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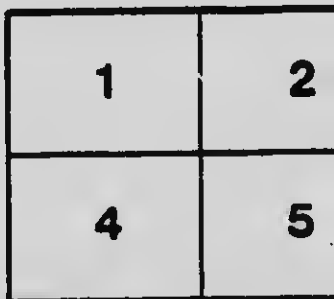
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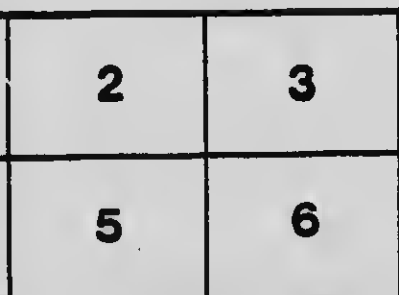
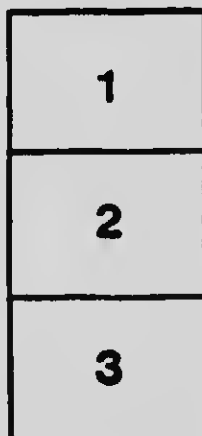
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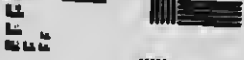
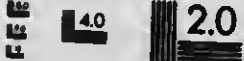
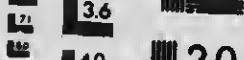
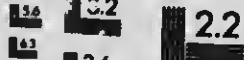
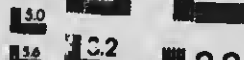
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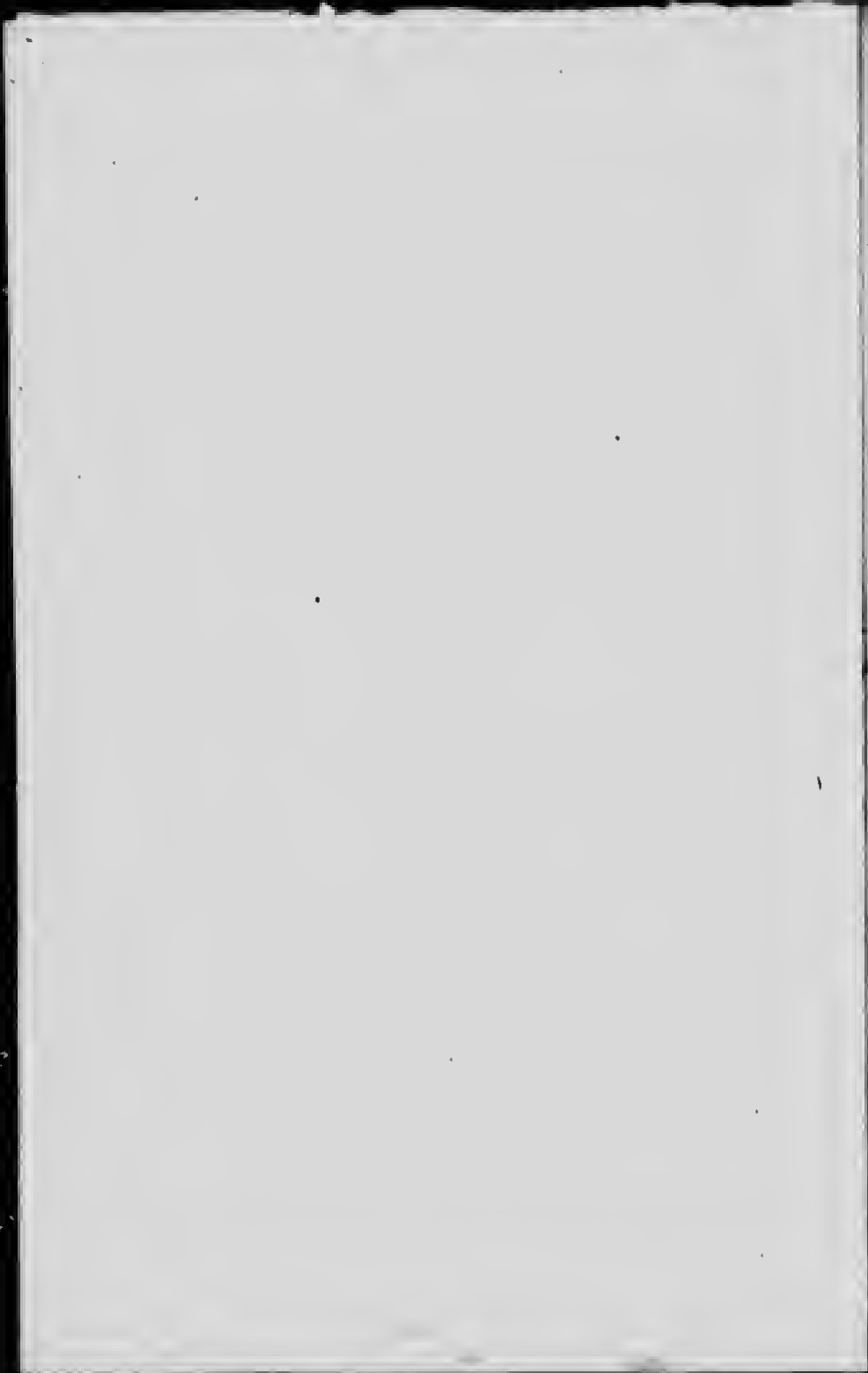
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The Canal System of New York State

Q. What is essential to the internal development of a State?

A. The systematic and symmetrical development of wagonways, railways, and waterways. The wagonway is essentially local; the railway, continental; the waterway, worldwide. In combination they are complements, not competitors—auxillaries, not antagonists.

Q. Does canal development cripple or in any way detract from any railway system and its prospects of extension?

A. On the contrary, actual experience, both here and in Europe, shows that the extension of canals has invariably increased the traffic and income of railways in the same territory.

Q. Have the railroads superseded waterways and are canals antiquated?

A. No; the traffic on the Great Lakes has increased in greater proportion than that of the railroads of the United States. The development of water transportation has been much greater than that of rail transportation in the countries of Continental Europe. In France over 7,000 miles of internal waterways are in use, and within a year

the amount of \$132,500,000 has been appropriated by France for the construction of canals and the improvements of rivers and harbors. In Germany these internal improvements consist of 9,000 miles of canals and canalized rivers. New canals are being built and a project is now under contemplation for the construction of a canal connecting the Rivers Rhine and Elbe, the cost of which it is expected will be nearly \$100,000,000. Belgium has expended \$50,000,000 since 1800 in the enlargement of canals, and Russia has spent the sum of \$40,000,000 from 1801 to 1896 for the development of her waterways, and is now contemplating the construction of a canal connecting canalized rivers to create a waterway between the Baltic and the Black Seas. Canada has just completed her chain of canals from Lake Erie through the Welland Canal down the St. Lawrence River, and is now planning the construction of a canal from Georgian Bay to the St. Lawrence. Canada's expenditures on canals during the last fifty years have been over \$50,000,000.

