

not to exceed three cents per bushel ; or about one-half the lowest prevailing rates.

The Safest Route.

From the mouth of Lake Michigan vessels will pass under the shelter of Manitoulin Island to the mouth of French River, avoiding all the dangers of southern Lake Huron, the shallow and dangerous Lake Erie. From Sault Ste. Marie, with the exception of a few miles on Georgian Bay, the route will be on land-locked waters continuously to Montreal. Grain will not only be insured at minimum rates on this route, but passing through the cool deep waters of the Ottawa in so much shorter time will reach market in better condition than by any other route.

The Scheme Generally Approved.

The advantages of the project were fully recognized when the surveys were completed in 1859, but the time was not auspicious, it was premature. Canada at that date consisted of Upper and Lower Canada, extending from the Detroit River to the Gulf of St. Lawrence. The bulk of the population west of Montreal occupied a narrow belt, extending northward from the St. Lawrence and Lake Ontario, and from Lake Erie to the eastern shore of Lake Huron. Up the Ottawa, Renfrew was the last post of surveyed settlement, and there were a few settlements on the southern shore of Georgian Bay. All the country north of Georgian Bay, Lakes Huron and Superior, was an unbroken wilderness, the hunting ground of the Indian without a white settler. The country was believed to be worthless except for the timber that grew on it, and entirely unfit for settlement.

We had not then any Manitoba or North-West Territory, and even the adjacent United States were but sparsely settled ; commerce was then chiefly with south-western and southern states entering in Toledo and Chicago. I have no statistics of the tonnage passing between these points and eastern lake ports, but, in 1856, when Mr. Shanly commenced the surveys for the French River and Ottawa navigation, the registered tonnage using the Sault Ste. Marie Canal was only 101,458 tons. Now over twenty million tons pass Detroit annually, a large proportion of which passes through the Sault Ste. Marie Canal.

The Great Western and Grand Trunk Railways had recently been