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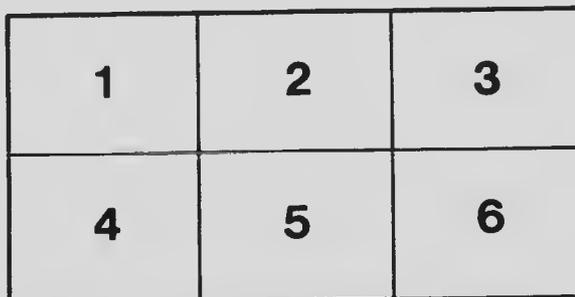
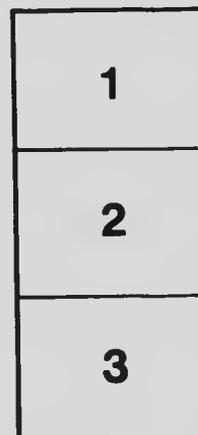
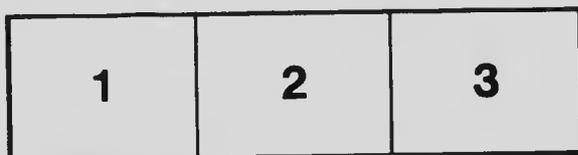
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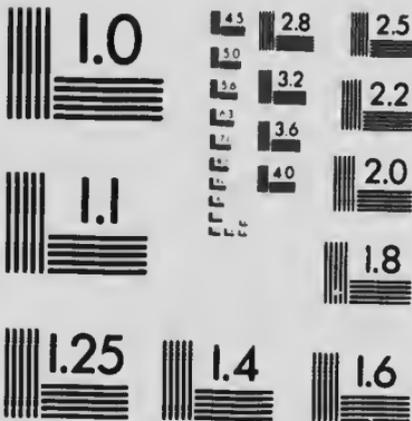
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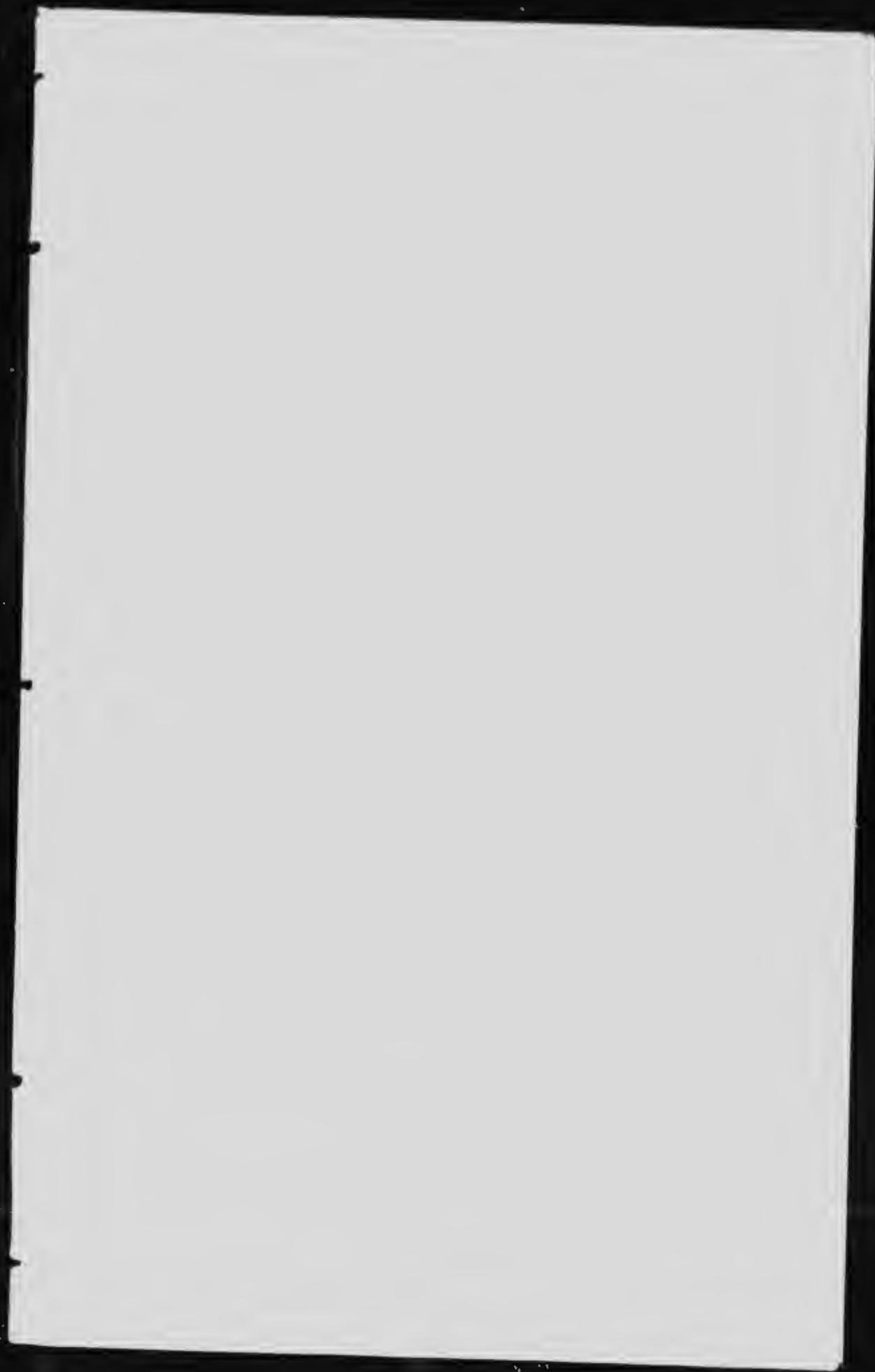
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*Plan
No 777*

**A Deep Waterway
to the Sea.**



1914





AT THE WINDSOR CONFERENCE ON THE PROPOSED OCEAN-TO-LAKE WATER WAY

1. Harry Copant, American Consul at Windsor; 2. Mayor Henry Clay, of Windsor; 3. William Livingstone, President of the Lake Carriers' Association; 4. Mayor Oscar Merg of Detroit; 5. J. C. Tolmie, of Windsor; 6. Ald. P. M. Keogh, of Windsor; 7. Ald. Isaac Nolan, of Windsor; 8. Ald. T. B. Motherall, of Windsor; 9. Mayor Oscar Merg of Prescott; 10. Mayor J. B. Dagen, of Sarnia; 11. Mayor John Allen, of Hamilton; 12. Ald. Aaron Meretsky, of Windsor; 13. Mayor J. M. McCreagh, of Chatham; 14. John P. Commissioner George Finkell, of Detroit; 15. Ald. H. J. McKay, of Windsor; 16. J. H. Duthie, of Toronto; 17. Ald. Frank Mitchell, of Windsor; 18. J. H. Duthie, of Toronto; 19. Ald. Fred Howell, of Windsor; 20. D. P. W. Barker, editor of The Windsor Record; 21. Col. F. H. Laing, of Windsor; 22. Arthur Carlisle, of Windsor; 23. Controller Charles W. Gardner, of Hamilton; 24. Robert H. Day, of Detroit; 25. W. R. Haldane, of Detroit; 26. John Martin, of Windsor; 27. J. F. Smyth, Windsor Water Commissioner; 28. Capt. Geo. Chayne, of Windsor; 29. Chas. Joseph A. Clermont, of The Windsor "Le Clairon"; 30. Edward Penney, of London; 31. Advertiser

"EVERY LAKEPORT A SEAPORT."

**Deep Waterway Conference Held In the City of Windsor, Ontario,
Friday, January 30th, 1914.**

Representatives present:

Hamilton, Ont.—Mayor John Allan, Controller Chas. W. Gardner.

Sarnia, Ont.—Mayor J. B. Dagan.

Prescott, Ont.—Mayor Geo. McCrea, Jno. P. Dunne.

