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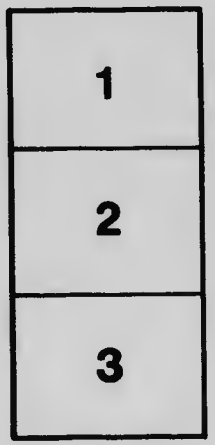

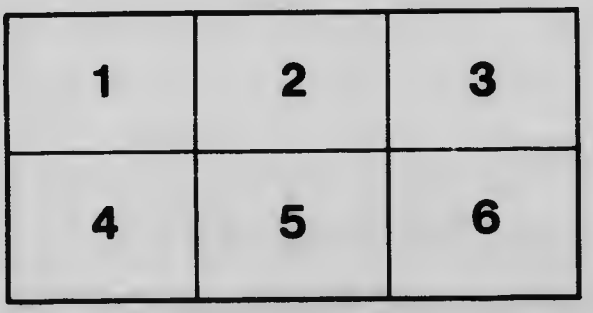

HISTORICAL SKETCH

OF

THE PROPOSED

GREAT LAKES TO OCEAN ROUTE

FIRST EDITION RE THE PROPOSED
GREAT LAKES TO OCEAN

$500,000,000.

WATERWAY IMPROVEMENT.

THE idea of bringing ocean liners to inland ports of the Great Lakes, has been brought time and time again before the Parliament of Canada during the last twenty-three years, and large sums of money have been spent in preliminary work.

In the year 1896 a genuine start was made to connect Lake Huron and Lake Erie at their nearest point, and to that end the services of some of the most eminent engineers of America were secured, to prepare plans and maps from surveys and data obtained by them at great cost to the promoter.

In the year 1902 an application was made to the Parliament of Canada, asking for a charter with power to build a canal for the said waterway. The bill passed its first and second readings in the Senate and House of Commons, but, owing to the Canadian Parliament's lack of interest at that time, even though no subsidies were asked for, the bill was withdrawn.

In 1903, the promoter secured the assistance of additional capitalists, and presented the bill for the second time. It passed its first and second readings in both Senate and House of Commons, but was again withdrawn.

In 1904, the bill was once more presented, passed its first and second readings in both the Commons and Senate, and this time, lest it might hamper the financing of a vast national railway enterprise, it was withdrawn at the suggestion of the Prime Minister at the time.

In 1911, public notice was given in the Canada Gazette, that an application was to be made to the Parliament of Canada for an Act to incorporate "The Great Lakes and Atlantic Canal and Power Company," asking for a charter with power to locate and construct a deep canal from Lake Huron to Lake Erie, from Lake Erie to Lake Ontario, and from Lake Ontario via the St. Lawrence River to a point on the Ottawa River near the City of Ottawa, and to improve and deepen a ship channel in the Ottawa River, from said Canal to its junction with the River des Prairies; to improve and deepen the channel in the said River des Prairies, to join the St. Lawrence Ship Channel below the Island of Montreal at or near Varennes, or by an alternate route, if deemed more advantageous, from Ste. Annes through Lake St. Louis to the Port of Montreal, thus providing a deep waterway between the Great Lakes and the sea.

In 1914, The Great Lakes and Atlantic Canal and Power Company was incorporated, for the purpose of acquiring all the data, plans, maps and other properties heretofore

obtained by the promoter, who since the year 1896 had conceived the idea of bringing Ocean Liners to inland Ports of the Great Lakes and had accumulated very valuable data, information and properties.

All those who are actually interested in the future and immediate prosperity of Canada, will read the following literature with deep interest, as the data and information obtained for the purpose of justifying this international enterprise, concerns milions of men.

In June, 1914, documents were prepared to finance the undertaking, and it was proposed to employ the necessary means to create a public demand for a **Speedy Navigable Waterway**, with a clear depth of not less than 35 feet, and a width of not less than 400 feet at the water line, connecting the Great Lakes and the Atlantic Ocean for the accommodation of the largest Ocean carriers and other transports for all time. But unfortunately War was declared, and the proposition had to be held in abeyance temporarily.

