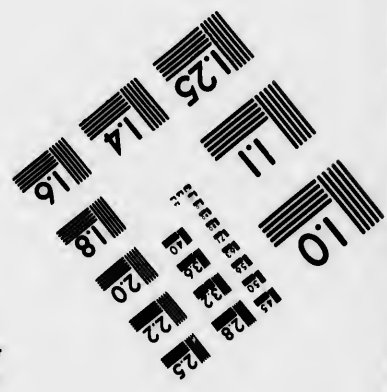
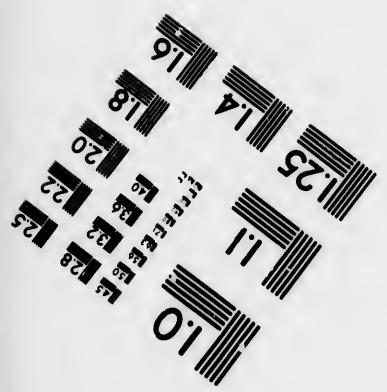
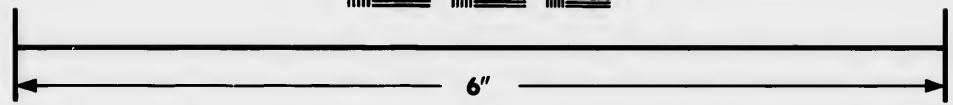
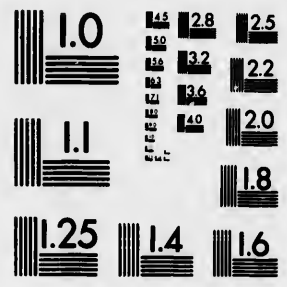


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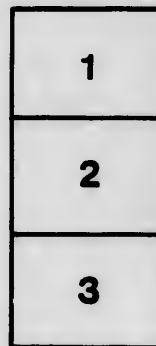
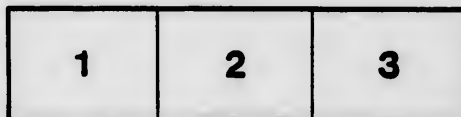
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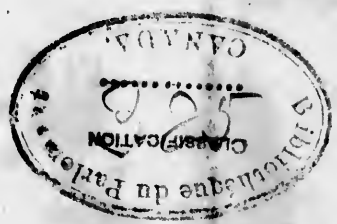
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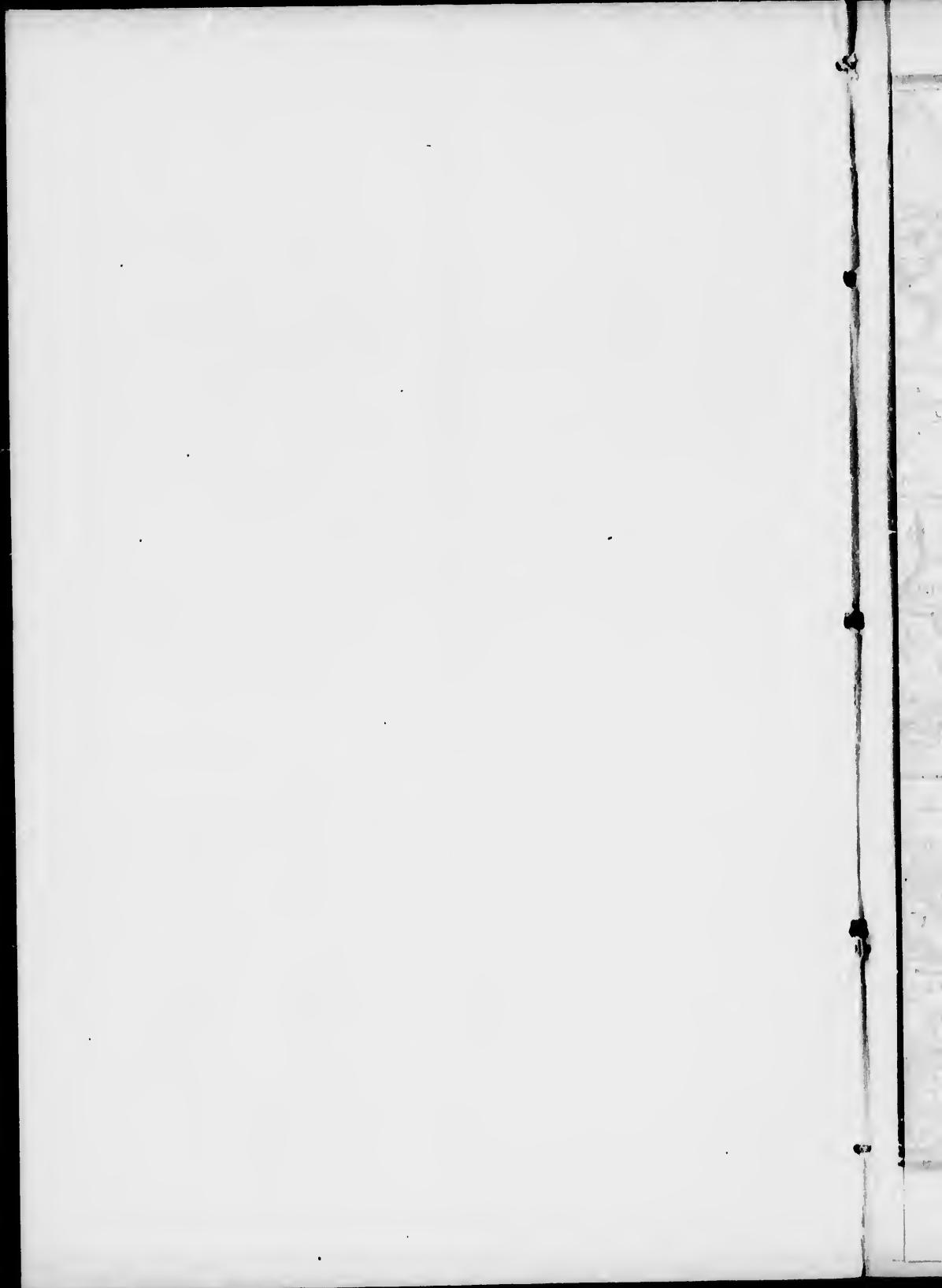
The Air Freight Line Toronto to Georgian Bay