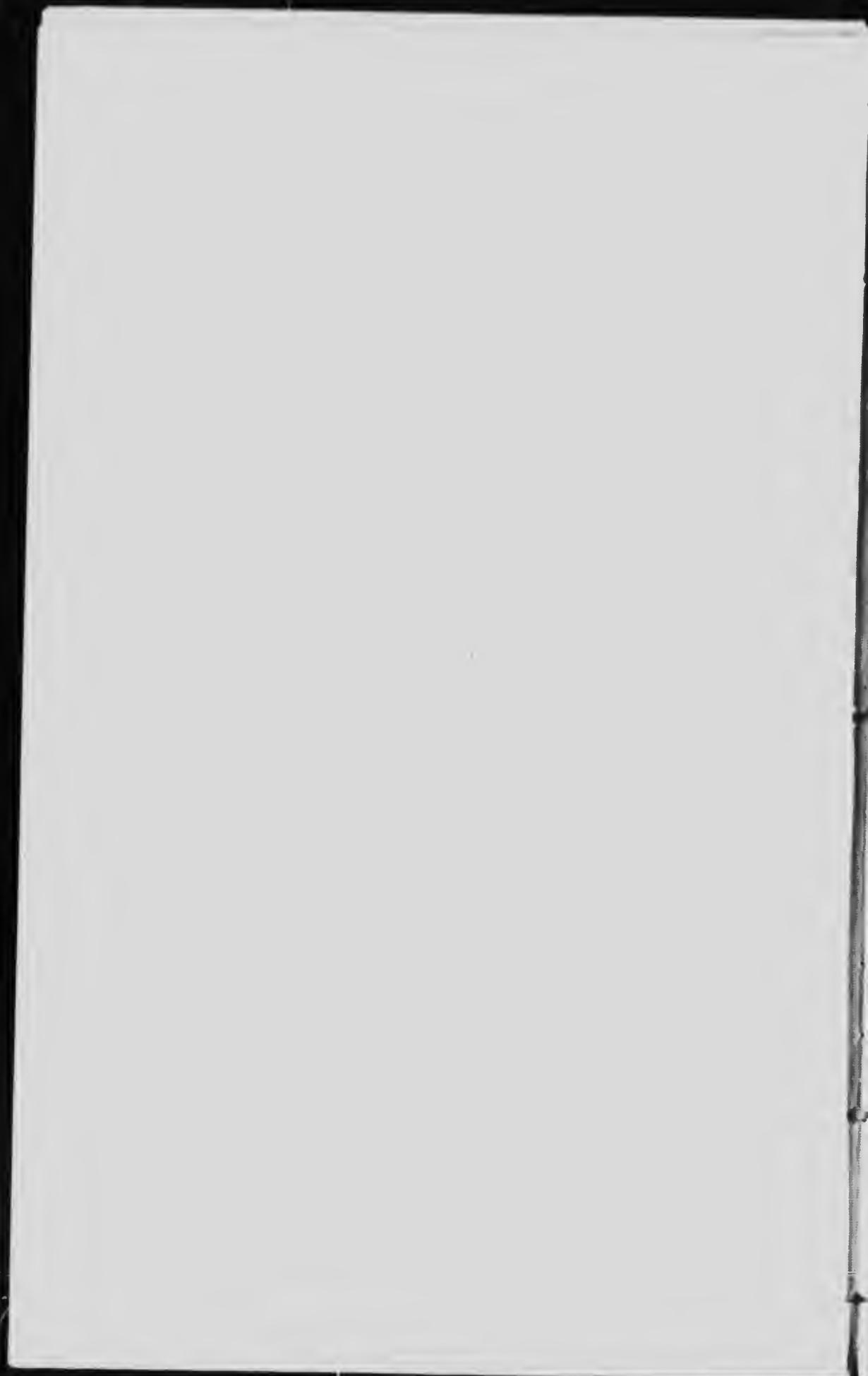
Chatham, Ont.—Mayor J. McCorvie.

Walkerville, Ont.—Mayor Harry Howe.

Toronto, Ont.—J. Hunter Duthie.

Detroit, Mich.—Mayor Oscar B. Marx, Controller Geo. Engel,
Robert H. Day, Traffic Manager, Builders and Traders Exchange;
W. R. Haldane, Traffic Manager, Board of Trade; Wm. Livingstone,
President Lake Carriers Association.

Windsor, Ont.—Mayor Henry Clay, Alderman Mothersill, Alder-
man Keogh, Alderman Parent, Alderman Mitchell, Alderman Meret-
sky, Alderman Howell, Dr. Samson, E. G. Henderson, J. L. Murphy,
Rev. J. C. Tolmie, C. L. Barker.



INTRODUCTORY.

Various projects for the construction of a deep waterway from the lakes to the Atlantic ocean have occupied the attention of the public. It was felt that a conference of representatives of the cities and towns located on the great lakes and St. Lawrence river and contiguous territory was necessary to consider the question and formulate resolutions for presentation to the government, setting forth the requirements of a channel of navigation that would conserve the interests of the lake and river ports and territory tributary thereto.

The city of Windsor, Ontario, midway between the head of the lakes and Quebec, was thought to be the logical point for such a conference and, by request, Mayor Henry Clay, of Windsor, issued invitations to the lake and river ports to send representatives to a meeting to be held in the City Hall, Windsor, on Friday afternoon, January 30th, 1914, at 3 o'clock.

A record of the proceedings of this conference will be found in the succeeding pages.

We desire to call attention to the fact that the Windsor conference did not discuss the question of the development of power in connection with any of the proposed projects for the construction of a deep waterway to the sea, it being the opinion of those present that the matter should be considered purely from the standpoint of a channel of navigation and that the development of power was of secondary importance and only incidental thereto. In other words, the object of the meeting was to secure the construction of a deep waterway that will permit the free passage of ocean going vessels of large capacity in order that transportation facilities adequate to meet the necessities of the country might be provided. The consensus of opinion was that the development of power should be considered on its own merits and entirely separate from the question of a waterway. If sufficient power can be developed to pay for the construction of such a waterway so much the better, but the main consideration is to secure a satisfactory channel of navigation.

The record of the Windsor conference sets forth plainly the views of the representatives of the lake cities regarding the construction of a deep waterway from the lakes to the sea and we place it before you confident that it will meet with your approval and that immediate action will be taken by the government to decide upon a policy that will insure the speedy completion of a channel of navigation from the lakes to the ocean that will prove to be of inestimable value to the people of Canada.

C. L. BARKER, Secretary.

HENRY CLAY, Chairman.

Conference of Representatives of the Cities and Towns Located
On the Great Lakes and Saint Lawrence River Held In
the City Hall, Windsor, Ontario, January 30th, 1914.

The conference was called to order at 3 o'clock in the afternoon, with Mayor Henry Clay of Windsor in the chair and Mr. C. L. Barker, secretary.

Mayor Clay, in his opening remarks, stated that the object of the meeting was to consider the best means of securing action that would result in the construction of a deep waterway from the lakes to the Atlantic ocean and emphasized the fact that such a channel of navigation would to a large extent relieve the congestion of traffic which was an annual occurrence. He said that the building of the Georgian Bay canal, even if that were a feasible plan, would sidetrack the lake ports and the territory tributary thereto and that the interests of the Province of Ontario could only be conserved by the adoption of the St. Lawrence route. The question was then placed before the meeting for discussion.

Mayor Allan, of Hamilton, Ontario, strongly urged that the meeting unanimously endorse the St. Lawrence route, stating that the building of the Georgian Bay canal would be of no service to any of the ports on Lake Ontario or Lake Erie, as well as being unsatisfactory to the cities and towns on the Detroit river. He stated that so far as the city of Hamilton was concerned they would use every endeavor to secure the adoption of the St. Lawrence route.

Mayor Dagan, of Sarnia, stated that the St. Lawrence route was necessary for the welfare of the territory tributary to Sarnia, and that the Georgian Bay canal, if constructed, would be of little value to them.

Mayor McCrea, of Prescott, also urged the adoption of the St. Lawrence route as being in the interests of the people of Canada and was of the opinion that the Georgian Bay canal, if constructed, would not prove serviceable as a channel of navigation.

Mr. Jno. P. Dunne, of Prescott, drew attention to the necessity for improving the channel from Clayton, N. Y., to the St. Lawrence river and gave it as his opinion that this work could be better done by utilizing the water route in United States territory.

Mr. Wm. Livingstone, President of the Lake Carriers' Association, called attention to the immense saving in transportation tolls that would be effected by the construction of a deep waterway and gave figures to prove that rail transportation was much more costly than water carriage. He stated that whatever was done in the direction of improving the waterways would be of great benefit both to Canada and the United States and thought that both countries should work together in matters of this kind for their mutual good.

Mayor Oscar B. Marx, of the city of Detroit, Mich., said that it gave him great pleasure to be present in order that he might show his sympathy with the movement inaugurated by the city of Windsor to secure the construction of a deep waterway to the sea, and hoped that the project would be carried through to a successful conclusion. Anything that was good for the city of Windsor would necessarily be good for the city of Detroit and he was pleased to say that there was not the slightest feeling of jealousy between the two cities and that as the citizens of Windsor were sharing the benefits of the growth of the city of Detroit they, in Detroit, were also being benefitted by the rapid growth of the city of Windsor. He was heartily in sympathy with the Windsor people and the people of Ontario in their efforts to secure the adoption of the St. Lawrence route from the lakes to the sea.

Mayor Clay appointed the following committee on resolutions to report at the evening session.

Mayor Allan, Hamilton, Ont.; Mayor McCrea, Prescott, Ont.; Jno. P. Dunne, Prescott, Ont.; Mayor Dagan, Sarnia, Ont.; J. H. Duthie, Toronto, Ont.; Ald Mothersill, Windsor, Ont.; Mayor McCorvie, Chatham, Ont.