But now that Victory is ours, and peace is to reign once more, and as our country has been stirred up to economic turmoil during the last four years of war, undertakings which seemed as great tasks and almost impossible before the war, are now looked upon by our return soldiers as quite easy to accomplish, and most of the right-thinking men who have lost members of their family on the battlefields of Europe, fighting for fair play and justice, should now seek ways and means of further assisting their country, by helping such works and deeds which will prove beneficial to their country, and in our opinion the most worthy and beneficial public work for the general benefit of Canada, and without any cost to Canada, is to allow private capital the privilege of building this Great Lake to Ocean waterway, and, also, at the same time, take full advantage of developing the country's natural inland waterways for navigation and water powers to the utmost possible extent, in order to continue the further development of the country's natural resources.

And to that end it is necessary that all true patriotic Canadian and American returned soldiers, work together with the same unity of action with which they co-operated on the battlefields of Europe.

Within a short distance of only 200 miles inland from the 5000 miles of shore line, which forms the boundary of the Great Lakes and their connecting rivers and proposed canal connections, there are residing at present over 70,000,000 people.

Lake Huron is actually the hub of the wealth of the North American Continent, and the heart of the greatest activities of the United States and Canada.

When the mining district of Quebec and New Ontario will be canalized, so that standard size canal boats may be used to carry heavy freight to and from the height of land, via the French River to the Gerogian Bay ocean steamer terminal, and also complete the connecting link between Trenton on Lake Ontario to the Georgian Bay, and also from Lake Nippissing on the summit to the Ottawa River, the water power which may be developed from the summit's great falls, as shown by the profile of the propose Georgian Bay Ship Canal Route, and also between Ottawa and Prescott and Ottawa to Montreal, will be unlimited.

It is undisputed that the constant increase of the products of cereals, etc., from the Western Provinces, and interchange of commerce, makes it a necessity that such a waterway should be completed as soon as possible, so as to help the quick transportation to Liverpool and other European markets.

It is important, therefore, for both Governments to ascertain, which is the most feasible and economic route to be opened to accommodate ocean liners to the Great Lakes.

The project will be for the general benefit of Canada, and the cost will not exceed $500,000,000, which amount after all, is very reasonable when the vital interests it will serve are taken into consideration, and its untold benefit to the millions of men interested in the lake traffic between the East and West, and the water powers it will create for living conveniences and commercial purposes. It is entirely within the limits of the North Temperate Zone, between the 41st and 47 parallels, on the line of which population has most freely moved, and where final settlement is most compact, and where climatic conditions ensure the largest return for capital and labour.

It will make seaports of Chicago, Milwaukee, Duluth, Port Arthur, Fort William, Owen Sound, Goderich, Sarnia, Port Huron, Detroit, Toledo, Cleveland, Buffalo, Hamilton, Toronto, Kingston, Trenton, Brockville, Prescott, Ottawa, and all the other ports along the Great Lakes which would be advantageous to sea-liners.

This proposition will directly interest all the steamship companies, both European and American, the principal railway companies, and particularly the Canadian Pacific, Grand Trunk Pacific, and Canadian Northern, the Great Northern (Hill Road), the Chicago, Milwaukee and St. Paul, etc.

The United States Steel Corporation and many of the other corporations that have milions of tons of freight to carry from east to west, and who also have millions of dollars invested in transportation equipment, and dealing with foreign countries, will be interested, as it will considerably reduce freight rates and underwriters' charges.

In fact, it will do more towards the general development of Canada than any other similar sum of money heretofore spent in public works, and it can be financed as a private corporation without cost to Canada, should Canada not decide upon its construction as a national move or as a joint undertaking with the United States.

This Lake-to-Ocean waterway improvement will start on the Eastern shore of Lake Huron, from the deep, circular bay lying between Goderich and Kettle Point.

It will pass within a short distance of the cities of London and St. Thomas.