Q. What, then, is the relation of the waterway to the railway?

A. Nowhere better summed up than in the recent report of a Committee of the Senate of France, through its Chairman, M. de Freycinet: "It is conceded that waterways and railways are destined not to supplant, but to supplement each other. Between the two there is a natural division of traffic. To the railroads go the least burdensome traffic, which demands regularity and quick transit; to the waterways gravitate the heavy freights of small value which can only be transported where freights are low. Waterways, by increasing traffic, are rather the auxiliaries than the competitors of railroads. In procuring for manufactures cheap transportation for coal and raw materials, they create freights whose subsequent transportation gives profit to the railroads."

Q. Do statistics here as well as abroad attest this conclusion?

A. Yes; unquestionably. A study of the statistics of the St. Mary's Falls Canal shows that fully nine-tenths of all the traffic to and from Lake Superior consist of raw materials, and the figures for other waterways show practically the same result.

Q. What city was preeminent for her commercial relations at the beginning of the last century?

A. Boston. Her comparatively dense population and introduction of manufactures enabled her for a number of years to take the lead of the city of New York. Philadelphia also led New York in population and manufactures.

Q. What more than any one cause advanced New York to the first position among the cities of this country?

A. The opening of the Erie Canal in 1825. This led to greater economy in transportation, and, combined with the use of steam on navigable rivers and the Great Lakes, enabled New York City to secure the domestic trade of a widespread territory. Other seaports could obtain but a small proportion of this trade, because of the impracticability of constructing canals to cross the mountainous region, separating them from the great valley of the Mississippi and the Great Lakes Basin—ridges which are only broken by the Hudson and Mohawk valleys.

Q. What is the Erie Canal's record?

A. The Erie Canal was proposed by Washington; the plan was pronounced practicable in 1808, work began in 1817, and completed in October, 1825, at a cost of \$7,000,000. Its construction was due to Governor DeWitt Clinton's genius and energy. Jefferson said the Erie Canal was a century ahead of its time. He was wrong; commerce proved this in twenty-five years. Improvements made since

1825 have brought the total cost of the canal up to about \$50,000,000. Its original depth was four feet; in 1862, six feet, and now about eight feet, in parts. Was first navigable by thirty-ton boats; now 240-ton boats. It has profited New York State to the extent of several billions of dollars.

Q. When did the Great Lakes transportation, on any considerable scale, begin?

A. With the building of the first American ship on the upper lakes at Erie, Pa., in 1797. For some time thereafter the Ontario traffic was larger than that on all the other lakes combined.

Q. When did transportation by steam on the lakes begin?

A. The first steamer on the lakes was built at Oswego in 1816; and up to 1820 there had been built only four steamers on the lakes, as against seventy-one on Western rivers and fifty-two on the Atlantic coast.

Q. What was the total tonnage on the lakes in the middle of the last century?

A. Only 215,000 tons in 1851, two-thirds of which was in sailing vessels, averaging about 200 tons each.

Q. When was the Great Lakes system fully opened to transportation?

A. Not until 1855, when the opening of the Michigan State Canal around Sault Ste. Marie Rapids opened Lake Superior also to the small vessels then in use.

Q. Following this essential extension, how rapidly did traffic increase?

A. Twenty years thereafter the total tonnage on the lakes was nearly 600,000 tons, and the steam tonnage was equal to about three-fifths of the sailing tonnage. The traffic, as estimated by entrances and clearances at American ports, was for that year about 15,000,000 tons.

Q. What hampered the extension of traffic?

A. The shallowness of the water in the harbors, and in the channels connecting Lake Erie and Lake Superior with Lake Huron-Michigan.

Q. What increased the traffic?

A. By the opening of a canal with an eight-foot draft, which took the place of the ten-foot canal and locks maintained by the State of Michigan at Sault Ste. Marie, and the improvement of other waterways.

Q. What has been the outcome of these waterway improvements?

A. The increase in the shipping engaged in lake commerce to over 1,500,000 tons at the close of the century. The estimated freight movement on all the lakes in 1898 was over 60,000,000 tons, giving a ton mileage of 42,000,000,000 for the year 1898. This figure is equal to nearly forty per cent. of the entire ton mileage of all the railroads in the United States; it exceeds the total ton mileage of railroads in the district from the Missouri River east to Buffalo and Pittsburg. The bulk of this traffic is made up of the four commodities of grain, iron ore, lumber, and coal.

Q. What proportion of the lumber and grain arriving at Buffalo is now carried by the Erie Canal?

A. Not more than one-third of the lumber and one-tenth of the grain.

Q. What special advantage over and above relatively low freight rates does the canal have in handling freight?

A. With proper terminal facilities a marked advantage over railway service in delivering and receiving freight directly to and from ocean cargo carriers.

Q. Why is the State of New York peculiarly interested in canal extension?

A. Because, as plthily stated by the Finance Committee of the Canal Association of Greater New York: "The State of New York possesses the only practicable route for a canal entirely within the limits of the United States, from the Great Lakes to the Atlantic seaboard. This was recognized in the early part of the century by the people of the State, and they constructed the Erie Canal, which, more than anything else, has made New York the Empire State and New York City the financial and commercial center of the Western Hemisphere. Upon the completion of the Erie Erie Canal, four North Atlantic seaports were of about equal importance, i.e., Boston, New York, Philadelphia and Baltimore; but the effect of the Erie Canal soon showed itself, so that finally the population and wealth of New York far exceeded those of its above named rivals combined. From the inception of this waterway it has been one of the most efficient factors for creating and preserving the commercial supremacy and the prosperity of the City and the State of New York."

Q. Why, then, has New York begun to lose its relative advantage and place in certain lines of business?

A. This is due simply to the decline of commerce on the Erie Canal, and this decline is due to the decay in the physical condition of the canal and to the antiquated methods of transportation employed thereon. Its efficiency and relative usefulness have thus gradually declined, and have shrunken into insignificance in comparison with other means of transportation.

Q. Why has the Erie Canal decreased in traffic?

A. On account of gross negligence and lack of foresight. If the same intelligence that has brought about the great development of the railroad systems of the country had been applied to the maintenance and development of the canal system, there would have been no retrogression of New York in any respect.

Q. How do average rates on the New York canals compare with railroad rates?

A. The average rates on the New York canals have declined from 6.5 mills per ton per mile in 1865 to 1.9 mills per ton per mile, the present average being about yne-half of the average rate by any railroad, and one-third of the average rate by most roads

Q. Why do railroads carry most of the high class freight in face of much lower canal rates?

A. On account of their better facilities for handling and delivering package goods—due in part to advantages inherent in the railroad, and in part to the advantages of large corporations over the small canal boat owners.