The meeting adjourned at 5 o'clock and the representatives were taken by special car to Wolf's Hotel on the river front, where they were the guests of the city of Windsor at an elaborate luncheon.

Evening Session.

The meeting was again called to order at 8 o'clock, with Mayor Clay in the chair.

Mayor Allan, of Hamilton, chairman of the committee on resolutions, moved the following resolution, seconded by Mayor Dagan:

"WHEREAS the construction of a deep waterway from the lakes to the Atlantic ocean is, we believe, an absolute necessity to provide facilities adequate for the transportation of the rapidly increasing volume of business moving to and from the Canadian west, also that such a waterway will be of incalculable value to the territory tributary to the great lakes. THEREFORE, BE IT RESOLVED that this meeting of representatives of the cities and towns located on the great lakes and Saint Lawrence river endorse the development of the St. Lawrence route as the only feasible plan by which a satisfactory deep waterway capable of taking care of this business can be secured. FURTHERMORE, BE IT RESOLVED that in order to remove existing uncertainty with regard to the matter we hereby urge upon the government the necessity for immediate action in connection therewith."

Mayor Allan spoke strongly in favor of the resolution and urged that it receive the unanimous approval of the conference.

Mayor Dagan, of Sarnia, vigorously supported the passage of the resolution and made a stirring appeal for the St. Lawrence route as being in the best interests of the country generally.

Mr. Henderson, of the Canadian Salt Co., Windsor (a subsidiary organization of the Canadian Pacific Railway), stated that he was in favor of investigating the Georgian Bay route and offered an amendment to that effect which went without a seconder for sometime, but was ultimately seconded by Mr. Murphy, of Windsor, in order that it might be voted upon.

In speaking in favor of the original resolution, Mr. James Hunter Duthie, of Toronto, said:

Between four and five years ago under the heading of "Canada's Transportation Problems," I placed before the government at Ottawa, in concrete form, the need for better and more adequate transportation facilities for the handling of the rapidly increasing volume of produce coming from the wheat fields of the Canadian west, and urged the immediate construction of a railway to the Hudson Bay which would lessen the distance from the Canadian west to Liverpool approximately 1,000 miles and result in a material reduction in carrying charges which would be of inestimable value to our people; also the necessity for reconstructing the Welland Canal so as to make it suitable for the passage of ocean vessels and which would be the first link in a deep waterway from the lakes to the sea. Mr. George P. Graham, Minister of Railways and Canals, took immediate action and as a result of his work the Hudson Bay Railway is in course of construction and work has been started to deepen the Welland Canal and make it large enough to permit of the passage of ocean going vessels.

We have every reason to believe that the present government will prove to be quite as progressive as its predecessor and that concurrently with the reconstruction of the Welland Canal, steps

will be taken to deepen the St. Lawrence route so that when the entire work is completed we will at once have a deep waterway from the head of Lake Superior to the Atlantic Ocean, capable of taking care of ocean vessels of large capacity.

The congestion of traffic at the head of the lakes at the end of each season has resulted in a tremendous financial loss to the producers of the northwest. The opening of the Hudson Bay route, combined with a deep waterway to the sea, will provide the necessary facilities for the movement of the immense wheat crop of the west, but either one of these alone will not afford the desired relief. Liverpool is the great distributing center of commerce and the opening of these two routes will lower transportation tolls on grain at least five cents per bushel to that point and the producer will benefit thereby. Thousands of settlers have gone from the United States into western Canada and we must convince them that they have not made a mistake in making the change and that our government is alive to their necessities and will provide adequate facilities to meet their transportation requirements.

The construction of a deep waterway to the sea is a necessity and immediate action should be taken by the government to carry through to a successful conclusion the policy inaugurated by the previous administration in the development of the St. Lawrence route by way of the Welland Canal and St. Lawrence River.

Opposition to the development of the St. Lawrence route may be expected from several sources, each and every one actuated by selfish motives and not giving consideration to the question of what is best for the people generally. The interests opposing the St. Lawrence route are the Atlantic Steamship Lines, which fear the new element of competition which will develop through the opening of a deep waterway; the railways whose rates will be affected by water competition; the seaboard cities whose commercial supremacy is at stake, and the supporters of the Georgian Bay canal scheme who are seeking to foist on the Canadian people a power scheme under the guise of a canal for the purpose of navigation.

The ability to place its produce and its manufactured goods in the home markets and in the markets of the world at the minimum of cost makes a successful nation.

When traffic can conveniently be conveyed by water, transportation at the minimum cost is obtained; therefore, the question of utilizing to the fullest extent the magnificent stretch of waterways with which this continent has been endowed is one that should interest every citizen who has the welfare of the country at heart.

The United States has about completed the construction of the Panama Canal, linking together the waters of the Atlantic and Pacific Oceans, but even that undertaking, gigantic in its conception and accomplishment, will not bring to the citizens of this country the material benefits that will accrue from the construction of a deep waterway to the Atlantic Ocean. The project which we now have under consideration is an enterprise with infinitely greater possibilities than the Panama Canal; it means that we propose to bring our lake ports in direct contact with the Atlantic Ocean, it means that the imports and exports of this continent will be received at and forwarded from what are now inland ports, and be delivered at destination without breaking bulk. It is a project that is fascinating to the mind and that in its material aspects will bring to the individual citizen of the central, western and northwestern sections of the United States and Canada direct benefits of almost incalculable value. It means a reduction in the cost of living to each and every citizen.

The want of a deep waterway from the lakes to the sea has enabled the ports on the Atlantic seaboard to maintain their commercial supremacy at the expense of the western portion of the country, but the time has come when the necessities of the great west demand

better and more adequate facilities for the movement of traffic and these can only be secured by utilizing the waterways which Providence has provided for our use.

Every increase in the cost of transportation is an additional tax which must be paid by the consumer and every reduction in rates is a direct benefit to the individual.

The construction of a deep waterway from the lakes to the sea will inevitably result in the lowering of rail rates to an extent that will be a revelation to those who have been advocating the necessity for permitting the carrying companies to make a material advance in transportation tolls. I want to say to you, and it is capable of proof, that the railway companies today are making greater net profits from the carriage of traffic than at any time since they became common carriers and yet there are railway commissioners and shippers in this country who are using their influence to secure for the railways an advance in rates and still larger profits. It makes very little difference to them what rates are charged, as the consumer must pay the additional expense, whatever it may be.

If we, as individuals, do our duty the day is not far distant when we will see ocean vessels plying to and from the ports on the Great Lakes and it is not necessary for me to enlarge to you what that will mean to this country. This is not an idle dream; it is simply a statement of fact, a fact so easily within our reach that when it is accomplished we will view with amazement the delay which has taken place in undertaking the work, and yet this delay is not hard to understand when the whole factors are taken into consideration.

The first settlements were located within easy reach of the rivers and lakes so that the settlers would be in a position to take advantage of their transportation facilities. Gradually, however, they wandered farther inland and as they receded from the waterways the necessity for other means of transportation became apparent, and with a realization of that necessity came the creation of the steam railways. In the first stages of rail construction the lines were built to reach the water front and the traffic was then sent forward to its ultimate destination by water. This period might properly be called the era of "Rail and Water" transportation in this country. In the course of time the management of the railways began to grasp the possibility of securing for themselves the entire earnings from the carriage of this traffic to the seaboard and, once seized with that idea, their energies were directed to the construction of new lines making connection with those already in existence and always getting closer to the sea, until by and by, a through rail route was secured from the interior to the ocean and, so far as foreign trade was concerned, the boat lines were driven out of the business. This was followed by the amalgamation of the different short lines of railway throughout the country, resulting ultimately in the formation of the great trunk lines of the present day, and the whole of their tremendous powers have been used relentlessly to crush competition by water and to prevent the development and improvement of the waterways for transportation purposes.

When these circumstances are taken into consideration it is not difficult to understand why we have been so dilatory in taking advantage of the water route for the carriage of foreign traffic. We find, however, that all such matters right themselves in their own good time, and the inability of the railways to handle promptly and expeditiously the rapidly increasing trade of the country, combined with their failure to deal equitably with the public in transportation matters, brought about a feeling that a change was necessary; the people again began to look to the waterways for relief and, after careful consideration, the tremendous possibilities of this channel of transportation impressed themselves upon the minds of those interested and it was realized that it was readily within our power to make every lakeport a seaport and have ocean vessels discharge and load their cargoes at our inland docks.

It is unfortunate, however, that not only those seeking to improve our transportation facilities have realized these facts, but that others, whose whole aim is to take advantage of opportunities to enrich themselves, have taken hold of the question and are urging the adoption of projects of their own ostensibly for the benefit of the country, but really for their own financial gain, and carrying with their so-called improvement schemes, the danger of lowering the waters of the great lakes and imperilling navigation thereon.