It will enter Lake Erie near Port Stanley.

From Lake Erie it will enter Lake Ontario between Port Dalhousie and Hamilton.

From Lake Ontario this waterway will be improved by way of Prescott to the city of Ottawa, thence from the city of Ottawa, it will follow the Ottawa River to the channel of the St. Lawrence River by way of Riviere des Prairies, completing the world's greatest and most important waterway system.

From Lake Ontario this waterway will also be improved via Oswego, Oneida Lake and the Mohawk Valley to the Hudson River, and thence to New York, via the Erie Canal.

An examination of the topographical survey of the country through which this waterway will be cut, as laid out on the accompanying map, and the statistics herewith furnished is sufficient evidence of its engineering and economical feasibility.

The waterway offers no engineering difficulty, and it will not create any unpleasant disturbance to the country through which these new canals will be built, but it will distribute in Canada, by way of wages and supplies over $300,000,000 in about five years' time, and create a continual income for all time to come.

The great development of water power created by the canalization of this vast section of country, will afford means of producing electric energy at such reduced prices, that it will induce the building of many sections and systems of electric railways, and will eventually eliminate steam

locomotives, to carry products to and from the best markets, with the least possible risk of forest and field fires, and also with the greatest speed and economy. Therefore, the canalization of French River Valley to Lake Nipissing, Georgian Bay to Lake Simcoe, Lake Nipissing to the Ottawa River, as feeders to this improved waterway, with its creation of electric railways, which have many advantages over steam; among others, they use no coal nor water; they avoid all danger of forest and field fires; and in going down grade can make and store their own electrical energy, by force of gravity, and thereby have a more or less independent reserve, in case of overload or some accident to the regular source of power. Consequently the abundant electric energy to be derived, by the building of this system of canal feeding this great waterway, is bound to help in many more ways than one, apart from reducing local freight rates below the lowest in the history of the country, especially for the transportation of products fron. the districts of New Ontario and Quebec, in which section there lies a vast area of undeveloped mineral, agricultural and forest land, which by the construction of the Canadian Government Railways, Grand Trunk Pacific, the Temiskaming and North Ontario Railways and the Transcontinental and its many branches, is now being developed and produces a continual flood of supplies to those railways and local water ports, from the tributary rivers to these improved waterway systems leading to the Great Lakes and the Ocean.

Eventually, this section of canal between Lake Huron and Lake Erie will become the hub of the North American Continent, as a receiving and distributing channel from ocean to ocean, via the St. Lawrence, the Hudson and Mississippi Rivers.

The reader is invited to consider the following statistics: that within a radius of only two hundred and seventy miles from the eastern shore of Lake Huron where the entrance of this Canal is to be, there are residing at the present time over fifteen million of population, and from this distance is produced a greater quantity of gold, silver, nickel, copper, iron, ore, coal, oil, salt, timber and other products, etc., convertible in annual cash value, than from any other area of five times its size in the world.

In no other part of the world, of similar area, do so many different nationalities of civilized people live, work, and co-operate to such prosperity, peace and happiness.

Within this particular area is produced the best quality of all kinds of grain, sugar beets, apples, pears, peaches, plums, cherries, grapes, and the best quality of vegetables.

The best class of live stock is also raised, and millions of dollars worth of butter, cheese and other products are exported from the district annually, and from its fresh waters millions of dollars' worth of the best kind of fish are marketed every year.

We have the statistics of over two hundred years as authority and incentive, to guide our future steps to greater progress.

Since the 17th century, the utilisation of the Great Lakes and rivers for fisheries, floating logs, water power and transportation has been the most prominent factor in the commercial progress of the whole North American Continent.

During this early period, passenger, mail, express and freight transportation by water between the East and West, was carried on by birch bark canoes, row and sail boats, and on land by men and pack horses over trails and stage routes; yet these means of transportation, although inconvenient and slow, were the beginning of one of the greatest and speediest country developments in the history of America. In fact, it kept on growing so fast, and with such remarkable prosperity, that it is now recognized by all, that the altered conditions arising from the development of the natural resources of the country, tributary to the waterway system of the Great Lakes and rivers, have all tended to make it unquestionably the natural centre of the greatest food, forest and mineral producing district on earth.