.. AND THE ..

Carrying Trade Generally

By
D. Blain





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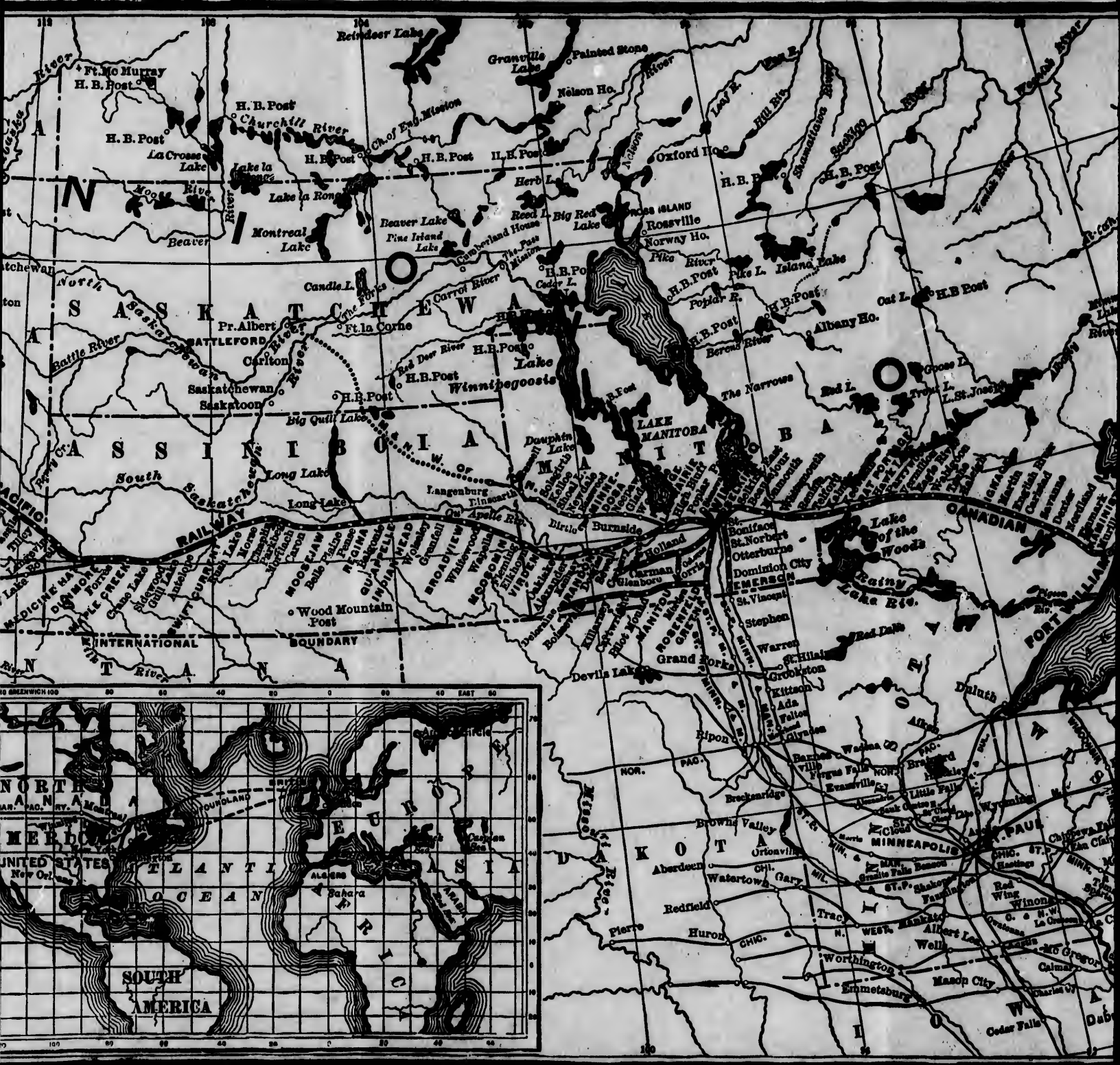
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MAP
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DOMINION OF CANADA