In every country there are men who watch closely the progress of events, and they have taken cognizance of the movement to provide a deep waterway to the sea and have determined to use it for their own personal benefit without regard to whether or not what they are doing, or attempting to do, will result in injury to the people generally. Of such a character are the men who are seeking to exploit power schemes under the guise of the Georgian Bay canal and the lakes to the Gulf canal.

In walking down Woodward Avenue in the City of Detroit recently, my attention was called to a painting displayed in the window of an art studio depicting in vivid colors an attack by pirates upon a merchant vessel and the thought flashed through my mind that the men who to-day prey upon the public are more dangerous to the community than the pirates of the past, who at least risked their lives in their nefarious work.

The privateers and pirates of olden times are a thing of the past, but in our day their places have been taken by the buccaneers of finance who have adopted smoother and less dangerous methods, but are equally ruthless in their work when there is booty in sight for themselves.

Three different propositions for the construction of a deep waterway from the lakes to the ocean are prominently before us today. They are:

The Lakes to the Gulf Canal.

The Georgian Bay Canal.

The Development of the St. Lawrence Route.

I will deal with these propositions in the order in which they are named.

When the lakes to the gulf scheme was promulgated, it attracted wide attention and as a result of the publicity given it, the Federal Government of the United States appointed a commission, headed by Gen. W. H. Bixby, to make a thorough investigation of the project and at the same time they were directed to make a report on the proposition submitted by the State of Illinois for the extension of the drainage canal. It must be borne in mind that the proposed extension of the drainage canal has nothing to do with the lakes to the gulf canal scheme proper, although those who are urging the extension of the drainage canal advanced the argument that later on it could be deepened to 14 feet and ultimately to 24 feet and thus be utilized as the basis of the lakes to the gulf canal should that work ever be undertaken.

Two propositions were considered by the commission appointed by the Federal Government, viz.:

First: Calling for the construction of an eight foot waterway from Chicago to the Illinois River.

Second: The construction of a waterway of not less than 14 feet and eventually of 24 feet to the gulf.

The report of this commission was long since made to Congress and I ask you to carefully consider the conclusions arrived at and form your own opinion as to the possibilities of the lakes to the gulf scheme as a deep waterway to the sea.

In connection with the first proposition for an eight foot waterway the report says:

"The work now proposed by the State of Illinois in connection with the canal of the Chicago Sanitary District contemplates a waterway from Lake Michigan to Utica, which, although departing from the lines of the old canal, substitutes a waterway more than sufficient for any probable navigation. This will, in fact, fulfill the original agreement between the State and the Government, and incidentally develop a water power which the state considers a profitable investment.

"The Board believes that the State is more generous in its provisions for navigation than necessity requires, that the locks are larger than will be utilized, etc."

The statement that its provisions for navigation were more generous than necessity required proves conclusively that the commission recognized the fact that an eight foot canal was not intended for purposes of navigation and was not entitled to consideration as a channel of commerce.

In 1908 the Circuit Court of Cook County, Illinois, gave a decision denying its navigability and this decision was later affirmed by the Supreme Court of Illinois, and yet the forces urging the extension of the drainage canal contend that it is a highway of commercial importance.

It has been asserted that the diversion of water for the drainage canal affected the level of the lakes and since the report of the commission was presented to Congress, General Bixby has submitted a supplementary opinion against any further diversion of water from the lakes on the ground that navigation would be imperiled by such action.

The second proposition to construct a deep waterway from the lakes to the Gulf of Mexico is dismissed by General Bixby's commission in a very few words. The commission said:

"A 24 foot waterway from Chicago to the Gulf of Mexico has never been considered by Congress, but its cost would be enormous, and even if constructed it never would be used commercially by the vessels for which intended."

The report of the commission shows conclusively that the lakes to the gulf canal is impracticable as a deep waterway to the sea and it is evident that the drainage canal will never be required as the first link in a canal from the lakes to the Gulf of Mexico, therefore the proposition for its extension must stand or fall on its own merits as a power scheme.

The Georgian Bay Canal.

The second proposition is that known as the Georgian Bay canal, calling for the construction of a channel of navigation from the Georgian Bay to the St. Lawrence river, and a somewhat similar situation exists in connection with this project; its cost would be enormous and even if constructed it would not be used commercially by the class of vessels for which it is designed. Delays would be inevitable in connection with transportation by that route and there would always be grave danger of disaster from the possible destruction of the reservoirs which would be required to hold the artificial supply of water which would be necessary for the operation of the canal.

Realizing the weakness of the proposition to stand upon its own merits as a canal for the purposes of navigation, the promoters of the Georgian Bay canal scheme have tacked on the argument that it would develop a water power which would be of great value to the people. In considering this question, however, we are dealing with a transportation problem, not with a power proposition, and if the project will not meet with approval as a channel of commerce it must be rejected as the solution of the problem to provide a deep

waterway from the lakes to the sea. The people of this country will not approve the expenditure of a large sum of money on a canal that will only be useful for the development of power.

Canada has had considerable experience with canal schemes which have cost the country large sums of money and have been absolutely useless for purposes of navigation. The Newmarket canal (or ditch as some prefer to call it), and the Trent Valley canal, are striking illustrations of expenditures of this kind. When the Trent Valley canal was projected we were told that it would revolutionize the carriage of grain from the west to the seaboard, but there never has been and never will be a cargo of grain pass through its locks. It does, however, provide a good water course for rowboats and motor boats and the owners of these craft will take advantage of the liberality of the government in providing such an expensive stream of water for their amusement.

In discussing the Georgian Bay canal, consideration must also be given to the fact that, even if it could be made useful as a channel of commerce, its construction would sidetrack all the territory tributary to Lake Ontario, Lake Erie and the Detroit River, and the Province of Ontario is entitled to share in the benefits to be derived from the construction of a deep waterway to the ocean.

The Georgian Bay canal project is not a sound business proposition as a means of transportation and it would not meet the requirements of a waterway required for the carriage of the business of the great west to and from the sea; it never will be constructed because there is an alternative route by way of the St. Lawrence River that is infinitely superior for transportation purposes and which can be developed at a fraction of the cost that would be incurred in the construction of the Georgian Bay Route.

The construction of the Georgian Bay canal as the solution of the problem of providing a deep waterway to the sea would be one of the most stupendous blunders ever committed by the government of an intelligent people.

This brings us to the third and last of the three propositions before us, viz.:

The Development of the Saint Lawrence Route.

The St. Lawrence River forms a natural artery from the lakes to the ocean and by taking advantage of it we secure a deep waterway with the minimum of canal mileage and the greatest stretch of free running water and we must all admit that these are two essential necessities for a channel of commerce that is to be of service to the people. This route presents the only feasible plan by which we can ever hope to obtain a waterway capable of taking care of the immense volume of traffic which will move to and from the ocean when the work is completed. The reconstruction of the Welland Canal, which is the most expensive part of the work, is already under way and the money that is being spent on the new Welland Canal will be wasted unless it is followed by the development of the St. Lawrence River. The object in reconstructing the Welland Canal was to provide a waterway large enough to accommodate ocean vessels and we must make it possible for those ships to reach that canal, otherwise the work will have been done in vain. The Welland Canal cannot handle ocean vessels until we make it possible for those ships to get from the sea to the canal, and that can only be accomplished by deepening the St. Lawrence and making it suitable for the passage of ocean carriers.

The reconstruction of the St. Lawrence canals is a necessity and calls for immediate action on the part of the government.

There is not a practical vessel man doing business on the Great Lakes, who, if he were asked the question which of the three proposed routes would prove most serviceable, would hesitate a moment in declaring that there was only one deep waterway that would be of any benefit to the country and that is the St. Lawrence route with its long stretch of free running water.

While the St. Lawrence route is entirely within Canadian territory and the work of reconstruction must of necessity be undertaken by the Canadian Government, there is a large portion of the route from the head of the lakes to Lake Ontario that is international in its character and control and there should be a thorough understanding between the two governments with regard to the conservation of these waters for the benefit of the citizens of both countries. Senator Townsend, of Michigan, has taken an active interest in the promotion of sentiment in favor of a deep waterway on the other side of the line and while he is not in a position to speak with authority for his government, he states that he feels perfectly confident in saying that we can depend upon the co-operation of the United States in any measures that are taken to preserve the lake levels, and very recently he introduced in the Senate a resolution which received unanimous approval, recommending that the two governments should get together and provide for the protection and development of water navigation and more particularly for the construction of a deep waterway from the lakes to the ocean. We, on this side of the line, feel certain that Canada will do its part in planning for the development and protection of the inland waters.

The statements of General Bixby and other prominent engineers that any further diversion of water from the lakes will imperil navigation demand attention and action. It would appear to be as impossible to divert water from any portion of the Great Lakes extending from Superior to Ontario without affecting the whole system as it is to take away the lifeblood from any portion of the human body without affecting the general health of the individual.