The prosperity and extra profits brought about by this vastly improved district, created such an increase in transportation facilities from inland districts, and accommodation for the touring and commercial public, that there are now floating upon the waters of the Great Lakes and tributary rivers some of the greatest passenger, mail, express, package freight and general cargo (viz.: iron ore, lumber, coal, oil and grain) steamers in the world, capable of transporting, for an average distance of 900 miles between the East and the West, over 100,000,000 tons of freight per year, valued at $1,148,000,000 equal to $11.46 per ton, and accommodating over 20,000,000 passengers annually.

With pride we can point to such passenger steamers as the "Noronic," "Hamonic," "Huronic," "Socandbee," "Tionesta," "Detroit, Ill," "Cleveland Ill." and many others too numerous to mention), which have the strength, power and proportion of ocean liners, operating on the Great Lakes and its connecting rivers, and also to the "W. Grant Mordan," a carrier 625 ft. long by 59 ft. 2½ in. beam, by 33 ft. deep, and Canadian built. This bulk cargo

steamer carried from Fort William to Miland, Ontario, in single loads, 476,000 bushels of wheat, 760,000 bushels of oats, over 14,000 tons of coal. There are hundreds of this type of steamers having over 10,000 tons capacity, that help to carry, at economical rates, the enormous grain products from West to East. Seven new bulk freighters were put on the Lake Superior trade during the season of 1914, ranging from 436 ft. to 625 ft. in length. The total value placed on the Great Lakes freight carriers only is over $200,000,000.

The St. Lawrence, the Hudson and the Mississippi rivers are the natural channels of commerce in the North American Atlantic and Gulf Coast, and the three rivers should as soon as possible be connected with the Great Lakes, by a waterway suitable for the transportation with efficiency and economy, of the traffic arising from the country tributaries to them and Europe, by providing for ocean-going vessels an improved and shorter route than heretofore used, so improved and maintained as to prevent the least possibility of delay or accident.

Special attention is called to the great prosperity which followed the opening of the first canal lock in the United States at Little Falls, N.Y., in the year 1796, constructed by a private company acting under a charter from the State.

From that time on, Governor DeWitt Clinton imposed his plan for the state-owned Erie Canal, having forseen the great benefit to be derived by the State. He secured the good-will of President Washington, who was an engineer and surveyor, to go over the proposed route and to approve of its construction, which was started in the year 1817, and opened on October 25th, 1825, starting from Buffalo across the State to Albany, and down the Hudson to New York City.

The first boat to travel its full length was the "Seneca Chief" which carried two barrels of water from Lake Erie, which two barrels of water Governor Clinton emptied into the Atlantic Ocean at New York, this being the first marriage of waters between the Great Lakes and the Atlantic Ocean.

The Erie proved to be the Continent's greatest canal. Its utility was soon felt not only through the State but throughout the East and the Great Lakes region. Settlers flocked westward, forests gave way to sawmills and villages replaced these. Prosperous towns were established on the Great Lakes and the splendid chain of cities, which has won for New York the title of Empire State, sprang up along the line of the Erie Canal.

The shipping which once went to Philadelphia, the nation's biggest seaport before the opening of the Erie

Canal, came to New York; the city grew by leaps and bounds and became the commercial centre of the American Continent.

The New York state-owned Barge Canal consists of four branches: the Erie, running across the State from Waterford on the Hudson River to Tonawanda; where the Niagara River is entered and followed to Lake Erie; the Champlain, running northward along the westerly boundary of the State from Waterford to Whitehall at the southern end of Lake Champlain, the Oswego, branching from the Erie Canal north of Syracuse, and running northward to Oswego, Lake Ontario; the Cayuga-Seneca canal, leaving the Erie west of the Oswego Junction, and running southward, connecting with the two large lakes from which it takes its name.