Q. What beneficial effect does the maintenance of State canals have on the control of high class freight charges?

A. The potential competition of the canals secures lower rates for this traffic than exist where no canal competition is possible. The *Pittsburg Commercial Gazette* says:

“The rates on high-grade freight from New York to competitive railroad points in Pennsylvania are over ten to thirty-five per cent. higher than to points on the canals at a corresponding distance from New York. Buffalo and Pittsburg are almost equally distant from New York, yet the rate to Buffalo on sixth-class goods is thirteen cents per 100 pounds and to Pittsburg fifteen cents per 100 pounds. On first-class goods rates to Buffalo are thirty-nine cents and to Pittsburg forty-five cents.”

The class rates in both directions between New York and Pittsburg, Pa., in cents per hundred pounds, are as follows:

$\frac{1}{45}$	$\frac{2}{39}$	$\frac{3}{30}$	$\frac{4}{21}$	$\frac{5}{18}$	$\frac{6}{15}$
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The class rates in both directions between New York and Buffalo N. Y., in cents per hundred pounds, are as follows:

CLASSES.

1	2	3	4	5	6
39	33	28	19	16	13

The rates above given are governed by the Official Classification.

The railroads have three different freight rates: two export and one domestic. The American public are charged the domestic rate. Why foreigners should have a cheaper rate than the American people is unjust, as these railroad corporations are supported and protected by the citizens of the United States. The difference between the domestic and special foreign rate is four cents per 100 pounds, and on this basis imposes an enormous and uncalled for burden on our people. For these different freight rates see table below.

The rates on grain, domestic and for export, from Chicago to the Eastern seaboard points named are in cents per hundred pounds, as follows,

GRAIN.

From CHICAGO, Ill., to	EXPORT		
	Domestic	Export	Special
Portland, Me.....	22	17½	16
Boston, Mass....	22	17½	16
New York, N.Y.....	20	17½	16
Philadelphia, Pa.....	18	15½	15
Baltimore, Md.	17	14½	14½
Newport News, Va....	17	14½	14½

Q. Do canal rates discriminate against domestic traffic?

A. No; and during the navigation season the rates made by the canal compel the railroads to lower their domestic to the export rates.

Q. Twenty-five years ago how did the capacity of a canal boat plying the Erie Canal compare with the maximum railroad train capacity?

A. Canal boat capacity 220 tons; railroad train 300 tons, or 10,000 hushels wheat.

Q. What are the comparative capacities to-day of the canal boat and the maximum railroad train?

A. Canal boat about 240 tons, or 8,000 hushels of wheat; maximum railroad train, 2,700 tons, or 90,000 hushels of wheat. In hrief, the canal boat capacity has practically not advanced at all in twenty-five years, while the maximum railroad train capacity has been multiplied ninefold.

Q. Is the foreign commerce of New York, compared with competing cities of this country, gaining or shrinking?

A. During the last twenty years unquestionable statistics show that there has been a serious loss relatively in the foreign commerce of New York. The report made to the Chamber of Commerce of the State of New York by its Committee on the Harbour and Shipping in February, 1898, on the diversion of trade from New York, compares directly the figures of the foreign trade of the Port of New York in the years 1877 and 1897. This comparison shows that the "proportion of imports through New York fell from 60 per cent. in 1877 to 63.3 per cent. in 1897, while the imports of all other ports rose from 31 per cent. to 36.7 per cent. The percentage of the domestic exports from New York fell from 43.6 per cent. in 1877 to 41.5 per cent. in 1897, while the exports of all other United States ports increased from 56.4 per cent. to 58.5 per cent. of the whole." During the twenty years from 1877 to 1897

the same report shows a total decrease of the commerce to and from New York from 53.7 per cent. to 51 per cent., and an advance of all other ports from 46.3 per cent. to 49 per cent.

Q. Is this relative shrinkage continuing to date?

A. Assuredly. It was particularly marked in 1897 by the same Chamber of Commerce Committee that the comparison with the record of the preceding year, 1896, was unfavorable beyond the average. Although there had been a general increase of \$105,000,000 in the value of domestic exports in 1897, as compared with 1896, from all ports of the United States, there actually had been a loss to New York of \$23,000,000 in the value of domestic exports from her own port in 1897 as compared with 1896. It is uncontested, too, that the percentage of this relative shrinkage is increasing yearly. The annual report of the Chamber of Commerce for the fiscal year ending June 30, 1902, shows that the total foreign commerce of New York City, during the year ending June 30, 1902, suffered a decrease of \$43,198,321 as compared with the same period of the previous year, and \$23,756,248 as compared with the period ending June 30, 1900, thus showing a growing decrease during the period comprised by these three years.

Q. How does this comparison stand in actual figures, without comparing percentages?

A. This is put succinctly in the report of the NEW YORK COMMERCE COMMISSION, appointed by Gov. Black: "In 1880 New York's total was \$100,700,541 more than one-half of the nation's total: in 1890, \$60,745,308 more than one-half of the nation's total. In 1899 New York's total fell \$37,156,818 below one-half of the nation's total." Again, the same Commission marks that "the aggregate value of the foreign commerce at the Port of New York from 1880 to 1899 inclusive was \$316,661,887 less than it would have been had New York succeeded in maintaining an annual average for those nineteen

years equal to her foreign commerce in 1880." In other words, "instead of sharing in this vast aggregate increase of the nation's trade during the past nineteen years, the Port of New York has actually fallen behind to the extent of more than \$300,000,000"

Q. In what lines of exports has the relative shrinkage of New York's commerce been most marked?

A. Breadstuffs; precisely the freights that would have been carried by New York's canals if their relative efficiency had been maintained. The statistics compiled by the New York produce Exchange show that wheat exports from New York fell from 56.02 per cent. in 1880 to 51 per cent. in 1899; corn exports from New York, from 52.73 per cent. in 1880 to 26.25 per cent. in 1899; flour exports from New York, from 70.90 per cent. in 1880 to 34.24 per cent. in 1899. The percentage of the total exports of flour, wheat and corn, in bushels, fell from 56.3 per cent. in 1880 to 32.9 per cent. in 1899. During the same period every other competing city on the Atlantic seaboard gained materially, and Montreal's exports actually doubled.

Q. How does the outlay for canal maintenance compare with that devoted to a single railroad?

A. More than \$15,000,000 are spent yearly to keep the roadbed and rolling stock of the New York Central Railroad abreast of the times. Compare this with the few hundred thousand dollars grudgingly spent yearly on the State Canals.

Q. How many important railroads terminate in New York?

A. Nine.

Q. Have the New York railroads retained to this Port the commerce lost by the canal?

A. No; the increase at the Atlantic outports about equals the decrease in canal traffic.

Q. How can New York maintain her supremacy?

A. The New York *Times* nine years ago marked this clearly. "New York's one chance of maintaining her supremacy lies in making the best possible use of her great waterway. To do its part effectively it must be improved."

Q. Is our neighbor, the Dominion of Canada awake to the importance of the improvement of waterways?

A. Most assuredly. It has recognized so fully the power and influence of sufficient waterways in determining the course of traffic that it has enlarged the canal connecting the Great Lakes with Montreal, and is contemplating the construction of a canal connecting Lake Huron directly with the St Lawrence River. These improvements have already increased the importance of Montreal and other Canadian seaports so materially that the trade of American ports is now seriously threatened.