There is Need for United Action on the Part of Both Countries.

That is the kind of reciprocity we require between the United States and Canada, a reciprocity that will tend to the upbuilding and development of both countries while it will not result in injury to a single individual.

And right here I would like to make clear the position taken by the Hon. R. L. Borden, leader of the government, on the reciprocity compact which was submitted to the people of Canada at the last general elections and which resulted in the defeat of the liberal administration. Prior to the elections I was favored with an expression of Mr. Borden's views and believe that they will meet with the approval of the people on both sides of the border, even those who favored the adoption of reciprocity. Mr. Borden said:

"If the United States produce anything that is necessary for the welfare of our people, it is the duty of our government to make the tariff on that commodity low enough to enable them to obtain it at a reasonable cost; if, on the other hand, we produce anything that is required for the benefit of the citizens of the United States, their government should, in my opinion, take a similar course of action."

Some of the old line politicians might say that this is bad politics. It is not the utterance of a politician; but the words of a statesman who has the welfare of his country at heart, and it is right in line with the action of the present government of the United States.

It might be said that a deep waterway to the sea by way of the St. Lawrence route would not be used freely by the people of the United States, owing to the fact that it would be under the control of the Canadian Government, but there is absolutely nothing in such an argument. TRANSPORTATION KNOWS NO BOUNDARY LINES and traffic will seek the cheapest route irrespective of its ownership. As an illustration of this fact I might say that about 1900, a company was formed in the City of Chicago for the purpose of operating a line of steamships between that city and Liverpool and two or three trips were actually made by the St. Lawrence route, but the ships were of such small capacity that they could not be made

profitable and the service was discontinued. This is sufficient to prove that if the deep waterway is provided it will be used freely by our friends across the line.

The building of a canal transformed the city of Manchester in England, from an inland town to a seaport, and the building of a deep waterway to the Atlantic will transform every lakeport to a seaport and prove of inestimable value to the people of Canada and the United States.

It is within the power of a great artist to depict upon canvas a picture that will live as long as life lasts in the minds of those who are privileged to see it, and if it were within my power to paint a word picture that would live in your memories for a time, I would do it in but few words, and I would have them placed over the doorway of every home represented in this meeting so that they would be the first thing that would meet your view as you entered in the evening and the last thing you would see as you turned to bid your family good-bye in the morning and those words would be

EVERY LAKEPORT A SEAPORT.

Dr. Samson, Mr. J. L. Murphy and others followed Mr. Duthie and the amendment to the motion was placed before the meeting and received but one vote, that of the mover. The original motion was then put before the meeting and was unanimously adopted.

Mayor Allan moved, seconded by Mayor Dagan, the following resolution:

"RESOLVED, that the inland cities and towns of the Provinces of Ontario and the Canadian west be asked to memorialize the Dominion government requesting that the development of the St. Lawrence route for the purposes of deep water navigation be immediately proceeded with."

This resolution was also adopted unanimously.

It was decided to issue in booklet form a report of the conference proceedings for submission to the Dominion government and distribution throughout the country.

The meeting then adjourned.

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Canada's Transportation Problems.

A series of articles written for the
St. Thomas, Ontario, "Journal,"

July, 1909

By James Hunter Duthie

CANADA'S TRANSPORTATION PROBLEMS.

The British Empire has been aptly described as a gigantic belt encircling the world, with the Dominion of Canada as the buckle binding together the two ends thereof. We sometimes wonder if the Canadian people really appreciate the important position this country occupies in the world's galaxy of nations, and the fact that it is not only the centre of the British Empire, but the principal source of the world's supply of wheat, the most important food product at the present time. The heavy charges for transportation has prevented the Canadian people receiving the full benefits which should accrue to them from the production of this most important cereal and they have been seeking some means of reaching the markets of the world at a reduced cost. The construction of the Grand Trunk Pacific Railway was undertaken for the purpose of increasing our transportation facilities, but while it will undoubtedly aid in the development of the country, it will not materially lessen the cost of transportation. The impossibility of moving traffic by rail at the minimum of cost is generally recognized by transportation experts and it is to the great natural waterways of the country that we must look for cheap transportation. Traffic can be transported by water at one third the cost of rail carriage, consequently the development of our waterways is the most important factor in the development of our trade. The Dominion Government has kept this matter steadily in mind and at the present time have four great projects under consideration, all of which directly affect transportation matters. They are:

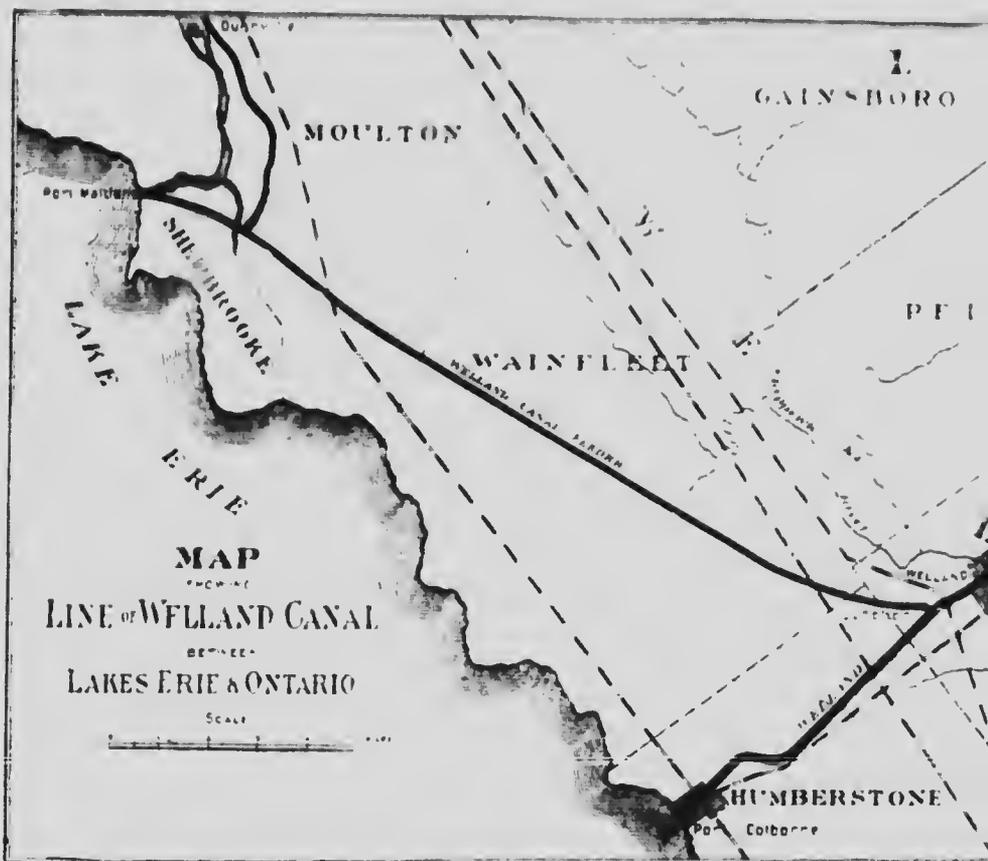
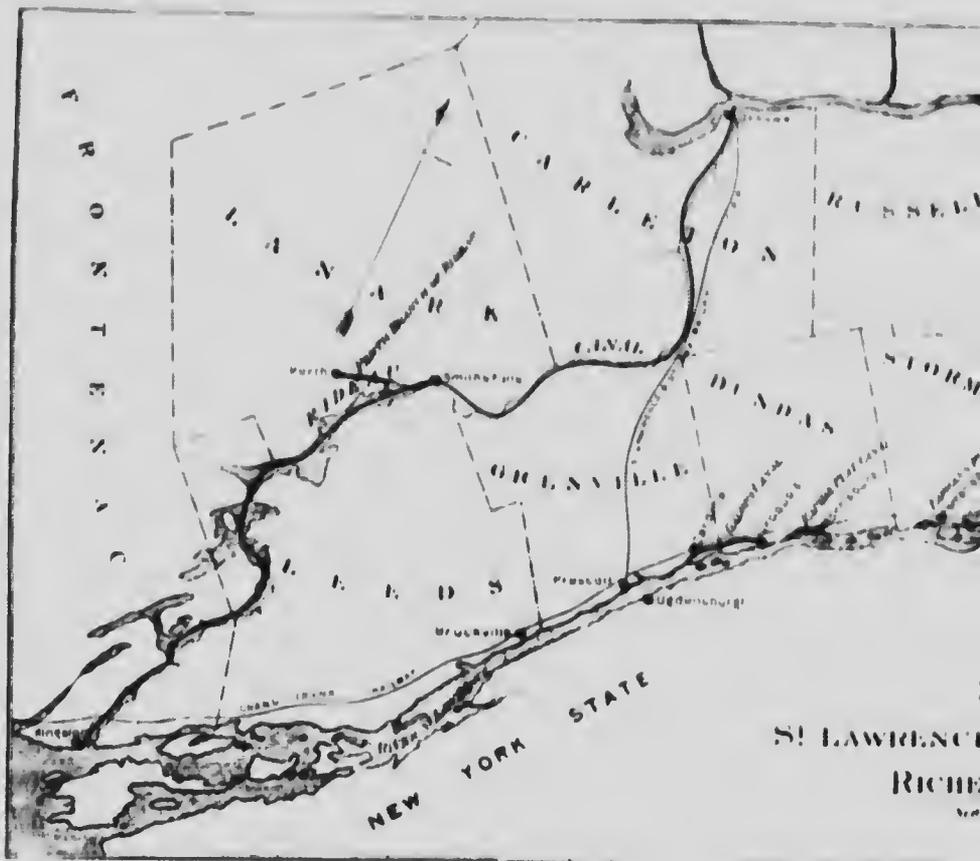
The Hudson Bay Railway.