After the people of New York had reaped the great benefit brought about by the building of this canal, which for many years formed the principal trade routes in the State, they continually agitated the enlargement of the main canal and the building of branches, which led to a thorough investigation.

It was established that, up to 1882, the Erie and its branches had earned forty-two million dollars over and above its original cost, expense of its enlargement, maintenance and operation.

The earnings of the past 65 years had been so satisfactory, though trade had to be created, that between the years 1905 and 1909 the people of the State decided to again enlarge and improve the Erie Canal, and made it one of the world's great t feat of engineering. It is about ten times as long as the Panama Canal, and has many more notable engineering features than the latter and some of the most wonderful locks in the world, and is capable of carrying 20,000,000 tons of freight annually if equipped with barges of proper type.

In the case of the Great Lakes and Atlantic Canal and Power Company's system of waterways, the existing financial conditions are many times more advantageous than they were for the Erie Canal. To supply freight for the Erie Canal the country had to be developed, while in the case of the Great Lakes, and Atlantic system of canals, hundreds of millions of tons are being produced west of the Great Lakes annually, and must be transported eastward and will be carried by the speediest, safest and most economic way of transportation.

Special attention is also called to the great reduction in freight rates, created by the opening of the Suez Canal in 1869, which affected the world's commerce by bringing the east into competition with western civilization, and reducing a voyage of six to eight months to about thirty days, and also reducing freight rates upon grains about 75%, making it necessary to readjust ancient systems of distribution, to such an extent that five years after the opening of the Suez Canal the trade of India with foreign countries had many times increased in volume.

The steady increase in the size of vessels navigating the Great Lakes, is shown by the following table, in registered tonnage, of freight passing through the Soo Locks for five yearly periods, from 1884 up to 1909:—

1884	527	registered tons.
1889	754	" "
1894	904	" "
1899	1084	" "
1904	1511	" "
1909	2434	" "

This table shows an increase of 44% in 1899 over 1889, and 125% in 1909 over 1899, or over 200% in 20 years. In consequence of this great increase of tonnage, science was appealed to, and Mr. Sweet, N.A., Soc. C.E., has laid down three fundamental and controlling elements as to the advantage of a deep waterway:—

(1) The elementary, physical law that the resistance to motion, in vessels of like model, varies directly as their immersed surfaces, while their tonnage varies as the cubic contents of their immersed section, thus securing enormous savings in large boats.

(2) The obvious and controlling advantage of passing from terminal to terminal without transfer of cargo.

(3) A large fleet adapted to the navigation of the deep waterway is already in existence.

The limit of reduction in railroad freights seems to have been reached; it is, therefore, opportune to extend lake navigation to the ocean by a practical waterway. As it is, the development of our natural waterways is but little advanced beyond the bounty of Nature. although Nature suggests immediate and proper improvement.

At Buffalo, bulk has to be broken and the grain elevated and transferred to cars, canal or other boats, and the same delay with equal expense is repeated at Goderich, Sarnia, Fort McNichol, New York, Montreal, Quebec, St. John, Halifax, etc.

The lake freight on wheat, from the remotest shore of Lake Superior and of Lake Michigan to Buffalo, has been 1 to 1½ cents a bushel; the ocean freight from seaboard to Europe, 3 cents. The whole cost, however, from Chicago or Duluth to Europe is from 9 to 10 cents; therefore, more than half the cost goes to railway or canal freights, commission and elevator charges, to which must be added the item of waste. It costs twice as much to carry a barrel of flour from Duluth to New York as it does from New York to Europe, though the latter distance is twice as great as the former.