Q. Is a twenty-foot channel from the lakes to Montreal under contemplation?

A. Yes. Plans are made and a company is formed to carry forward the project.

Q. What will be the result if New York State fails to improve the Erie Canal system?

A. Canada by building the Georgian Bay Canal, at a cost between seventy and eighty millions, will cause the diversion of a large part of American trade, which naturally would seek an outlet by way of Buffalo, the Erie Canal and New York City. Canadians calculate on a tonnage of about eight millions, and a strong sentiment favors building the canal, which will have a length of 430 miles, a surface width of 188 feet, a bottom width of 100 feet, and a depth of 20 feet. While the British possessions of North America are equal in area to those of the United States, the entire wealth and population of the Dominion are much less than those of New York State alone, so much so, that relatively New York State is four times better able financially to rebuild the Erie Canal than the Dominion is to build the Georgian Bay Canal.

Q. What does Mr. Andrew Carnegie say about the Erie Canal?

A. He says that a part of his plan in the projected establishment of a great tube plant and iron mill at Conneaut, Ohio., was to utilize the Erie Canal in the transportation of the bulk of his product for export. He intended to establish terminal warehouses in New York, where during summer the stock would be stored. He regards the rebuilding of the Erie Canal as a necessity to the commercial supremacy of New York State, and believes that any reasonable expenditure would be cheap in comparison to the good done.

Q. Would the improved Erie Canal help the industries of New York State?

A. It would give New York State the supremacy in the Manufacturing industry. The *Pittsburg Commercial Gazette* says: "With an adequate waterway such as proposed to the seahoard, iron and steel from Buffalo furnaces can be delivered in New York for one-fourth the present rate from furnace to seacoast—a saving of \$1.50 per ton. It is contemplated thus to make New York the distributing center for iron and steel products to local markets in New England, and to the increasing foreign markets, and for developing on the Hudson River shipbuilding interests; and in all this the Erie Canal will play a very important part. With the low rates possible by this mode, it is expected to take westbound coal traffic from the railroads, build up an eastbound trade in bituminous coal with New England, and, by establishing lines of speedy steamers, secure a large amount of package freight terminals."

Q. Do the heads of our great railways oppose canal extension?

A. None but the uninformed and shortsighted. Hon. Chauncey M. Depew, speaking in 1891 as President of the New York Central and Hudson River Railroad, said memorably: "I am in favor of canals. There is an impression that from official and business

associations I ought to be opposed to the canal, but that is a very narrow view of the situation. The canals compete with the roads with which I am connected at every point, that is true, but the canals, in their connection with the Great Lakes, those inland seas of our country, compel the commerce which floats upon those seas to find the Port of Buffalo, in the hope of getting through the canal to the seaboard. The surplus which the canal can not carry goes to the railroad, and the prosperity which the canal and the lakes give to the state of New York in the promotion of their business comes in turn to the railroads."

Q. What is the matured conclusion of the Canal Association of Greater New York in regard to choice of routes?

A. The sub-committee of the Executive Committee of the Canal Association charged with the duty of considering and reporting upon the comparative merits of the so-called Ontario route and the so-called Oneida-Seneca route unanimously reported last year that "the Oneida-Seneca route constitutes the most practical, the most efficient and the most economical route for a 1,000-ton barge canal between the Great Lakes and the Hudson River," and further, that "this route combines in its elements, that," in the opinion of the Committee, "will reestablish the pre-eminent commercial position of the State and City of New York, and will enable this State to build up industries and manufactures rivalling and even excelling in importance those of other States." This Committee report was formally adopted by the Canal Association on September 2, 1902.

Q. Why is a ship canal not feasible?

A. Because of its prohibitive cost. For this reason it is improbable that the national government will ever undertake such a project. Even if one were constructed it could not be used by ocean-going steamers. The types of the vessels used for ocean

and lake transportation are radically different, and in the opinion of shipbuilders it would be impossible to combine the type in one vessel that would be economical for the trip through the three kinds of navigation required—lake, canal, and ocean.

Q. Would it be a wise business proposition that the State of New York dispose of the Erie Canal and that the United States Government build a ship canal through New York State capable of carrying ocean-going freight steamers?

A. No; to enable a ship canal to carry ocean-going freight steamers it must have a depth of thirty-five feet, with corresponding width, and all channels connecting the lakes and the harbors of the lake cities must be lowered to the same depth. No figures have ever been made for such a canal and for the reconstruction of lake channels and harbors, but the expense would be almost fabulous. The reconstruction of lake harbors is also practically impossible on such lines. This would probably cost nearly \$500,000,000. As the State of New York pays one-sixth of the expenses of the national government, its proportion of the expense of the ship canal and the necessary works on the upper lakes would be \$83,000,000.

Q. Would it be a wise business proposition that the United States Government build a ship canal of twenty-one feet depth, capable of carrying lake steamers from Buffalo to the Port of New York?

A. No; lake steamers could not compete with cheap canal barges in canal traffic. Barges could do the business more economically. Lake steamers are much more costly and are equipped for lake traffic and not for slow movement through a canal. The lake steamers now unload their grain in Buffalo at shore elevators, where the grain is stored and transferred to canal boats, which, on arrival in New York, go alongside the ocean steamer and transfer their grain by floating elevator into the hold of the ocean

steamer. Should the lake steamer come through to New York, an intermediate transfer from lake steamer into lighter or barge at New York would be necessary, as the lake steamer could not go alongside an ocean steamer to transfer her cargo directly into the ocean steamer. There would, therefore, be no object in bringing lake steamers through the canal to New York. Mr. Andrew Carnegie says: "It would never pay to run big ships from Buffalo to New York through any canal, not even a ship canal. It is much cheaper to transfer from a 10,000-ton lake vessel to a 1,000-ton barge, and send it through the canal at slow speed, to be unloaded alongside into ocean-going ships, than to send ocean or lake vessels through the canal."

Q. What position would the other States of the Union take toward a ship canal built by the United States Government through the State of New York?

A. Demands would be made by many other States now urging construction of canals for their own commercial needs by the United States Government (Cape Cod Canal, Hennepin Canal, canals across Florida, and from the Delaware to the Chesapeake, and others).

Q. What control would the State of New York have over a ship canal built by the United States Government through the State of New York?

