronto.

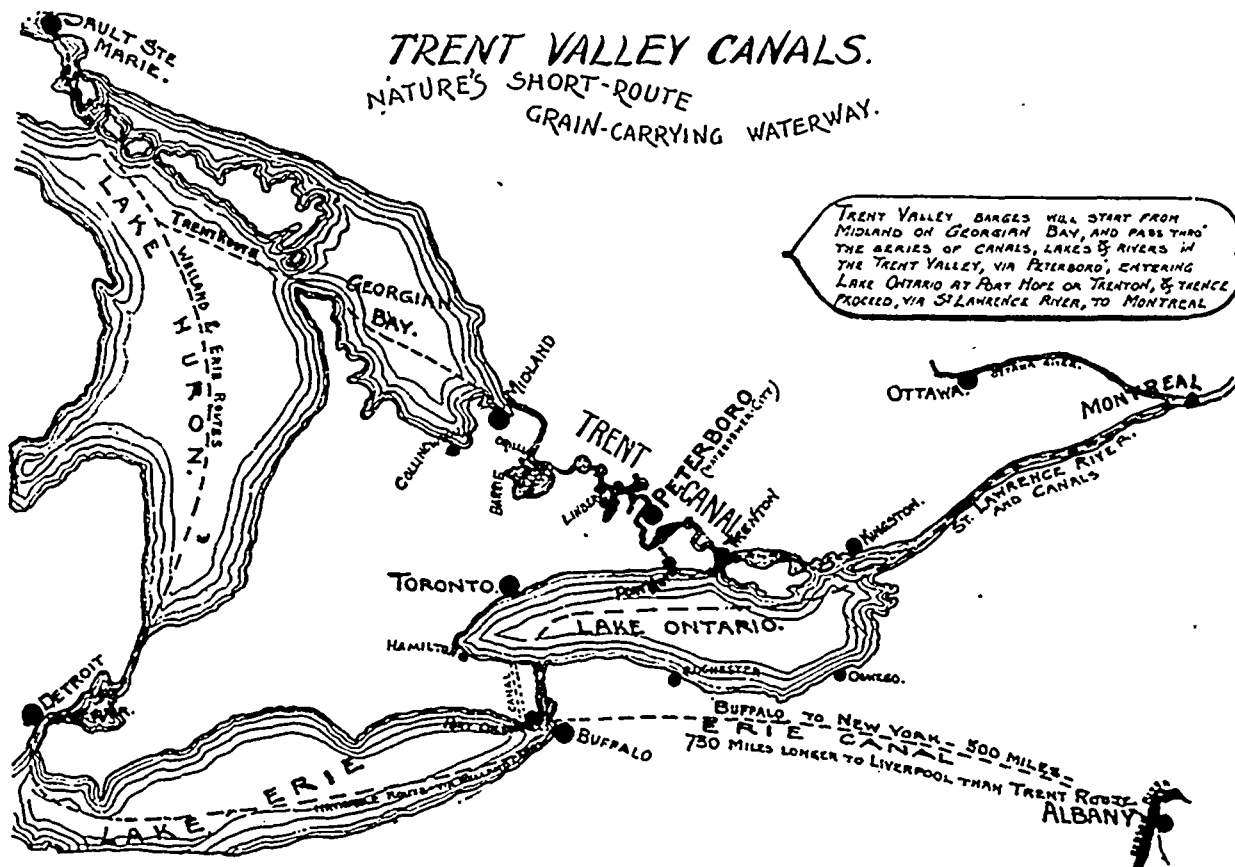
The great question before the country to-day is how shall our natural products be most cheaply delivered to the seaboard for the markets of the world. Sir Thomas Shaughnessy, of the Canadian Pacific Railway, stated the other day that "the question of transportation east of Fort William cannot be discussed without taking into consideration our Canadian waters. Slow and cumbersome as it is, yet it is the cheapest."

"The grain hopper is full but the spout is small," are words terse and true—spoken by a great Canadian railroad builder, Sir William Van Horne. The wonderful growth of our North-West wheat lands has far exceeded the expectation of

be more forcible when Mr. John Bertram, chairman of the Canadian Royal Commission on Transportation, states that "while the last century was the century of the United States, this century would be the one for Canada and that it behooved the young men of this country to be up and doing." As one of those young men I have and shall do my utmost, both on platform and in the press, to enlighten the country as to the utility and necessity of the completion of the Trent Valley Canal, and also to enlist the sympathy and help of the public generally in attaining this end, and thus form, by this almost natural waterway, another national highway for Canada's products.

the Trent Valley barges, which, passing through this series of connecting short canals, lakes and rivers, passing en route Orillia, Barrie, Lindsay and Peterborough, will enter Lake Ontario either at Port Hope or Trenton and thence via the St. Lawrence river and canals, to Montreal where they will discharge into great ocean carriers for Europe.

The Trent Valley system has had a checkered career, and has earned the name probably more than any other public undertaking in Canada, of being a political plaything; but thanks to the great work of education done during the past year, the Canadian public now realize that the work is a meritorious one. In



even the greatest optimist. It is not many years ago that the country that is now pouring out grain for the support of Europe, was a barren waste known as "The Great Lone Land," but which to-day is well-named "The Granary of the Empire."

James J. Hill, of St. Paul, Minn., president of one of the greatest systems of railroads in the world, recently stated at Minneapolis that "Canada possesses three times as much arable land as the United States; that in ten years the Dominion would raise enough grain to supply the British market, and that henceforth United States farm products must seek new markets in the Orient." These words seem to

Surely our country will not continue to neglect the opportunities with which nature has endowed her, at least in the Trent Valley Canal, and allow the neighboring country to transport to a great extent her products to the seaboard.

The Trent Valley Canals are a series of short canals connecting the lakes and rivers between Georgian Bay and Lake Ontario, and will be a link in what is destined to be the chief grain route between "Britain's Granary" and Europe. To be more explicit, it will connect Georgian Bay at Midland, Ont., where the great lake carriers will discharge the grain from the North-West or the Lake Superior ores into

fact American experts now admit that the only wheat-carrying water route they feared is the barge route through the Trent Valley.

The work of the Trent Valley Canal was originally attempted by the Imperial Government in 1825, but the money voted was diverted to quell the Mackenzie Rebellion. Construction was again started in 1880 by the Dominion Government, and has been dragging along until the present time.

About \$4,000,000 has been expended, and next season construction will have been completed between Lake Couchiching, an arm of Lake Simcoe, on the north, and Rice Lake on the south. It