In considering the conditions which govern rates, it is instructive to study how the route of the grain for export has shifted during the last ten years. Taking wheat as an example, the following table shows the ports through which bulk of the export trade passed in 1899 and 1909:—

Gulf Ports	1899	1909
New Orleans and Galveston.....	26,038,000	4,826,000
Atlantic Ports		
Baltimore, Philadelphia, New York, Boston and Portland...	49,302,000	59,495,000
Montreal, St. John and Halifax..	9,852,000	21,516,000
	85,192,000	85,837,000

In the season of 1914, 75,000,000 bushels of grain were handled in Montreal for ocean traffic, as against 64,000,000 in New York.

General Summary

Of the total freight traffic carried through the American and Canadian Canals, at Sault Ste. Marie, Michigan and Ontario, for the season of 1913:—

East Bound, Short Tons.....	59,205,853
West Bound, " "	20,512,491
Total freight traffic.....	79,718,344

Vessel Passages

U. S. Canal	Canadian Canal	Total
15,599	8,195	23,795
Registered Tonnage net		
32,062,619	26,927,096	57,929,715

Carried by 708 American Vessels.
" " 144 Canadian "
Total 852 Vessels, valued at $142,421,200, with a registered tonnage of 1,977,970.

Carried 79,718,344 tons and 77,194 passengers.

In the last decade and up to 1914, a notable reduction in transportation rates has been noticed both on railways and ships. The most important factors that have contributed to this are size and time. In the case of railways, the cars have been made to carry nearly three times the amount they did formerly, and the more powerful engines haul at least twice the grain load. On the Lakes, the size of the steamers has been increased, so that instead of only carrying up to a couple of thousand tons as they once did, they now have a capacity up to over 15,000 tons.

There is a limit to the rate at which either railways or vessels can carry freight, and at the same time make a reasonable profit, and when another route is opened which, by reason of its better facilities (either owing to saving in time and risk or increase in the size of units of traffic which it can accommodate), carries freight at a lower rate than the older route, this older route has to give way and surrender its traffic to the newer one, as has been previously shown in the case of the all-rail route to the Gulf Ports.

This rate limit on the Great Lakes appears to be about ¾ of a cent a bushel from Chicago to Buffalo, a distance of 889 miles, which is equal to a rate of 25 cents a ton for wheat, or .273 mill per ton mile, and even when lack of freight-offering causes this low competitive rate to prevail, many of the ship owners prefer to lay their vessels up rather than run them at what is practically cost price.

On the railways, from Buffalo to New York, the lowest rate which has ever prevailed, has been 4 cents a bushel for wheat, equal to 3 mills per ton mile. Competent authorities state that, under the most favorable conditions, the lowest rail-rate possible is 2½ mills per ton mile, or 3⅓ cents a bushel, but such rate has never yet been reached. Comparing this lowest possible rate of 2½ mills per ton mile, with the lowest lake-freight rate previously given .275 mill, it will be seen that on this basis one ton can be carried 900 miles on the Lakes at the same price as for 100 miles on the railways.

"The Wall Street Summary," published in New York, states as follows: "The northern border ports increased their exports from 103 million tons to 106 million tons in eleven months, distributed among the 25 ports on the Great Lakes and boundary line between the United States and Canada."

The volume of freight carried last year on Lake Huron totalled over one hundred million tons. This amount is

four times greater than the total freight passing through the Suez Canal, which is a world channel of commerce, between Europe and Asia, and open every day in the year. And the Suez Canal has always earned extraordinary dividends for its owners. The freight traffic on Lake Huron also exceeds the combined entrances of Liverpool and London, two of the world's greatest seaports; it also doubled that of the seaports of New York and Montreal.

During the season of 1905, wheat was carried from Duluth to Buffalo for two cents per bushel and iron ore for seventy cents per ton. From a geographical point of natural advantages, the connecting link of this canal system which is the easiest and most profitable to construct, is the section between Lake Huron and Lake Erie, which lakes are less than fifty miles apart, and the difference of the water level between the two Lakes is less than nine feet.

The connecting link of the Great Waterway between Lakes Huron and Erie, will shorten the routes now used by vessels plying between Chicago, Duluth, Fort William, Goderich and other ports of Lake Huron, Lake Michigan and Lake Superior, and ports east of Cleveland on Lake Erie, Lake Ontario, Ottawa and St. Lawrence Rivers, from 400 to 500 miles on a round trip, and also save time, in proportion, as compared to the present tortuous and difficult route.

