

"It would be difficult to find, on this continent at any rate, a similar succession of waterfalls along a like distance, and through a country so well favored for manufacturing purposes. With the methods of long distribution of the electric current that are now being perfected by Tesla and others, there is no reason why sufficient energy should not be generated along the Ottawa and its tributaries, not only for local purposes along the route, but for the operation of the Canadian Pacific and Canada Atlantic and Parry Sound Railways between Georgian Bay and Montreal."

At the present time when the application of electric energy to the processes of manufacturing and to transportation, heating, lighting &c., is making rapid strides every day, it would be rash to attempt to treat in any other than the most general way the subject of the value of the enormous water power on the Ottawa River and its tributaries for the generation of this force. There seems little reason to doubt that wherever water power is readily available it will in the near future be turned to account in this way, superseding steam in most of its ordinary employment as a motive force. In the hydraulic powers along its route therefore, there is every reason to believe that the Company will be possessed of a resource of inestimable value.

The Ottawa River navigation system has its outlet at the port of Montreal, the head of Atlantic Ocean navigation, there being a channel of twenty-seven feet and six inches in depth from that point eastward on the St. Lawrence. At Montreal it reaches

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tions.

1. An ocean port over three hundred miles nearer to Liverpool than New York is ;

2. The Grand Trunk, Canadian Pacific, Central Vermont, and connecting systems of railway to New York, Boston, Portland and Halifax, and all intermediate points in New England, Quebec, and the Maritime Provinces ;

3. An existing waterway to New York via the St. Lawrence and Richelieu Rivers, Lake Champlain and the Hudson River, the highway for the lumber traffic from the Ottawa district to New York.

The construction of thirty-two miles of canal from a point on Lake St. Louis to the level of Lake Champlain at St. Johns on the Richelieu River, and the enlargement of the Champlain canal from the south end of Lake Champlain to the Hudson River, in connection with the completed Ottawa route would afford a waterway between Chicago and New York seventy miles shorter than the Erie and with 230 miles less of canal, 100 miles less than the route via the Welland canal and the Erie from Oswego and with 110 miles less of canal, and 250 miles shorter than the St. Lawrence and with 45 miles less of canal. The respective distances between Chicago and New York by such routes being as follows :—

	Canal.	Lake & River.	Total.
1.—via Ottawa and French Rivers and Lake Champlain.....	120	1228	1348 miles.
2.—via Erie Canal and Hudson River.....	350	1065	1415 "
3.—via Welland Canal & Erie from Oswego	230	1215	1445 "
4.—via St. Lawrence Route.....	163	1441	1604 "

By the completion of such waterway in connection with the Ottawa route the distance from Chicago to New England ports on the east side of Lake Champlain would be lessened to 1000 or 1100 miles with only 53 miles of canal as compared with a distance of 1300 to 1400 miles by the Erie with no less than 420 miles of canal.

The City of Ottawa, 116 miles from Montreal, is already a railway centre of some importance. The Canada Atlantic, the Prescott and Brockville branches of the Canadian Pacific, as well as its main transcontinental line, the Arnprior