A. None whatever. The Hon. Abram S. Hewitt, in an address before the Chamber of Commerce of the State of New York, in 1898, on the subject of the transfer of the Erie Canal to the National Government, said: "When we transfer the Erie Canal to the custody of the United States, it passes out of the control of its friends into the hands, possibly, of its enemies, and certainly into the hand of its rivals. Nothing that may be done in the way of the construction of new routes to the Gulf or to the Atlantic, by the Government of the United States, or by other States, or by private enterprises, can, by any possibility, interfere with the ability of the State of New

York to take care of itself by the enlargement of the canal. That is our privilege; that is our right; that is our duty. When you turn this right and privilege and duty over to Congress, in what shape will it be found? The appropriation for the maintenance of the canal must be made in the River and Harbor Bill. If, by any possibility, the bill should fail for a single year, there would be no money to maintain the canal as a free highway. . . . And more than that, if the proposition is made for Congress to spend the money to enlarge the canal or for its annual maintenance, you ask the gentlemen who, by your own confession, are profiting by the present condition of the canal, its insufficiency to do the work—you ask them to vote the money of the United States to build up the Port of New York and help the merchants and shipping of New York; and how much sympathy are you going to get from these rival cities on the Gulf and on the Atlantic shore? . . . Do you suppose they are going to spend the money of the United States to enable New York to do the work cheaper than they can? . . . The result would be that the canal would not be maintained, even if it were once constructed, which I am sure, from my knowledge of national affairs, will never be the fact; but, if it were constructed, it would very soon be abandoned, it would cease to be maintained, and we should be left without redress—without remedy of any kind whatever."

Q. What is to be the size of the improved canal?

A. The Erie, Oswego, and Champlain Canals "shall be so improved that the canal prism shall, in regular sections, have a minimum bottom width of 75 feet, and a minimum depth of 12 feet, and a minimum water cross section of 1,128 square feet, except at aqueducts and through cities and villages may be reduced and cross section of water modified as may be deemed necessary by the State Engineer and approved by the Canal Board. In the rivers and lakes the canal shall have a minimum bottom width of 200

feet, minimum depth of 12 feet and a cross section of water 2,400 square feet; locks shall be single, except the flight of 3 locks near Waterford and 2 locks at Lockport, which shall be double locks. These locks shall be: Length between hollow quoins 328 feet, clear width 28 feet, minimum depth in lock chamber and on miter sill 11 feet, and with such lifts as the State Engineer may determine.

Q. Do the one hundred and one million dollars stated as the cost of the improvement include the expense of removing old and the constructing of new bridges and all land damages that may occur in improving the canal?

A. Yes; all these matters are included.

Q. How is the work on this improvement to be carried on?

A. The bill states that "The State Engineer shall divide the whole work into sections or portions as may be deemed for the best interest of the State in contracting for the same. All work authorized shall be done by contract. No contract which exceeds by more than 10 per centum the gross cost of the work as estimated by the State Engineer, or more than 20 per centum of the cost of any item therein, shall be awarded unless such award shall be approved by the State Engineer and with the consent of the Canal Board."

Q. Who are the Canal Board?

A. The Lieutenant-Governor, State Treasurer, Attorney General, State Engineer, Commissioner of Public Works, the Comptroller, and Secretary of State.

Q. Is there any protection for the unfaithful performance of contract.

A. Yes. The bill states that "contractors shall give adequate security for the faithful and complete performance of contract, and it shall be at least 25 per centum of the amount of contract."

Q. If a contractor is unsatisfactory in his work, how shall he be proceeded against?

A. The Superintendent of Public Works may suspend or cancel and complete the work at the expense of the original contractor.

Q. Are contractors paid in full for work done?

A. No. They are paid 90 per cent. of the value of the work performed until the contract is completed and approved by the State Engineer and the Superintendent of Public Works.

Q. How is the money paid for this work?

A. By Treasurer, on warrant of the Comptroller, after audit by him upon the presentation of the draft of the Superintendent of Public Works to the order of the contractor.

Q. Is there any economic reason for building a State railway between Buffalo and New York along the line of the Erie Canal?

A. No.

Q. Is there the slightest possibility of the State undertaking such a project?

A. No; for the reason that a railroad must be operated by a single authority or corporation, it can not be thrown open to the public's use as a canal or a highway can. The State must therefore not only build the railroad from Buffalo to Albany, purchase the right of way, and construct the railroad from Albany to New York City, and purchase and construct enormously expensive terminals in New York City, but must also operate this State railroad.

Q. What do Chapters 1 and 7 of the Laws of the State of New York (which is the referendum) provide?

A. For a referendum to the people on the question of a 1,000-ton barge canal across the State from the Hudson to the Niagara, on the route recommended by the Canal Advisory Board, appointed by Governor

low President, Roosevelt. This route passes through the Mohawk River, canalized, and through Oneida Lake and Oneida and Seneca Rivers. It is regarded by engineers and experts in water transportation as the most economical and efficient route, and it has been formally approved by the Canal Association of Greater New York and Buffalo. The bill also provides for improving the Oswego and Champlain Canals to the same capacity for 1,000-ton barges as the Erie Canal. The route for the Champlain Canal is changed in its southern part by putting it from Waterford to Fort Edward in the Hudson River. The bill further makes provision for an adequate increase in the water supply, rendered necessary by the canal enlargements, as well as for ample and convenient canal harbors at Rochester, Syracuse, and Albany. Provision is made for raising the money for these canal improvements by the issuance and sale of bonds and the raising of money by direct taxation to pay the interest and sinking fund on these bonds in the manner now required by the Constitution.

Q. What influences are supporting canal improvement?

A. President Roosevelt, Governor B. B. Odell, Lieutenant Governor Higgins, and a majority of the Senate, Speaker Nixon, and a majority of the Assembly, State Engineer and Surveyor Bond, the business interests of four-fifths of the State of New York, including practically the business communities of Greater New York, Buffalo, Oswego, Utica, and other trade centers of the State.

Q. What is the estimated cost of the canal improvements provided for in the bill?

A. \$101,000,000.

Q. What do the best authorities say about the reliability of this estimate?

A. The present estimate of the cost of the canal project is based upon the results of the survey author-

ized by the Legislature of 1900 and carried out by State Engineer Bond, assisted by a Board consisting of the following eminent engineers: the Hon. Elnathan Sweet, ex-State Engineer and Surveyor; Mr. George S. Morison, ex-President of the American Society of Civil Engineers, and member of the Isthmian Canal Commission; Thomas W. Symons, Major, Corps of Engineers, U. S. Army; William H. Burr, member Isthmian Canal Commission and Professor Columbia University; Dan G. Kingman, Major, Corps of Engineers, U. S. Army; and Alfred Noble, President of the American Society of Civil Engineers, member of the Isthmian Canal Commission, and selected by the Pennsylvania Railroad to construct its tunnel under the Hudson River; and on the survey made by the Deep Waterways Commission appointed by the Congress of the United States, and consisting of C. W. Raymond, Lieutenant Colonel, Corps of Engineers, U. S. Army; and the engineers, Alfred Noble and George Y. Wisner. Both surveys were the most thorough that have ever been undertaken in this country.

Q. Why was \$101,000,000 named as the amount necessary for this canal improvement?

A. For the reason that its cost should not be underestimated.

Q. Is there any probability that the cost of this improvement will be less than \$101,000,000?

A. Yes. It may not cost \$90,000,000.

Q. What basis is there for this opinion?

A. The cost of deepening the Hudson and Niagara Rivers is included in the \$101,000,000, and the deepening of these rivers belongs to the U. S. Government.

