

wise, and as it contemplates the providing of such a waterway that no further improvement will ever be necessary, the sum named may not be excessive, and it is as well to consider the highest estimate.

Assuming, then, that the cost might reach this figure, what advantages may fairly be placed on the other side of the sheet?

Future Traffic  
Requirements.

Although a large part of the future grain crop of the North-West will doubtless find its way to market via Western railways and the Panama Canal, and some perhaps by the Hudson Bay Railway, an ever-increasing quantity will go by way of the Great Lakes, and sound business reasons as well as proper political and national considerations require that the largest possible part of this shall pass through our own channels in Canadian vessels.

Manufacturing  
Towns will  
Greatly  
Benefit.

Some reference has already been made to the traffic which passes through to the Soo canals, but it may not be amiss to say here that although the lake traffic is still in its infancy the number of vessels passing through the Soo canals is fully three and a half times as great as the traffic through the Suez, and the tonnage twice as much as the total entered and cleared at the ports of Liverpool and London combined. As this enormous and rapidly-increasing traffic is largely comprised of ores and other raw products, it surely does not require to be demonstrated that the deepening of the waterway from Lake Erie eastward would be of immense advantage to the manufacturing towns of Ontario and Quebec.

Water Freights  
Moderate Rail-  
way Charges.

Although for reasons already stated it is not likely or even among the possibilities that grain-carrying vessels will ever ply directly from the head of the lakes to European ports, yet were this waterway constructed there can be no doubt that there would be a great and increasing freight traffic in ocean-going vessels from the Great Lakes to Europe and back. The effect of such competition on railway freight rates was aptly summed up by Senator Townsend thus: If the project were realized, the Interstate Commerce Commission would no longer have occasion to pass upon railway rates from the middle West to the Atlantic: water competition would keep them reasonable. The lessening of cost of bringing coal to Lake Ontario ports and the consequent reduction of prices at inland points would alone mean an enormous saving to our people.