BOSTON TO LIVERPOOL
 2900 MILES

NEW YORK TO LIVERPOOL
 3000 MILES

Longitude West

from Greenwich

Longitude West

from Greenwich



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THE AIR FREIGHT LINE

TORONTO TO GEORGIAN BAY

SEPTEMBER 11TH, 1899.

The Hurontario Railway Company was incorporated by Act of the Legislature in 1874 and amended by Acts 1892 and 1897. The Company has, under these Acts, authority to begin up to the late spring of 1902 and construct within five years thereafter a single freight and passenger line, or any number of lines of railway of any gauge, from Toronto to Georgian Bay.

Also to utilize the waters of Lake Simcoe and Nottawasaga and Humber Rivers, or any waters that can be reached, for supplies or power to be used on the works, or to supply the City of Toronto with water by gravitation and power, or to furnish any person or municipality with water or power.

It is now universally acknowledged that the congested condition of the Lake carrying trade must have relief or the progress of both the United States and Canada will be seriously retarded.

Many projects have been advanced in past years to effect this desirable object. The need for it has always been recognized, and the fathers of the Canadian Confederation provided for it in the 69th Article of the Agreement entered into at Quebec in 1864, upon which the Provinces were confederated into the united Dominion in 1867. At a time when all were fully represented and all unanimously consented, it was stipulated that:—

“The communications with the North-west territories, and the improvements required for the development of the trade of the Great West with the seaboard are regarded by this Conference as subjects of the highest importance to the Federal Provinces and shall be prosecuted at the earliest possible period that the state of finances will permit.”

This was agreed to by the delegates representing all the Provinces when no party politics affected the country. It is not to

the credit of the men carrying on the Government of the Dominion that after the lapse of 35 years from the date of that Agreement the canals and waterways will not to-day permit a vessel to pass from the head of the lakes to tide-water carrying a single ton more freight than in 1864.

The Confederation Act was no sooner put into operation than party political exigencies arose and the revenues of the country, that ought to have been expended in the improvements of the waterways and their aids, were diverted to purposes that were never heard of when the Agreement was made. It is true that improvements have been made in different parts of the waterways, but as the strength of the chain is in its weakest link, so the capacity of a system of Canals is in its shallowest water and smallest lock. The consequences are that the entire expenditure on the waterways, extending over many years, has been up to the present unproductive.

It must be confessed that the present Government has made laudable efforts to push the works between Montreal and Kingston to completion, and we may expect with the opening of navigation in the first year of the 20th century, if not sooner, to find that vessels of 14 feet draught will pass through all the channels from the head of the lakes to Montreal.

The United States has taken effectual action and given the shippers of that country 20 feet of water from the head of the lakes to Buffalo, and the State of New York has furnished canal accommodation, however limited, still important to the seaboard. The Canadian Government has spent large sums of money on the Welland Canal, but without benefiting specially the Canadian carrying trade, for though the returns show an increased tonnage passing through, the proportionate volume has not kept up equally with the increased trade of the lakes.

Though the people of the United States and Canada are geographically inseparable, and it has pleased the wise Dispenser of all things to interweave through all time their destinies, no satisfactory agreement has up to the present been effected, whereby these lakes and rivers, the possessions of the two countries, have been improved on an understanding that they should have equal privileges of shipping. The improvements essential ought to be made at the joint expense of the two countries upon an equitable basis to be adjusted.

The Canadians have their faults, but they are not always free to act. Frequently their action has to conform to the necessities of the country and the welfare of the Great Empire of which Canada is a part, but there is no portion of the inhabitants of Canada who do not cherish the most kindly sentiments towards the people of the Great Republic to the south of them. Can this be truly said of the entire people in the United States toward Great Britain and her colonies? It will not be denied that there is a large class whose sole energies have been in the past, and are now, devoted to fostering hostility to Great Britain and her colonies.

The Fenian, the United Irish American and other societies having similar objects in view are active, and are sustained by a vigorous press of their own and the party political press of the country, not because these organizations, consisting chiefly of aliens, have any sympathy with the Republic, its constitutions or institutions—but, because being naturalized, they have votes, and have to a large extent the groggeries of the country under their control, or in sympathy with them, and these largely influence the electorate.