Q. Any other reason for believing the improvement will cost less than amount named in bill?

A. Yes. Because of very excessive estimate cost of the work, and also adding 20 per cent. to these costs.

Q. What danger would there be from floods in the canalization of the Mohawk River?

A. Major Thomas W. Symons, Corps of Engineers U. S. A., Mr. Alfred Noble, President of the American Society of Civil Engineer., Mr. George S. Morison, Past President of the Society, and Professor Burr, report that there is no danger, that, on the contrary, conditions would be greatly improved. Every safeguard known to engineering will be employed in the construction of the canal. Flood-gates will be provided at proper intervals, and damage from overflow is minimized. In fact, the conclusion is reached that the losses for which the State is now liable will be so materially diminished that the aggregate saving will offset to a considerable extent the interest charges on the cost of the canal construction.

Q. Will transportation by a 1,000-ton barge canal lower the freight rates per ton per mile?

A. Yes; the rate will be fifty-two one hundredths of a mill per ton per mile, or twenty-six and one-tenth cents per ton, Buffalo to New York.

Q. Will the railroads be able to compete with this rate on heavy freights?

A. No; the New York State Canal Committee, after a careful inquiry of this matter, state that there is no probability of the railroads being able to carry freight at one mill per ton per mile.

Q. What are railroad differentials?

A. Discriminations in freight rates ranging from 20 cents to \$1.00 per ton against traffic to and from New York in favor of Philadelphia, Baltimore and Newport News, sometimes termed a "differential pool" for the arbitrary division of traffic between Trunk Lines, thus diverting commerce naturally tributary to New York.

Q. Will transportation by 1,000-ton barge canal be the means of abolishing the differentials in railroad freights and stop diversion of commerce from the State and City of New York?

A. Yes.

Q. What is the saving in cost to shippers by the 1,000-ton barge canal over the present 240-ton canal?

A. The saving is about two-thirds, or the difference between one and seventy-five one hundredths mills per ton per mile by the present canal as against fifty-two one hundredths of a mill per ton per mile by the 1,000-ton canal.

Q. The railroad freight differentials are an enormous charge against New York commerce, which other ports do not have to pay. Why is this?

A. Because the antiquated Erie Canal cannot care for the freight, therefore the railroads get an enormously disproportionate share.

Q. Why would railroad shippers be benefited largely through the building of the 1,000-ton barge canal?

A. Because the canal would lower and regulate the rates.

Q. Would much of the grain and other trade which New York has lost be diverted again to this State should the 1,000-ton barge canal be built?

A. Yes; it is a fact that a difference of one-sixteenth of a cent to one-eighth of a cent per bushel in cost of transportation in favor of one port over another is sufficient to divert all this traffic. This discrimination in the railroad freight rate in favor of rival ports is the cause of New York's loss of commerce.

Q. If the people of the State do not vote for the canal referendum next fall, what will be the consequence?

A. The transportation of the State will be wholly under the control of the railroads.

Q. Has there recently been a consolidation of rival railroad lines into great transportation systems?

A. Yes.

Q. What does the U. S. Industrial Commerce Commission say about these railroad combinations?

A. They are made so as to do away with competition in the freight rate.

Q. What danger does this Commission call attention to?

A. To the traffic controlled by two or three men, or at the most a small group of men, who will have power to make the freight rate upon the vast amount of traffic of the nation.

Q. If canal improvement cost \$101,000,000, how would this money be provided?

A. Bonds would be issued under a pending amendment to the State Constitution for this amount, and would be payable in fifty years.

Q. Is this a large sum for the State of New York to pay?

A. It is not, even if it were paid in a single payment. Extended over a period of fifty years the annual payment is of course very small.

Q. How do the annual expenses of New York City alone compare with the \$101,000,000 canal plan?

A. Greater New York alone expends as much money each year to run its city government as the 1,000-ton barge canal will cost, and with fifty years to pay it in.

Q. If the \$101,000,000 was paid in a single payment would it be a serious burden on the State?

A. It would not. The assessed valuation of the State is practically \$6,000,000,000. If \$16.84 were paid on a \$1,000 of assessment, the State of New York could pay this whole canal cost in a single payment. Extended over a period of fifty years it would be a matter of almost no moment to any one.

Q. Is the State in expending \$101,000,000 for the canal extravagant as compared with the probable returns?

A. If a farmer worth \$1,000 ran an agricultural implement costing \$16.84 with which he could carry on his farm more economically, he would certainly not be thought extravagant if he purchased it. The State of New York, based on her wealth, proposes to expend the same amount to secure for all time the cheapest possible transportation for the product of the farm and the factory.

Q. By whom will this canal cost be paid?

A. Over eighty per cent. of this tax will fall upon the cities of New York and Buffalo alone; half of the remainder upon the cities and towns along the route of the canal; the balance, only ten per cent., upon the remainder of the State.

Q. Where does the money go that is spent in improving the canals?

A. It remains in the State, and the increased earnings of canal boat owners are spent all along the line of the canals, and in the terminal cities.

Q. How long would it be before the direct saving to the people in the reduction of canal and rail rates would offset the cost of construction?

A. It has been expertly estimated that the reduction would return the entire cost, \$101,000,000, in less than ten years.

Q. What would be the capacity of a 1000-ton barge canal?

A. In excess of 20,000,000 tons per annum, and on that tonnage the saving as compared with the present canal would be \$12,200,000 per annum. As compared with the lowest rail rate ever quoted across the State of New York, the saving on a tonnage of 20,000,000 tons per annum would be nearly \$18,000,000.

Q. Of what value has the canal been to New York State?

A. "The inestimable benefits which have been derived from the Erie Canal in the past are not disputed by any one. To it, more than to any other cause, is due the phenomenal growth and commercial supremacy of the City and State of New York. It opened up the great West to settlement, and in turn attracted the products of the West to the low-grade line through the Appalachian chain, which exists only in the State of New York. The tolls on this waterway have more than repaid the cost of construction, maintenance, and operation; in addition it has paid over \$300,000,000 of freight money within the limits of the State, and the disbursement of this money along the line of the canal has built up the great interior cities from Buffalo to Albany, forming a continuous line of commercial centers, which has no counterpart in any other State. The growth of these cities in turn led to the construction of railroads paralleling the canal, and these, by consolidation and scientific management, have gradually reduced the cost of transportation during the last thirty years from an average of two cents per ton mile to about six mills per ton mile."

Q. How do the returns compare with the outlay?

A. "Down to the close of the year 1882, at which time the tolls were abolished, the revenues collected on the Erie Canal exceeded all sums paid out upon it for any purpose whatsoever by the sum of \$42,599,718. This profit has been reduced in subsequent years by the expenses for ordinary and extraordinary repairs, maintenance of operation, and for enlargement under the Nine Million Dollar Act, and against this outgo for expenses there has been no income from tolls, so that the net balance to the credit of the Erie Canal is now a little more than \$20,000,000. It is important that this fact should always be borne in mind, that the Erie Canal has paid into the State

more money by many millions of dollars than has been spent upon it in the aggregate for any and all purposes whatsoever. Were this not the fact, we should not advise its enlargement." (Report of Committee on Canals, 1899.)

