

FOR A SHORTER AND DEEPER WATERWAY.

Having carefully studied the requirements of the situation and the various conditions prevailing, regarding the transit of ships and the transportation of cargoes, between the Upper Lakes and the seaboard, I do not hesitate to express the opinion that the time has arrived when the heavy burdens now resting upon the shippers of freight can and should be materially lessened.

The largest ships now in use are 450 feet long and 52 feet wide. Such ships could carry 7,000 tons on 20 feet draft of water. Ships of this class would be the rule, and not the exception, if facilities were better.

If ships could pass out of Georgian Bay into Lake Ontario, at Toronto, bound to Prescott, for Montreal, 309 miles of distance would be saved, as compared with any route via Lake Erie. Therefore, about the same rate of speed would bring a ship to Prescott, or to Brockville, in the time which is now required to reach either the Welland Canal or Buffalo. A still further advantage would result from the saving of more than half of the time, in the proposed new works, which is now consumed in passing through the Welland Canal.

By the new route and new methods, Prescott would be 68 miles nearer all the ports on the Upper Lakes than Buffalo is now, by water; while Brockville also would be 80 miles nearer. The difference in cost of transportation, in favor of the new route, would be fully \$3,000 on a 7,000 ton cargo.

The cost of a canal suitable for the largest ships now used upon the lakes, carrying full cargoes, would be \$29,000,000 less upon my system than if it were to be made with locks like the Canadian lock at Sault Ste. Marie. Except as to length and lift, that being 900 feet long and 18 feet lift, my figures are for locks only 470 feet long, with an average lift of 21½ feet.

With suitable surveys and plans, and legislation in its behalf, the matter will command the attention and respect of capital and the business world generally.