Politicians want votes, and these classes, though still alien in sentiment and aims, have votes and hence the press and politicians alike pander to them. The avowed purposes of these organizations, sustained as they are, is to foster animosities between the Republic and Great Britain and her Colonies, and as Canada stands in the foreground, it has to bear the brunt of the hostility thus purposely created without being in any way responsible or having it in her power to deal with the causes they say have worked to their injury—in the past. Canada has not injured them, yet she has to suffer. In the approaching election for President, an attempt is now being made to force one of the great political parties of the United States to adopt, as one of the planks in its platform, a settled policy that there should be no closer relations between the Republic and Great Britain or her Colonies. That instead of friendship between the two great Anglo-Saxon nations there should be hostility.

If these people reflected for a moment upon the injury they may do to the country of their adoption, they would stop the agitation. Great Britain is now becoming alive to the evils of one-sided free-trade and if she puts a duty on imports, as she may do in the near future, there would not be any person in the

Republic interested in agriculture who would not clamor for a reciprocity treaty with Great Britain, and if Britain discriminated in favor of her colonies, tens of thousands of farmers would leave the Republic for the Canadian North-West. The day may not be far distant when the people of the United States will, for the protection of their own Constitution and institutions, have to deal summarily with these discordant elements in their midst, and when that day comes, the natural impulses of kindred peoples may draw closer the bonds of union among those who have common interests—a common ancestry, a common history, a common language, a common religion, common laws, institutions, customs and manners. They were only parted by the accident of an insane King being on the throne of Great Britain. Those who will look carefully into the subject will find that the successful battles for the independence of the United States were fought out on the floor of the British Parliament and that there is neither room for national glorification nor humiliation on either side. There was, no doubt, cause for much hostility at the time the United States declared its independence, but that time has long since passed, and would have been forgotten in the Republic, as it has been in Great Britain, but for the classes I have referred to.

Till the voices of these malignant promoters of discord are silenced, concord can hardly be expected. And till then the vital interests of the people on both sides of the boundary line must suffer.

With perfect harmony and united action between the United States and Canada there is no physical impossibility in the way of obtaining 20, 25, 30 or 35 feet of water, or even deeper still if essential, from the head of the Great Lakes to tide-water. They could unitedly improve these waterways so that the largest sea-going vessel afloat could load at Chicago, Duluth or Fort William, and proceed to Liverpool, or any of the ocean ports in the United States or elsewhere, without breaking cargo. The question is not an engineering one—it is entirely financial. Would or would it not pay to remove the obstructions on the few miles—a little over 70—that interrupt the free navigation of over 2,000 miles to the open sea of the best inland waterways on the face of the globe?

Considering, however, the immense expenditure by the Canadian Government in the past, representing such a limited population, it seems a hardship that five million people should again

have to expend tens of millions more on works that will benefit all civilization everywhere as well as themselves.

It might be well, before examining these obstructions and the relief now afforded, and the works proposed in still further relief of the lake carrying trade, to see what necessity there is for the large expenditure proposed.

Foreigners unacquainted with the resources of North America, and the people and their industrial conditions, are not prepared to accept without qualification the statement that the carrying trade of these waters exceeds that of any other inland water on either the eastern or western continents, not excepting the Mediterranean Sea and waters similarly confined, whether fresh or salt.

The necessity for brevity prevents an extended statistical account of this enormous trade. The returns of the freights carried, however accurately kept, fall short of the actual tonnage moved.

We can form a vague idea of the subject when we reflect that the greater part of the entire railway mileage of the United States, and nearly the whole of that of Canada, are either directly tributary to the lakes, or are obliged to modify their charges by the lake rates.

There are those who have some knowledge of the carrying trade and that consider the charges from west to east are only affected by the lake rates, but the rates from the west to the east are materially affected by the volume of return freights that can be had from the east to the west. So that the rail charges both east and west of the lakes are affected by the water rates, and, therefore whether the railroads are west of the lakes or east of them, the entire railway system within the scope of the lakes is affected by the water rates.

The lake rates, compared with the railroad charges, are continually fluctuating and it is nearly impossible in absolute figures to give how much less the lakes can and do charge than the railroads. It has been ascertained from accurate records kept at the Sault Ste. Marie locks that over the unrestricted deep water (including the St. Mary's river which is confined) freight can be carried from Duluth to Buffalo—a distance of 1000 miles—for nearly one-tenth the railway charges, and as below the St. Mary's river the lakes Michigan and Huron have everywhere deep water, limited only by the harbor accommodation, and can therefore carry heavier freights, and it is quite safe to place the long carriage on deep lake water at one-tenth that of the railway charges.

It would, however, be quite misleading to state that the railroads charge ten times higher than the waterways. Those portions over which the records have been most accurately kept, form the best navigable portions of the entire inland water system, and to say that this applies generally, would be not only misleading, but untrue.

The canal of the least capacity in the most restricted waters can, however, carry cheaper than the railway of the greatest capacity under the best conditions.

The average rates charged by the waterways have been placed from a third to a tenth of the railway rates. Suppose we fix approximately the water rates at a fourth of the railroad's charges, we may make a fair estimate of the saving the waterways effect.