Q. If the canal referendum fails of ratification at the polls next fall, will the State continue to lose its commerce?

A. Yes. In less than ten years Pennsylvania or some other State may be the Empire State, which title New York has held since the time of the Erie Canal.

Q. In this event how would it affect the up-State counties?

A. They would have to pay a greater proportion of the State taxes.

Q. How much do they now contribute to this tax?

A. About 15 per cent.

Q. What would become of the present canal if the pending referendum should fail?

A. The canal in its present condition will not and should not be maintained by the State, so, unless something is done to improve it, even the old canal we now have will be lost to the State. The canal enemies seek first the defeat of the pending bill, and then will strike for and will secure the abandonment of the old canal.

Q. Who pays the other 85 per cent?

A. The cities of New York and Buffalo.

Q. As a public spirited citizen, whether merchant, mechanic, capitalist, farmer, or of other occupation, and desiring to perpetuate the commercial supremacy of the State of New York, what is your duty?

A. To vote for the canal referendum, and to do what I can to get other citizens to do the same.

Railroad Trusts and Monopolies Now Exist

They injure the farmer.

They injure the manufacturer.

They injure the export and import
merchants.

They injure the working man.

They injure every person in the state.

Vote to break them up.

**Vote for the 1000 ton Barge
Canal.**

Cheap Transportation is the Great Commercial Magnet

It benefits the farmer.

It benefits the manufacturer.

It benefits the importer and exporter.

It benefits the man who labors.

It benefits every citizen of the State.

**Vote for the cheapest possible trans-
portation.**

Vote for the 1000 ton Barge Canal.



Canada's Trent National Waterway.

Political Chart of Counties, Members' addresses and population on and adjacent to Water Route of Trent National Waterway.

They are directly and commercially interested in cheap Water Transportation.

A National General Self Freight Regulator.

COUNTY	POP'N	MEMBER	ADDRESS P.O.
Vancouver	23,822	Aulay Morrison	New Westminster B.C.
New Westminster	27,198	Ralph Smith	Nanaimo B.C.
{ Yale & Cariboo	61,889	Wm. A. Galliher	Nelson, B.C.
Alberta	10,925	Wm. J. Lewis	Hillsborough, N.B.
{ Assiniboia E.	49,003	J. M. Douglas	Tantalton Ass. N.W.T.
{ Assiniboia W.		Walter Scott	Regina, N.W.T.
Selkirk	32,006	W. F. McCreary	Winnipeg, M.
Provencher	24,862	A. A. C. LaRiviere	St. Boniface, M.
Algoma	63,850	Albert E. Dymont	Thessalon, Ont.
Bruce E	19,313	Henry Cargill	Cargill, Ont.
Bruce N	21,297	Jas. Halliday	Chesley, Ont.

COUNTY	POP'N	MEMBER	ADDRESS P.O.
Bruce W	18,410	John Tolmie	Kincardine, Ont.
Grey E	25,387	Thomas S. Sproule	Markdale, Ont.
Grey N	27,051	Thomas T. Thomson	Owen Sound, Ont.
Grey S	22,171	M. K. Richardson	Flesherton, Ont.
Simcoe S	19,272	H. Lennox	Barrie, Ont.
Simcoe N	26,963	L. S. McCarthy	Toronto, Ont.
Muskoka & Parry Sound	33,674	George McCormick	Orillia, Ont.
Ontario M	20,689	J. D. Grant	Orillia, Ont.
Ontario S	16,794	Win. Ross	Port Perry, Ont.
Ontario W	16,685	J. J. Gould	Uxbridge, Ont.
York E	40,405	W. F. McLean	Toronto, Ont.
York N	18,778	Hon. Sir W. Mulock	Ottawa, Ont.
York W	53,774	A. Campbell	Toronto Jct, Ont.
Victoria N	16,258	Sam Hughes	Lindsay, Ont.
Victoria S	19,953	A. E. Vrooman	Lindsay, Ont.
Peterboro E	22,200	John Lang	Jermyu, Ont.
Peterboro W	17,005	Jas. Kendry	Peterboro, Ont.
Durham E	14,465	H. A. Ward	Port Hope, Ont.
Durham W	13,109	Robt. Beith	Bowmanville, Ont.
Northumberland E	20,495	E. Cochrane	Edville, Ont.
Northumberland W	13,055	J. B. McColl	Cobourg, Ont.
Hastings N	24,007	A. W. Carscallen	Marinora, Ont.
Hastings E	17,446	W. B. Northrup	Belleville, Ont.
Hastings W	17,700	E. Guss Porter	Belleville, Ont.
Prince Edward	17,864	George O. Alcorn	Picton, Ont.

Hastings W
Prince Edward

17,100
17,864

Con
Con

George O. Alcorn

Picton, Ont.

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 Prince Edward E
 Lennox
 Addington
 Frontenac
 (Leeds & Grenville N
 Grenville S
 Leeds S
 Dundas
 Stormont & Cornwall
 Glengary
 Soulanges Cartier
 Vaudreuil
 Hochelaga
 L'Assomption
 Berthier
 Maskinonge
 (St. Maurice &
 Three Rivers
 Champlain
 Portneuf
 Quebec Centre
 Quebec East
 Quebec West
 Quebec County
 Montmorency

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 24,495
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 21,185
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 26,168
 10,446
 56,919
 14,983
 18,782
 15,813
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 Alfred A. Lefurgary
 Uriah Wilson
 Melzar Avery
 Hiram C. Calvin
 John R. Lavell
 John Dowsley Reid
 George Taylor
 Andrew Broder
 R. A. Pringle
 Jacob T. Schell
 A. Bourbonnais
 Frederick Monk
 Henry S. Harwood
 J. A. C. Madore
 R. Charlemagne Laurier
 Joseph E. Archambault
 H. Mayrand
 Jacques Bureau
 J. A. Rousseau
 Michael Simeon Delisle
 Albert Malouin
 Sir Wilfrid Laurier
 William Power
 Hon. C. Fitzpatrick
 Thos. E. Casgrain

Tegnish, P. E. I.
 Summerside, P. E. I.
 Napanee, Ont.
 Sharbot Lake, Ont.
 Garden Island, Ont.
 Smith Falls, Ont.
 Prescott, Ont.
 Gananoque, Ont.
 Morrisburg, Ont.
 Cornwall, Ont.
 Alexandria, Ont.
 Coteau Landing, Que.
 Montreal, Que.
 Vaudreuil Que
 Montreal, Que.
 St. Lin, Que.
 St. G de Brandon, Que
 St. Leon, Que.
 Three Rivers, Que.
 St. Anne de La Par, Que
 Portneuf, Que.
 Quebec, Que.
 Ottawa, Ont.
 Quebec, Que.
 Ottawa, Ont.
 Montreal, Que.

