

Hon. Trevannion W. Hugo was from the vicinity of Kingston, Ont. He is a well known Consulting Engineer, who has also served the city of Duluth for three terms as School Commissioner and two terms as Mayor.

He says:—

Referring to the scheme of Mr. Henry C. Spalding of New York City, who has it in mind to connect Georgian Bay with Lake Ontario by means of a canal and portages over which he would convey boats of large size on an apparatus which he has invented for that purpose: Mr. Spalding sent me some time ago, and I now have in my possession, a copy of the patents covering this invention, and from all that I have been able to learn in the matter, after as careful a study as I could give it, I am of the opinion that the scheme is feasible; and with a few slight modifications which may be demanded after actual trial, that there should be no difficulty in accomplishing that which he has set out to perform.

I have known Mr. Spalding for some time, as he resided here, and he is a gentleman of infinite resource and brains, and I have an idea that what he starts out to perform, he is able to carry through. I think we in Duluth would be interested to know that such a scheme as you suggest is in process of development; and wishing you every success, I remain,

Yours respectfully,

T. W. HUGO.

(Extract from report, published in the "Toronto Daily Star," August 4th, 1903, of an interview with Sir William Van Horne.)

He said: "But no all-rail route, unless forced by strenuous conditions explicitly understood, can afford to despise or to dispense with the water route provided by the Great Lakes. The harvests of the Canadian West will never be brought to the Atlantic seaboard by an all-rail route voluntarily, and I say this confidently and for publication, if you think proper."

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Can the Hydraulic Balance Lock be made available for large ships or for very high lifts?

The successful experiment at Peterborough with the balance lock, on a lift of 65 feet, with a lock of dimensions suitable for a small canal barge, has caused a renewal of the above inquiry.

As this question was carefully considered by the writer, some ten years ago, before he finally settled upon the Marine Railway Lift as the only really available method for performing such a service, it may not be amiss to recount some of the difficulties which were then found to exist.

While a movable lock, suitable for a canal barge of 200 feet in length and 25 feet in width, may be raised or lowered upon a central piston, where