A sanguine advocate in favor of water carriage might insist that one-fourth the rail rates for water carriage was representing this important estimate greatly to the disadvantage of the waterways compared with the existing and the actual conditions as they have applied for years past.

To fix the water charges absolutely at one-fourth the rail would be to misrepresent to some extent the benefits obtained from the movements on the waterways; but for the purpose of elucidating the subject we may fix the unascertainable figure for carriage by water, however much to its disadvantage, at one-fourth that by rail.

Nearly the whole of the railroads of Canada are tributary to the waterways, and the greater part of the entire railway system of the United States.

Precisely the volume of freight carried by the railroads tributary to the waterways cannot be obtained. Poor's excellent work on railways does not afford sufficient data, and the admirable reports of Mr. Adams, the Statistician to the Interstate Commerce Commission of the United States, does not give the tonnage of freights carried by States but by groups, and does not take into account the carriage by water; but a careful consideration of these works and of the reports of the Canadian Minister of Railways and Canals, and of the statistics collected from other sources, a fair estimate based upon them would amply warrant the statement that at least 400,000,000 tons of freight are annually moved on the railroads tributary to the lakes. The total freights moved by the railways of the United States for the year 1898 amounted to over

seven hundred and eighty millions of tons, and adding that moved in Canada, the entire railway carriage for the two countries considerably exceeds 800,000,000 tons. The returns of the charges collected for the carriage show an average for a considerable time past of a little in excess of one dollar for each ton moved. If, then, this entire tonnage affected by the lake rates had been carried by water instead of rail there would have been a saving to the producer and consumer of \$300,000,000 annually. In other words, if the whole volume of freights moved by the railways had been carried by the waterways there would have been a saving to the producer, carrier and consumer of \$600,000,000 annually.

Of course, a large part of the freights moved by rail could not be carried by water, but the raw material, consisting largely of iron, coal, grain, lumber, stone, etc., forms the heaviest part of the freights, and is generally carried by water. Many industries, especially in the United States, employing tens of thousands of people, depend upon cheap water carriage and could not be operated if railway rates had to be paid for haulage of the raw material worked up by the factories.

It is not then surprising that both the governments of the United States and Canada have expended the many millions they have to improve the waterways, nor that the present congested condition of the carrying trade should call for immediate relief and a still further heavy expenditure to increase facilities for transportation. Many projects have been brought forward and supported by localities or pressed upon Government in the general interest as best suited to accomplish this end. These cannot be considered at length, but may be briefly indicated.

A canal has been proposed across the base of the Michigan Peninsula from near Michigan City to the west end of Lake Erie, and a deep canal on the United States' side to overcome the obstructions on the Niagara River. These works would cost not less than \$200,000,000. Ship railways have been advocated as substitutes at a cost of about one-fourth the amount, but with many difficulties to overcome, and if constructed would be expensive to operate. Vessels on their way to Lake Ontario would have to be twice transferred from water to land and from land to water. This would chiefly accommodate Chicago. Another proposal to benefit Chicago is a canal leaving Lake Michigan at Grand Haven and entering Lake Huron at Bay City—but it is questionable if it

were constructed whether any considerable shipping would pass by it, as the route by the Straits of Mackinac is in its entire length open, free, unrestricted, deep water, where a vessel's speed is determined by her own propelling power.

These two projects could only affect the trade in the southern portion of Lake Michigan, and would effectually sever the Chicago fleet from the fleets of lakes Huron and Superior, and might injure that city, not benefit it. There is not any likelihood of either of these enterprises being seriously advanced or of receiving government aid for their construction. The freights of lakes Michigan and Superior will in the future, as in the past, find outlet by the Straits of Mackinac and the St. Mary's river, and will meet at a common point in Lake Huron, about 75 miles east by south of the Straits. From all the ports of Lake Michigan to this point there is no obstruction to vessels drawing deep water. From Lake Superior to the same point, serious difficulties are in the way, chiefly at the Sault Ste. Marie, and on the river. To overcome these, both the Canadian and United States governments have expended large sums, and vessels can pass from Lake Superior to the point indicated on Lake Huron on the American side drawing twenty feet of water, and on the Canadian between sixteen and seventeen feet. From the point indicated on Lake Huron, which forms a common starting point for comparison in charges made for all the freights of the Upper Lakes, whether collected for eastward or westward carriage, many different works in aid of the carrying trade have been proposed and advocated. A canal from the mouth of the French river through Lake Nipissing into the Ottawa river, and down to Montreal, a distance of 430 miles, variously estimated to cost \$83,000,000 down to a fraction of that amount, but as no survey for deep water exists, and as one is now in progress, more accurate estimates may be obtained in the near future. This canal, if constructed, could only be utilized for freights on their way to Montreal.