Charlevoix	19,334	Lib	Chas. Amers	Murray Bay, Que.
{ Chicontvine &				
{ Saguenay	48,291	Ind	Joseph Sirard	St. Gideon, Que.
Huntington	13,979	Lib	W. S. MacLaren	Huntingdon, Que.
Beauharnois	21,732	Lih	George M. Loy	Valleyfield, Que.
Chateauguay	15,693	Lib	J. P. Brown	St. Chrysostome, Que
{ La Prairie &				
{ Napierville	17,523	Lib	Dominique Monet	St. Renie, Que.
{ Chambly &				
{ Vercheres				
Richelieu	24,318	Lib	Victor Geoffrion	Montreal, Que.
Yamaska	18,576	Lib	A. A. Bruneau	Sorel, Que.
Nicolet	16,204	Lib	R. M. S. Mignault	St. Michel L'Yauaska
Lotbiniere	26,500	Lib	George Ball	Nicolet, Que.
Levis	20,030	Lih	Edmond Fortier	St. Croix, Que.
Bellechasse	26,210	Lib	Louis J. Deumers	Etchemin, Que.
Montmagny	18,702	Lib	O. E. Talbot	St. M de Bellechasse
L'Islet	14,757	Lib	L. Armand Lavergne	Montmagny, Que.
Kanouraska	14,430	Lib	Onesiphore Carbonneau	L'Islet, Que.
Temiscouata	19,101	Lib	Hon. Henry G. Carroll	Ottawa, Ont.
Remonski	29,185	Lib	C. A. Sauvarau	Isle Verte, Que.
Gaspe	40,157	Lih	Jean A. Ross	St. Flavie Sta., Que.
St. John	30,687	Lih	Rodolphe Lemieux	Montreal, Que.
{ Halifax	24,184	Lib	Hon. Andrew G. Blair	St John, N.B.
	74,662	Con	Robert L. Borden	Halifax, N.S.
		Lib	William Roche	Halifax, N.S.

85 Counties . 1,974,899 48 Lib. 29 Con. 3 Ind.

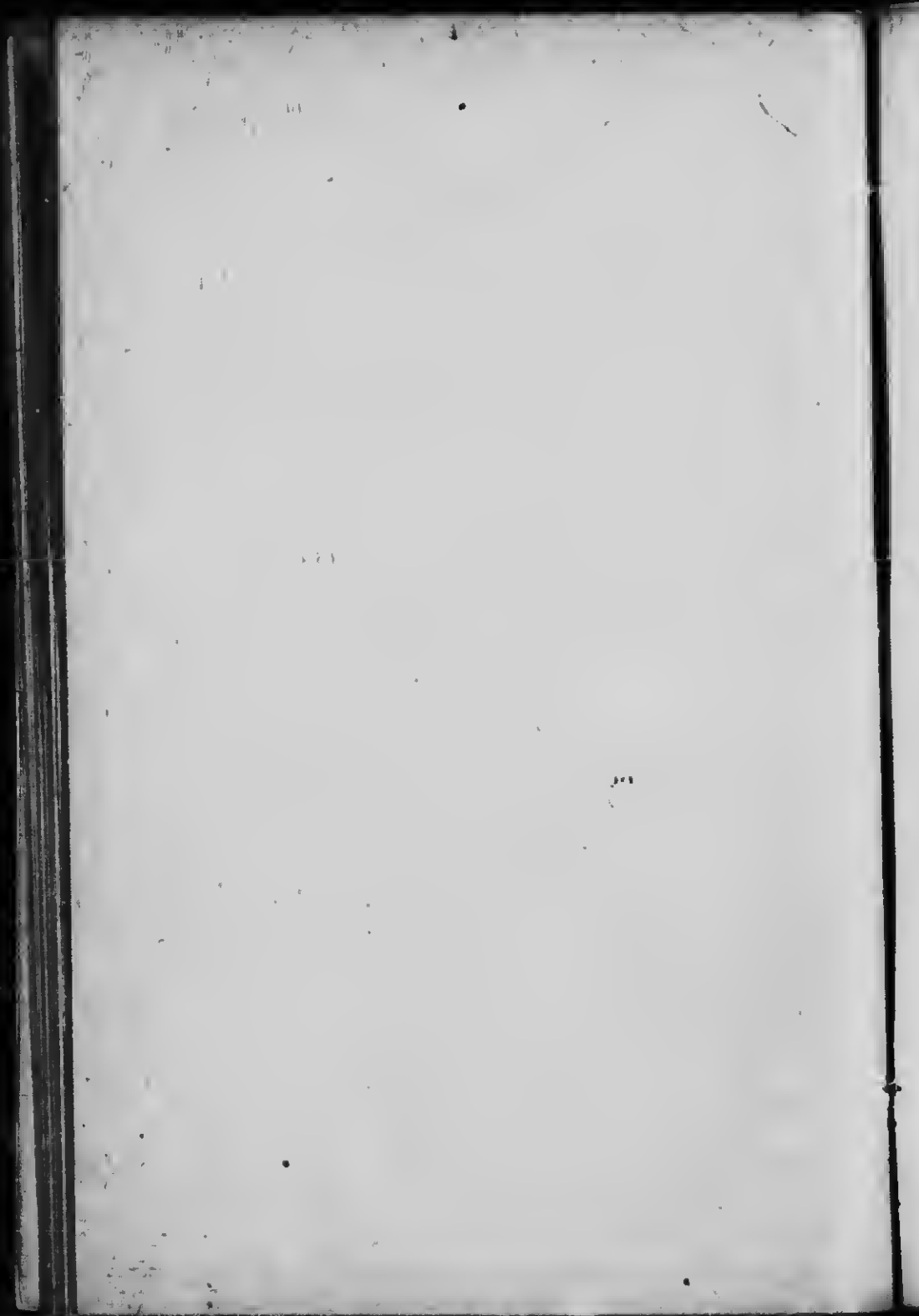
85 Counties

1,974,899

48 Lib.

29 Con.

3 Ind.



CHEAP WATER TRANSPORTATION.

Let us join together from Winnipeg and the North West, the whole length of the Route to Montreal and Quebec and the Gulf to Nova Scotia and we must succeed in a unanimous vote to complete it and at once.

The largest business voting population in Canada directly or personally interested can demand it on purely business basis.

DAVID GILMOUR,

President Trent Valley Waterway Association.

Correspondence is requested with all friends of Trent Cheap Waterway Transportation.

Trenton, 21st April, 1904.

**CANADA'S
TRENT NATIONAL WATERWAY**

800 TON BARGE

FIVE MILLIONS TO COMPLETE

VS.

ENLARGED ERIE CANAL

1000 TON BARGE

TO COST 101½ MILLION DOLLARS



Cheap Transportation is the greatest factor in securing and maintaining the Commercial, Manufacturing, Industrial and Agricultural Supremacy of Canada.

By your vote protect it and complete it at once