This new and improved waterway will avoid passing through the St. Clair River, Lake St. Clair, Detroit River, Limekiln Crossing and the western half of Lake Erie, and absolutely eliminate all the dangers to life and property heretofore encountered by collisions caused by fog and grounding on the shoals or flats in the narrow parts of these rivers and lakes and at Limekiln Crossing, in the Detroit River, and will also greatly reduce the rate of insurance on ships and cargoes.

The cost of construction of this waterway between Lakes Huron and Erie, will be far less than that of any other canal of the same width and depth in existence, owing to the levelness and character of the soil. to be excavated, and the facilities for obtaining the most efficient machinery and labor.

Commercial Advantages

This canal connecting Lake Huron with Lake Erie will be the greatest and most useful artificial waterway in the world.

It will cut through the best and by far the most thickly populated and prosperous farming district in the Province of Ontario.

The farming lands all along this system of canal will be immediately greatly increased in value, inasmuch as the waterway will facilitate the marketing of products, and with its enormous water power will create abundant electric energy, which will be distributed at a low rate for all kinds of transportation purposes and also for light, heat and power, and combined with the hydro-electric the country at large will be enabled to use electric energy with the greatest economy. The great commercial upheaval will be advantageous to all classes of the community and will make this country one of the most desirable to live in.

Great shipbuilding yards, steel works, elevators, warehouses, etc., will be built at the entrance of this canal on the eastern shore of Lake Huron, and many new enterprises will be developed all along this waterway.

Such are the peculiar and favorable physical conditions under which two great people of English tongue occupy side by side the North American Continent from ocean to ocean, using in common this continental waterway, and by treaty stipulations interchanging with each other the use of improvements inside their respective boundary lines. From both sides then, of this continental boundary line, inevitably and forever will come here, for transit into the world's commerce, the products of the vast plains and mountainous regions of the far Northwest. On this line also, to a large extent, will be made the commercial exchange of the Pacific Slope, New Zealand, Australia, China and Japan.

When the Great Lakes and Atlantic Canal and Power Company's system of canals is completed, the most fertile and extensive regions of America will avail themselves of its facilities for a market. All their surplus production, whether of the soil, the forest, and mines or the water, their fabrics of art, and their supplies of foreign commodities, will concentrate at the entrance of this canal system, on the eastern shore of Lake Huron, which will eventually become the commercial heart of the North American Continent, for transportation abroad or consumption at home.

Agriculture, manufacture, commerce, trade, navigation and the arts will receive a corresponding encouragement. The city which will be created by such prosperity will in the course of time become the granary of the world, the emporium of commerce, the seat of manufactures, the focus of great moneyed operations and the concentrating point of vast, available and accumulating capital, which will stimulate enliven, extend and reward the exertions of human labor and ingenuity in all their processes and exhibitions. And before

the evolution of a century the whole route between Lake Huron and Lake Erie, Lake Erie to Lake Ontario, Prescott to Ottawa, and all along the Ottawa River to the St. Lawrence, Georgian Bay to Lake Simcoe canalized to Lake Ontario, via Trenton and Georgian Bay, via Lake Nipissing canalized to the Ottawa River, will be covered with all kinds of industries and warehouses and will constitute one vast, densely populated world metropolis.

Taken all in all, this enterprise is entitled to receive the attention and encouragement of the Legislators of not only Washington and Ottawa, but of most of the States of the Union and all the Provinces in Canada.

This proposed waterway is of such vital importance to Canada's best interests, that it seems disastrous to delay its completion any longer, because delay creates congestion in our different means of transportation, and by this fact delays the natural course and flow of our increasing commerce, which is the main factor and lever of the prosperity of this continent.

THE GREAT LAKES AND ATLANTIC CANAL AND POWER CO., LTD.