A canal is being constructed down the Trent Valley, but as this is only for barges it is wholly unequal to the demands of the through heavy shipments. A canal from the Georgian Bay, at the mouth of the Nottawasaga River, to the City of Toronto, 66 miles direct, or by way of Lake Simcoe 100 miles, with locks from the Georgian Bay to that lake, rising 130 feet in all, and 39 locks from Lake Ontario to the same lake, rising 473 feet in all;

at the apex of the ridges there would be a cut for 20 feet of water of 220 feet deep, through friable soil that would fill up the canal unless the slopes were lowered much more than usual. This immense cut would average nearly 100 feet in depth for ten miles. There is an accurate survey of this route.

The estimates vary according to the size and capacity of the proposed canal, from \$22,500,000 up to nearly \$50,000,000. The \$22,500,000 estimate was for a canal wholly unequal to the present demands of the trade. A ship railway has been proposed instead of a canal, at a cost of \$15,500,000, to carry the lake vessels from the Georgian Bay to Toronto, and place them in Lake Ontario on their way to Montreal or the United States ports on the south of this lake; and, as before mentioned, a deep-water canal from the head of the Niagara River to Lake Ontario, and lastly an enlargement of the Erie Canal to 20 feet at an estimated cost of \$250,000,000.

All these projects, except the Ottawa Canal and the Erie, contemplate bringing the freights of the lakes above it into Lake Ontario.

To carry the freights of Lake Ontario to their destination, several projects have been advanced. It is here unnecessary to point out the many lines of railway in the United States that reach Lake Ontario, and the easy access others could obtain. We are dealing with the water-ways. There is the Oswego barge canal—it has been proposed to enlarge it to 20 feet. A ship railway has also been proposed instead.

The St. Lawrence River has been improved below Montreal to 27½ feet depth. Many advocate the same depth up the river to Kingston. Others entertain the opinion that the Canadian Government ought to adopt the settled policy of the United States Government of 20 feet through all the channels in the waterways to the ocean.

Presuming the St. Lawrence to be improved and in order to accommodate the Eastern States, it has been proposed to construct a deep-water canal from that river to Lake Champlain, and another from the latter lake to the Hudson River, near Albany.

All the improvements above pointed out are advocated for the relief of the carrying trade at the expense or by the assistance of the Governments of the respective countries.

Let us now examine the existing route from Lake Superior to Lake Ontario by way of Lake Erie. There is now, roundly speaking, 20 feet of water along this channel to Buffalo, but it is subject to many temporary obstructions, and the press of shipping is so great that the slightest accident involves a loss of millions. A costly canal is wanted to pass vessels round Niagara Falls to Lake Ontario, and can be had either by improving the Welland or constructing a new one.

In Lake Ontario shippers can obtain return freights for their vessels that have come loaded from the west. From the western extremity of Lake Superior to the Sault Ste. Marie there is no obstruction. Before the improvements at the rapids, and on the St. Mary's river, there was no boating for craft larger than an Indian's canoe.

The State of Michigan, aided by the Federal Government, has constructed magnificent works at the Sault and along the river so that vessels drawing 20 feet of water can pass from Lake Superior to Lake Huron. Since these improvements have been finished the trade has been so much increased that still further improvements are now imperatively demanded to accommodate the immense shipping.

Towards the end of the summer months of this year (1899) freights had accumulated at the docks to such an extent that neither vessels nor cars could be got to convey them to their destination, and the owners of the vessels in the lake trade raised their charter charges to more than double, and in some cases to treble, their former rates and to more than three times remunerative prices. Freights that could be carried for $1\frac{1}{2}$ cents were charged 6 cents. The owners of wheat forwarded to the market had to pay 6 cents a bushel, whereas formerly they paid $2\frac{1}{2}$. Charges were made for carrying ore \$1.60 a ton this season and formerly 50 cents. So also the charges on stone, lumber and other commodities.

In the four months commencing with the opening of navigation in 1899, 14,500,000 tons of freight passed through the Sault Canal, being a part only of that which awaited shipment.

Under these conditions, on the 5th of September, the "Douglas Houghton," one of the largest vessels on the lakes, with her 4,500 hull and 7,000 tons of freight, having in tow a consort with a still heavier load, settled down right across the channel in

the St. Mary's River and effectually blocked the entire travel between Lakes Huron and Superior for between 5 and 6 days, at a direct loss of over \$300,000 a day, not to mention the indirect loss sustained by the industries delayed or suspended for want of materials in consequence of the blockade. When the channel was cleared on the 10th of the month a continuous line of loaded steamers, 20 miles in length, passed down the river.

It is now apparent that millions of tons of freight must remain over the winter on the docks, awaiting vessels or cars, and as the ship-yards are all crowded with work, next year promises to witness a similar condition as this.

The demand is now for another deep water channel in the river and another lock of greater capacity than those built and now used to their utmost. At a rough estimate these works will cost over \$25,000,000.

On the Canadian side, as the approach to the lock is only 16 feet in depth, the Canadian lock cannot be used by the largest vessels, and trade through it is decreasing. The river channel and lock on the Canadian side will have to be enlarged if vessels of the same size as those on the American side be employed.