The Georgian Bay Canal.

The Deepening of the Waterway to the Ocean.

The All Red Line.

We propose to publish a series of articles dealing in detail with each of these projects so that the public may have a clear understanding regarding the situation and be in a position to decide for themselves as to whether or not these different projects are entitled to their support. We do not intend to deal with these subjects from a political standpoint but strictly on their merits, having in mind their bearing upon the transportation problems of our country, and our readers will find them interesting and of sufficient importance to warrant their serious consideration.





Article 1—THE HUDSON BAY RAILWAY.

The hour of destiny for Canada has come. The stream of immigration pouring into the Canadian West, swelling into a mighty movement of population, will colonize the fertile lands of Saskatchewan and Alberta and increase the production of wheat in a district which has already earned for itself the title of the granary of the world. The area under cultivation is small compared with the immense stretch of country available and we may well stand amazed at its possibilities when the whole territory is taken hold of and worked.

There is not another cereal or food product grown or raised which is so necessary for man as wheat; it nourishes the human body and feeds the brain as no other vegetable or animal substance is able to do, consequently the country that is in a position to raise an unlimited supply of wheat will be able to wield considerable influence throughout the world. Canada is in this fortunate position and the future of our country depends upon our ability to take advantage of the opportunities we possess. While it is gratifying to know that we have the richest grain producing lands known to the world, we must not be satisfied to rest content with that knowledge, but must make provision for its transportation to the markets where it is required, at the minimum of cost, if we are to obtain the fullest benefits from its production.

Liverpool as Near Winnipeg as to Montreal.

Great Britain is the great distributing centre for our produce, and cheapest transportation to British ports is necessary for the development of our trade. It may surprise many of our readers to learn that the city of Winnipeg is as near Liverpool as is the city of Montreal, but such is the case, and it is only necessary to us to take advantage of that fact to materially lessen the cost of transportation from the Canadian West to Great Britain, every reduction in the charge for carriage is just so much added profit to the producer.

The Hudson Bay Route.

By utilizing the route to Liverpool by way of the Hudson Bay the distance from the Canadian West to Great Britain would be lessened by about one thousand miles, and there would be a very material reduction in the cost of transportation between these points. The Dominion Government has had under consideration for some time the advisability of constructing a railway from the Canadian West to the Hudson Bay which, with proper steamship connections, would prove of almost incalculable benefit to the country, provided the route can be operated for any considerable length of time each year. The principal objection offered to the construction of this line of railway is the statement that the Hudson Bay is only open for navigation for a very short period each season, and that consequently it would be of little real benefit to the country. It is only a few years ago that we were accustomed to hear that Alberta and Saskatchewan were unfit for civilized people to live in, and the idea of growing grain in that district was laughed at, but the grain is being produced, the country is fast being settled and the people who have gone there would not be content to return to the east. In fact, the wheat fields of the Canadian West are one of the wonders of the age in which we live. It is altogether likely that the statements made with regard to Hudson Bay navigation are quite as unreliable as those which were made with regard to the climate of Alberta and Saskatchewan, and the advantages which would accrue to the people through the shortening of the distance, even though the route were only available for a limited time, would be of inestimable advantage to Canada.

The principal opposition to the construction of the Hudson Bay railway will naturally come from the existing railways and the steamship lines which have their headquarters at Atlantic ports. The

opening of the Hudson Bay route would necessarily cause a revolution in the handling of traffic to and from the Canadian West, consequently we can readily understand the opposition which the project will receive from those whose interests lie in a different direction, but there is little doubt that, sooner or later, the Hudson Bay route will be opened for traffic and the western country will be in a position to reach the markets of the world at a very greatly reduced cost as compared with the charges at present imposed for transportation. The construction of the Hudson Bay railway is a necessity for the development of the Canadian West and it is to be hoped that the government will shortly see its way clear to take hold of this project and carry it through to completion.

Cheap transportation is essentially necessary for the development of trade, and the building of the Hudson Bay railway will materially lessen the cost of carriage between the Canadian West and Europe.

The heavy charges imposed for the carriage of grain from the west to Great Britain are due to the long rail carriage which is necessary in order to reach the seaboard. The rail haul to Hudson Bay would be a comparatively short one, consequently the railway tolls would be reduced to the minimum figure, while the ocean rates from Hudson Bay to Liverpool or other British port would be almost as low as from the Atlantic seaboard.

The Hudson Bay is not an unknown route as it has been used by the Hudson Bay Company for years, and it has been clearly demonstrated that it is available for the purposes of navigation.

Article 2—THE GEORGIAN BAY CANAL.

Some years ago when the Georgian Bay canal was mentioned it had reference to a proposed canal from Collingwood on the Georgian Bay to Toronto, a distance of about ninety miles, which was intended to cut off the long journey by way of the Detroit River and Lake Erie to Lake Ontario. The late Mr. F. Chas Capreol of Toronto was the most consistent advocate of this scheme and practically devoted his entire time during the latter years of his life to exploiting this project. The citizens of Toronto, however, did not heartily endorse the undertaking, as they could not be convinced that the canal, if constructed, would be as serviceable as the existing route via Lake Erie.

The proposition at present before the government is of an entirely different nature. It is now proposed to utilize the waters between the Georgian Bay and Montreal by way of the Ottawa river, connecting the different waterways by means of canals. The citizens of Montreal are doing their utmost to secure the adoption of this plan, not so much for the benefit of Canada as for the welfare of that city. They desire to put an end to the idea of a canal between Collingwood and Toronto and believe that the most effective way to do this is to insist upon the acceptance of the project now under consideration. The Montreal people believe that the construction of a canal from Collingwood to Toronto, or the deepening of the waterways by way of the Welland canal and the St. Lawrence river would seriously affect their commercial supremacy, inasmuch as either of these plans would make it possible for ocean steamships to land their cargoes advantageously at the lake ports, consequently they are determined to use every effort to maintain the continuation of their commercial supremacy and in order to do this will bring every influence possible to induce the government to build the canal as suggested.

It is well to bear these facts in mind in considering this question. The people of Canada as a whole are not particularly interested in the welfare of either Montreal or Toronto, we are pleased to see the progress they are making, but are not prepared to advance the interests of either city at the expense of the balance of the country.

A Gigantic Undertaking.

The present project for the utilization of the rivers and lakes between the Georgian Bay and St Lawrence River covers a distance of 440 miles and involves the construction of numerous dams and reservoirs for the purpose of maintaining an equal supply of water the year around. It will readily be understood that a project depending for its success upon an artificial supply of water obtained in this way would be a doubtful means of transportation and one that could not be relied upon at all times. There are also other difficulties to overcome and lift locks would be necessary in order to surmount the height of land between the Georgian Bay and the St Lawrence river.

Distance.

The distance to Montreal by the proposed waterway is 934 miles; via Lake Erie and the Welland canal 1,216 miles, a difference of 282 miles in favor of the Georgian Bay route. In the Interim Report presented by the government on this subject appears the following.

"As compared with a possible improved system of St Lawrence canals to a depth of 22 feet, assuming that the number of locks would be greatly reduced and some of the channels widened, probably no practical benefit in time of transit could be claimed, the saving in distance being nearly offset by the longer stretches of lake and wide river navigation which exists through the Lake Erie and Lake Ontario route, where higher speeds would be permissible."

It will be seen from the quotation given above that even the engineers engaged to report on this project are doubtful of its superiority in the matter of time over the existing route by way of the Welland canal and St. Lawrence river.

Cost of Construction.

It is estimated that the Georgian Bay canal as now proposed would cost the country ONE HUNDRED MILLION DOLLARS, but estimates are invariably unreliable and it is extremely doubtful that it can be constructed at this figure, and competent transportation critics state that it would mean an expenditure of at least TWO HUNDRED MILLION DOLLARS, with a strong probability that even that sum would be insufficient to carry the project through to completion.

Danger From Dams and Reservoirs.