At the St. Clair Flats the works are important to the forwarder and require constant attention, but, as their cost has not reached into millions, they may be passed as financially unimportant.

The largest vessels that were delayed in the blockade in the St. Mary's river in September on their way down, had again to be tied up above the Lime Kiln Crossing at the mouth of the Detroit River. The depth of water was reduced to a little over 17 feet, said to be caused by the direction and violence of the winds. The river at this point will have to be deepened, as the limited rain-fall and immense evaporation within the lakes' water-shed during the summer months reduced the depth of water in the river during the busiest part of the season.

If the United States Government decides to increase the depth of water in the channel beyond 20 feet, several places between the west end of Lake Superior and the east end of Lake Erie will have to be improved. Erie is at best a shallow and treacherous lake and its navigation is not, at any time, considered entirely free from danger.

Upon reaching the east end of Lake Erie the existing means of transportation is quite inadequate. In the season of 1898,

263,000,000 bushels of grain reached that port, and after crowding the railways and canal and filling the elevators and store-houses, large quantities had to remain on the boats at the docks, unable to find room to unload in.

There is, therefore, an immediate demand for facilities of some sort to bring the freights into Lake Ontario, where the coal producers and manufacturers can meet the required supplies of iron, timber, stone, grain and other commodities brought down the lakes.

A deep water canal round Niagara Falls on the United States' side has been estimated, to cost upwards of \$35,000,000. To improve the Welland Canal to 20 feet would cost upwards of \$25,000,000. In fact, so great have the improvements in canal construction been of late years, it becomes a grave question whether the Dominion Government had not better abandon the present 14 feet Welland Canal, with its many locks, and construct an entirely new one on modern improved plans. Especially is this so as the improvement on the Welland Canal would require the water to be turned off, thus closing it to navigation for years.

The only way to bring the freights of the lakes above Lake Erie into Lake Ontario, is to divert them from their present circuitous route into new channels along which they may be carried speedier, cheaper and safer to their destination, and where coal and other return freights can be had, thus lessening charges both from west to east and from east to west.

The lake trade is so great that all the existing channels and means of transportation will continue to be used, and every possible aid that can be constructed at reasonable cost afforded; especially is this apparent as the trade is increasing so fast.

As Canada lies north of the United States, the distance between the parallels of longitude is less than between the same lines in the United States, further to the south. Canada, on this account, as well as the conformation of the country and the course of the waterways, has within her means the ability to shorten distances between the United States and the markets of the world, and also between large sections of the country lying both east and west

One of the most important questions now to be considered, both by Canada and the United States, is in what way the congested condition of the lake carrying trade can effectually be relieved at the least cost and with the least delay in construction.

We have referred to all the different proposals that have been advanced to effect this object, and find that the Georgian Bay Air Freight Line will effectually accomplish this end at less cost and be constructed in shorter time than any other work projected. This enterprise when completed will shorten the distance from the upper lakes at least 300 miles, compared with the present route by Lake Erie, and avoid the dangers and delays incidental to that route, and effect a saving of 24 hours required to pass through the Welland Canal. From this and other advantages, a vessel on her way to the front would gain two days' time, and on the round trip four days. The carriers by this route could profitably forward from all the upper lakes to Montreal for less than one-half the charges to the City of New York.

There is unlimited deep water to both ends of the road, and the harbors are open as early in the spring as the Straits of Mackinac, or the port of Buffalo, and remain open to as late a day in the fall. To the north end of it, with a little dredging, vessels can come drawing 25 feet of water, and to the south there are the Toronto harbor accommodations which can be improved to any depth, or a wharf can be run out from the mouth of the Humber to deep water, or Ashbridge's Bay can be improved to the required depth. Vessels then can be accommodated, of the largest class that sail the lakes. With this work completed the amount of business on the St. Lawrence river from Kingston would enormously increase; and Toronto, instead of being a port on the lake far north of the alignment of shipping, would be the centre of deep water communication, not only for the Quebec and Maritime Provinces, but for the Eastern and Central States of the Republic.

The Welland canal has not in the past increased the carrying trade materially through Canadian waters, and it would not, even if enlarged, as the States governments and the Federal Government have invested so heavily in facilities to meet the demands of the producers and consumers, and are still ready to make further outlays.

The freights must be diverted from Lake Erie by tapping the channel in the upper lakes. Toronto, with the Air Line in working condition, would become a great central manufacturing city. The raw material could be brought from the north and west, and coal and other requisites from the south and east. Smelters could then be profitably established in the city, and Canada could then produce its own iron.

The survey shows remarkable natural conditions in favor of the proposed line. From the Georgian Bay southwards the maximum grade of the whole line would be 20 feet to the mile. This is the direction in which the heavy freights move. From south to north for the whole line, the grades are to the top of the ridges 26 feet to the mile. The road would pass through a good agricultural country, and for a Canadian farming section, densely populated. The farmers along the alignment of the road would be immensely benefited by the convenience afforded them, and the reduced charges on their products on the way to the markets at the front. The present charges by rail are raised to the highest point the carriers can impose. If higher—the farmers would team their products to the market. A farmer living 30 miles north of Toronto has to pay, to send a bushel of grain to Toronto, almost as much as when through freights are low as the same quantity can be forwarded from Chicago to Liverpool. When a farmer living 30 miles from the city teams his grain to the Toronto Market—if allowance be made for his own time and the time of his team and expenses—the carriage will be in excess of what the same quantity can be forwarded from Chicago, Duluth or Fort William to Liverpool.

The charges for local freights are so much higher than for long haulage that the farmers who have paid high prices for their lands and expended large sums and much energy in clearing and bringing them into cultivation, are placed at a disadvantage, compared with those who have obtained their lands for nothing, or at little cost, ready for the plough and who have the advantage of comparatively low charges for long haulage. So much is this so that in Ontario many of them have been obliged to raise stock, requiring large capital not always at the command of the farmer. On this account much excellent land in Ontario has fallen in value, and many of our most energetic young men have had to search for homes elsewhere.

It is a wise policy of the present Government, as stated by the Premier, to relieve as far as possible the tillers of the soil where their condition calls for it, and the energy of the people will take advantage of the privileges furnished them. Along the alignment of the projected work the farmers have willingly consented to pay taxes to aid sections of the country that were improved by Government outlay, and the products of which were brought into direct

competition with their own, They are therefore entitled to the special consideration of the Government.

The enterprise is new and stands upon the same footing as the canals, and in fact forms a line in the through freight channel between the west and the east.

The Company has power, and has in contemplation, a plan for utilizing the waters of Lake Simcoe, the Nottawasaga and Humber rivers for the purpose of milling grain on its way east, and of supplying water to the City of Toronto and the municipalities within reach, and also with power and light. If these works were established the farmers within reach of the road would have a ready local market for their perishable products, and such as cannot be sent to market at any great distance.

If the water of Lake Simcoe were brought to the south of the ridges, the City of Toronto would have in it and immediately north of it, an endless power which would be required for railway purposes, light, heat and manufacturing power.

The fall from Lake Simcoe to Lake Ontario is 473 ft. Toronto, then, in addition to obtaining pure water by gravitation at any required head, would be the point on the line of through carriage where freights would be stayed and transferred from land to water or from water to land, and would no longer be a town lying many miles to the north of the course from Port Dalhousie to Kingston. Toronto, then, would occupy the position that Buffalo now does, with the additional advantages of 300 miles shorter route, and open, free, deep navigation at both ends of the projected road.

The road will be more costly than an ordinary railway, as the heaviest rolling stock now in use will be employed. The rails will be 110 lbs. to the yard and with road bed and bridges equal to the requirements of the track and the largest class of locomotives weighing from 220,000 to 250,000 pounds, and steel hopper cars carrying 60 tons or 100 tons. A train will be able to relieve any Canadian vessel, now on the lakes, of her entire cargo and forward it at a speed of 20 or 30 miles an hour. A train would load to its full capacity any boat passing down the St. Lawrence through the 14 foot locks. There are only some four or five such vessels plying on Canadian waters and owned by Canadians.

The line is intended not only to be Canadian to accomodate the carrying trade down to Montreal and the Maritime ports, but also to be international to forward to the harbors of the United

States on the Atlantic Coast, and also to carry coal and other freights from Pennsylvania and the Eastern and Central States to the Upper Lakes direct.

The canals have been all constructed and the waterways improved by the Governments of the Republic and of Canada and as the Georgian Bay Air Freight Line is an essential link in the system and would supply the St. Lawrence canals with a trade it cannot otherwise obtain, the City of Toronto and the Board of Trade pressed upon the Dominion Government the propriety of building the road as a national work, but the Government declined to adopt that course. It cannot, however, be denied that the freight line falls under the express stipulations of the 69th Article of the Quebec Agreement. It remains now to be ascertained whether under all the circumstances the Government and the Municipalities, including Toronto, can see their way to aid the company in building this most important link in the waterways.

The estimated cost of the road for a single track is \$3,000,000, and for a double \$5,000,000, and for every additional track \$2,000,000.

It cannot be denied that many objections by interested parties will be raised to this project, or any other not intended to benefit existing means of transportation, and the City of Toronto and those interested in the subject must rally to the support of the enterprise.

When the cost of this road, the coolness of the route, the shortening of the time, the lessening of the charges, the trade it would bring to Toronto and Lake Ontario, as well as the St. Lawrence canals and the ports to the south of Lake Ontario, the Maritime Provinces and the United States ports on the Atlantic Coast, and the brief time in which it could be constructed, are considered, the reasons why it should be at once undertaken and pressed to completion are apparent to all who are not interested specially in the old circuitous and intricate route now used.

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