The following dispatch from North Bay under date of the 17th, June, will give an idea of the danger that would be incurred through the construction of dams and reservoirs necessary for the success of the proposed Georgian Bay canal:

"The effect of dams built over a year ago at French river to keep the waters of Lake Nipissing at normal level the year round has been most disastrous, especially this year, with the abnormally high water. Much property along the shore line has been flooded and in the eastern section of North Bay and among the summer cottages considerable damage has been done, while a number of building lots have been submerged. Representations made to the government by the town council of North Bay resulted in an examination, followed by the blowing up with dynamite of one of the dams yesterday to allow the water to get away.

"New dams will be constructed on different plans, as those in use were utterly useless in coping with spring freshets, and should never have been put there."

Possibly nothing more forcible could be written to show the folly of constructing the Georgian Bay canal than is contained in the above dispatch. A project depending for its success on such a system of water supply would be a constant source of danger to the shipping interests, and we do not believe that the Canadian people will willingly

sanction the expenditure of such a large sum of money in the construction of works, which, by the admission of the engineers in charge, would be a doubtful advantage as compared with the existing route.

The Hudson Bay Railway.

In our last article on the transportation problems of the country we pointed out the advantages which would accrue to Canada through the construction of the Hudson Bay railway, and in our next article on this subject we will deal with the DEEPENING OF WATERWAYS, making a comparison of the Welland canal and St. Lawrence river route with the projected Georgian Bay canal, which we believe will prove that the construction of the Hudson Bay railway and the improvement of the St. Lawrence route will give Canada the undoubted control of the transportation of not only the Canadian west, but the traffic to and from the Northwestern United States.

The project for the construction of the Georgian Bay canal will not commend itself to the Canadian people.

Article 3—DEEPENING THE WATERWAYS.

There is no project before the people of Canada today that possesses a greater fascination than that known as the deepening of the waterways which involves the improvement of the Welland canal and the St. Lawrence river route so as to provide a twenty-five foot waterway to the ocean. The carrying out of this work means a complete change in the aspect of affairs; it means that what were formerly lake ports, in a moment of time, become ocean ports; it means that beginning at Kingston on the east, running right around Lake Ontario, through the Welland canal to Lake Erie, then on to the Detroit river and still further to Lake Michigan, Lake Huron, the Georgian Bay and Lake Superior, every port capable of being deepened to an extent sufficient to permit the entrance of an ocean vessel will be brought into direct contact with the Atlantic trade, and ships of large capacity will land their cargoes at lake ports instead of unloading at Quebec or Montreal, necessitating heavy carrying charges by rail from those points to the west.

The proposed Georgian Bay canal (even should it prove to be a practicable channel of commerce, which is doubtful,) would benefit a very small portion of the country; the deepening of the St. Lawrence route directly affects not only the water points on the lakes and rivers, but the inland territory as well, as traffic could be unloaded at the water ports in question and shipped inland by rail from those ports at rates which would be from fifty to seventy per cent cheaper than those charged for the long haul from Montreal or Quebec.

The Trent Valley canal, started by the Conservative government and continued by the present administration, is at present of no commercial value to the country. The deepening of the St. Lawrence canals would mean that this canal can be made of practical benefit to the territory through which it passes, inasmuch as traffic could be landed at the Lake Ontario end of the canal in ocean vessels and carried from there in boats of small capacity through the Trent Valley canal at a considerable reduction in transportation charges, making it possible to get some return for the money invested therein, and turning a canal which is now useless for transportation purposes into something of real value to the country. It is only in this way that the Trent Valley canal can be made of service.

Would Control United States Traffic.

In the handling of traffic, boundary lines are eliminated, and shipment is made by the cheapest route, irrespective of the country through which it passes. As an illustration of this we would refer

to the attempt made several years ago to establish a steamship service between Chicago and Liverpool by way of the St. Lawrence river, and which failed because of the fact that the vessels were necessarily of small capacity and could not be made a paying proposition. The main point to consider in this connection is the fact that the men who formed and tried to operate the line in question were citizens of the United States, who proposed to reach Liverpool by the cheapest route without regard to whether that route antagonized the interests of American lines. It is cheap transportation that is required and the construction of a twenty-five foot waterway by the St. Lawrence route will give Canada the undoubted control of the traffic to and from the great west, including the northwestern section of the United States.

Canal From Lake Ontario to New York.

In a recent letter to the press, Mr. Robert Reford of Montreal, made the statement that the deepening of the Welland canal would result in the construction of a canal from Lake Ontario to New York and that any expenditure in that direction would really result in enabling the United States to utilize the Welland canal to secure for themselves a route by way of New York that would rival the St. Lawrence transportation. Such a statement, coming from a prominent steamship owner like Mr. Reford, must have considerable weight with the public, but it was manifestly made for a purpose and there is not the slightest possibility of such an undertaking being projected on the part of the United States. The people of that country are keen business men, and even an amateur in the science of navigation would know that the canal will never be constructed that would compete with the St. Lawrence river for the purposes of navigation.

Canada's Greatest Asset.

The St. Lawrence river is the greatest national asset in the possession of Canada, and it is one that should be appreciated at its true value. It is quite certain that if it were in the hands of our neighbors across the line it would long ago have been utilized for the purposes of deep water navigation. Millions of money have been expended in the development of the railways of this country, while the waterways have been comparatively neglected and this is no doubt due to the fact that the railways are in the hands of the capitalists while the waterways remain the property of the people. The business of the capitalist is in the hands of men who are night and day at work to secure advantages, while the business of the people appears to be neglected by those to whose care it is entrusted. This is due to the lethargy of the public and they have only themselves to blame for the inaction of their representatives. The time has come for an awakening in Canada; we are on the eve of a great development and it is necessary that we should provide for the tremendous increase which will take place in the transportation necessities of the country. The improvement of the St. Lawrence river route is of vital importance to the welfare of the Dominion of Canada and the work should be started at once. It is true that we are laboring under a tremendous burden in the construction of the Grand Trunk Pacific Railway, but the necessity for deepening the waterway to the ocean is of even greater importance to Canada than the construction of the Grand Trunk Pacific.

Georgian Bay Canal An Experiment.

The proposed Georgian Bay canal is purely an experiment involving an expenditure of hundreds of millions, and our experience with experimental canals should incline the government to avoid further expenditures in that direction. The St. Lawrence route is an

established fact and unquestionably superior to any route in existence at the present time, consequently there should be no hesitation in deciding between the two propositions. With the construction of the Hudson Bay railway and the improvement of the St. Lawrence route Canada will have transportation facilities sufficient to take care of any increase which may come during the next hundred years in the traffic requirements of the country.

Note:--Since the above article was written it has been deemed advisable to provide a thirty foot waterway in order to accommodate the larger vessels now in the ocean service.

Article 4—THE ALL-RED LINE.

Notwithstanding the fact that there has been much written in support of, and many attempts made to boom, the All Red Line the average Canadian is not at all interested in the scheme; in fact the great majority of the people have not taken enough interest in the proposition to inform themselves with regard to it, and look upon it as one of those freak schemes which will die a natural death in the ordinary course of events.

An Old Measure In a New Dress.

The All Red Line as now proposed is really an old measure in a new form and will undoubtedly meet with the same fate as its predecessor. The idea of a fast Atlantic service for the carriage of mails is not a new one, as some eleven or twelve years ago a similar enterprise was under consideration. At that time the Dominion government entered into an agreement with Peterson, Tait & Co., by which they were to pay them an annual subsidy of a million and a quarter dollars per annum for a fast line of steamships between Canada and Great Britain, but the proposition was so vigorously assailed both by the press and by the supporters of the government in the House of Commons that it was quietly dropped out of sight and allowed to lie dormant until the present time, when it is brought forth in a new dress and with a more attractive name, with the hope that the people will be carried away with the claim that it is an imperial measure in the interests of the Empire at large and with that idea in mind give it their support. It is a vain wish on the part of the promoters, as the Canadian people are somewhat tired of projects which cannot stand upon their own merits and are not disposed to accept a proposition of the nature of the All Red Line which has nothing to recommend it but the sentimental idea that it might possibly help foster closer relations between the different portions of the British Empire, an idea which has no foundation in fact.

The consolidation of the British Empire is not dependent upon a fast mail service, although such a service under properly considered commercial conditions is desirable. The love for the motherland is inbred in the native Canadian and will not be increased or decreased through the creation of a faster mail service between the eastern and western portions of the British Empire, consequently any project of that kind must be considered as a purely commercial proposition.

Special Subsidies a Mistake.

The fact that special subsidies in favor of enterprises such as the All Red Line are a mistake was never more clearly illustrated than in connection with the proposed Peterson, Tait Co. Fast Atlantic Line, as within three years after that measure had been dropped, we had a better service between Canada and Great Britain than would have been the case had the Peterson Tait contract been carried through. The natural development of business created a

demand for a better class of vessels for the Atlantic service, and instead of having one fast line, we had several of the existing steamship companies striving to outdo each other in providing faster and better vessels for the service, and, as stated, in a very short time a better class of ships were plying between Canada and Great Britain than would have been the case under the Peterson Tait contract.

Hudson Bay Route Will Give Faster Service.

It would be manifestly absurd to subsidize a fast service between Great Britain and the Canadian seaboard in view of the proposed opening of the Hudson Bay route, with its shorter mileage. A fleet of ordinary steamships plying between Britain and Hudson Bay would make better time for the carriage of mails to and from the Pacific coast than would be possible with a fleet of fast steamships between Britain and the Canadian seaboard, and with fast steamers running to Hudson Bay the proposed All Red Line would be beaten out of sight in the matter of time. This fact alone should be sufficient to convince the government that it is not in the interests of the Canadian people to incur a heavy expenditure such as that involved in the formation of a fast mail service on the Atlantic.

Improved facilities for handling the traffic of the country is of much greater importance to Canada than a fast service for the carriage of the mails, and any expenditures incurred should be in the direction of giving increased accommodation for the produce of the country. The proposed All Red Line would be purely a passenger service, as the necessity for maintaining a high rate of speed would make it impossible to carry a heavy freight tonnage. The main objection to the All Red Line is the fact that as compared with the Hudson Bay route it would be at a decided disadvantage, and Canada has enough burdens to bear without adding to them with projects which would be of no service whatever to the country.

4/ **The Development of the Waterways.**
A series of articles written for the
Detroit "News," October, 1912,
By James Hunter Duthie.

Article 1.—A Deep Waterway to the Sea.

Do you realize what it would mean to Detroit to have ocean vessels landing at our docks? It is within your power to make Detroit a seaport.

The ability to place its produce and its manufactured goods in the home markets and in the markets of the world at the minimum of cost, makes a successful nation.

When traffic can conveniently be conveyed by water, transportation at the minimum of cost is obtained, therefore the question of utilizing to the fullest extent possible the magnificent stretch of waterways with which this country has been endowed, is one that should interest every citizen of the United States.

In the early history of our country the lakes and rivers formed the means of communication with the great outside world and they were the channel through which supplies were received and shipments made to the desired markets. The canoe and the batteaux were the first freight carriers to the interior, but they were quickly replaced by the sloop and schooner, and they in turn gave way to the magnificent fleet of steamers which can be seen daily during the season of navigation, passing up and down the beautiful river which flows past this city. While these wonderful changes in navigation have taken place and over fifty million tons of traffic are now handled yearly on the great lakes, it remains a fact that the waterways are not yet being used to the best advantage, because the traffic so handled is purely local traffic for the home markets and they are not being used to furnish transportation at the minimum of cost to and from the markets of the world, and there is grave danger that they never will be so utilized unless the people awaken to the fact that there are men in the United States and in Canada, who are seeking to divert the waters of the lakes for their own selfish purposes, and who, should they succeed in accomplishing their designs, will lower the level of the lakes and make it impossible to so improve the waterways that they can be made to serve the best interests of the country at large.

The benefits which would accrue to the western section of this continent through the opening of a deep waterway from the lakes to the ocean are almost incalculable, and the lowering of transportation tolls which would result therefrom would greatly improve the position of both the producer and consumer in our inland territory.

Baltimore, Philadelphia, New York, Boston and Montreal are the great distributing centers for foreign traffic and the cost of carriage between the Atlantic seaboard and the interior is comparatively heavy. With a deep waterway from the lakes to the ocean these distributing centers would be removed to what are now lake ports, and the rail carriage from these ports to and from the interior would be materially lessened, thereby reducing the cost of transportation.

With ocean vessels landing at Detroit this city would be the natural distributing point for foreign trade with the entire state of Michigan; Chicago would become the distributing center for Illinois and territory tributary thereto; Milwaukee would be the distributing point for Wisconsin; Duluth for the great northwest, and these cities would enter upon an era of substantial prosperity undreamed of by those who have not given this question serious thought.

What has been accomplished by an inland city like Manchester in England can be successfully duplicated by the cities located on the great lakes.

The first settlements in this country were located within easy reach of the rivers and lakes so that the settlers would be in a position to take advantage of the water facilities for the carriage of their traffic. Gradually, however, they wandered farther inland and as they receded from the waterways the necessity for some other means of transportation became apparent, and with a realization of that necessity came the creation of the steam railways. In the first

stages of railroad construction the lines were built to reach the waterfront and the traffic was sent forward to its ultimate destination by vessels. This period might properly be called the era of "Rail and Water" transportation in this country. In course of time the railway managers began to grasp the possibility of securing for themselves the entire earnings from the carriage of foreign traffic to and from the seaboard, and once seized with that idea, their energies were directed to the construction of new lines of railway, making connection with those already in existence and always getting closer to the sea until, by and by, a through rail route was secured from the interior to the ocean, and so far as foreign trade was concerned, the boat lines were quickly driven out of the business. This was followed by a consolidation of the different short lines of railway throughout the country, resulting ultimately in the formation of the great trunk lines of the present day, and the whole of their tremendous powers have been used relentlessly to crush competition by water and to prevent the improvement and development of the waterways for purposes of transportation.

We find, however, that all such matters right themselves in their own good time, and the inability of the carrying companies to handle promptly and expeditiously the rapidly increasing trade of the country, combined with their failure to deal equitably with the public on transportation questions, brought about the feeling that a change was necessary. The attention of the people was again directed to the waterways, and after careful consideration the tremendous possibilities of this channel of transportation impressed themselves on the minds of those interested, and it was realized that it was easily within our power to make every lakeport a seaport and have ocean vessels landing at our inland docks.

In every country there are men who watch keenly the progress of events and they have taken cognizance of the movement to provide a deep waterway to the ocean and have determined to use it for their own personal benefit, without regard to the injurious effect the successful completion of their schemes would have upon the country at large. Of such a character are the men who, in this country, are seeking to exploit the lakes to the gulf canal, and those who, in Canada, are promoting the Georgian Bay canal.

In this series of articles these different propositions will be dealt with in detail, so that you may have a comprehensive idea in concrete form of the different propositions now before the people for consideration, also showing how a deep waterway can readily be constructed to the sea that will be adequate to take care of ocean ships with a capacity of 10,000 tons and larger than that, should they offer for the interior trade.

Article 2.—The Lakes to the Gulf Canal.

"A 24 foot waterway from Chicago to the Gulf of Mexico has never been considered by congress, but its cost would be enormous, and even if constructed it never would be used commercially by the vessels for which intended."—Extract from report of commission appointed by the United States Government.

There are before us today three separate and distinct propositions for the construction of a deep waterway from the great lakes to the Atlantic seaboard. Each of these schemes has enthusiastic supporters, some of whom are acting from motives of self interest, but many because of a genuine belief in the practicability of the route they are supporting. The three propositions are as follows:

The Lakes to the Gulf Canal.

The Georgian Bay Canal.

The Development of the St. Lawrence Route.

When the lakes to the gulf scheme was promulgated it attracted wide attention, and as a result of the publicity given it by the promoters, the federal government appointed a commission, headed by General W. H. Bixby, to make a thorough investigation of the subject, and this commission was also directed to make a report on

the proposition submitted by the state of Illinois for the extension of the drainage canal. It must be borne in mind that the extension of the drainage canal is an entirely different proposition from that of the lakes to the gulf canal proper, although the promoters of each of these schemes are using the argument that later on the drainage canal may form the first link in the lakes to the gulf canal should that work ever be undertaken.

Two propositions were given consideration by the commission appointed by the government, viz.:

First:—Calling for the construction of an eight foot waterway from Chicago to the Illinois river.

Second:—The construction of a waterway of not less than 14 feet and eventually of 24 feet from the lakes to the gulf of Mexico.

The report of this commission was presented to congress some time ago and we ask you to consider the conclusions arrived at, and decide for yourself as to the necessity for entering upon an aggressive campaign to check the adoption by the government of any project which, directly or indirectly, threatens to injuriously affect navigation on the great lakes and menace the welfare of the nation.

In their report on the first proposition the commission recommended the construction of an eight foot waterway from Chicago to the Illinois river, which it says is entirely feasible and would be a highway of great commercial value to the business of the middle west. Further along in this report the commission says:

"The work now proposed by the state of Illinois in connection with the canal of the Chicago sanitary district, contemplates a waterway from Lake Michigan to Utica, which although departing from the lines of the old canal, substitutes a waterway more than sufficient for any probable navigation. This will, in fact, fulfill the original agreement between the state and the government, and incidentally develop a waterpower which the state considers a profitable investment. The board believes that the state is more generous in its provisions for navigation than necessity requires, that the locks are larger than will be utilized, etc."

The two paragraphs referred to appear to be rather conflicting, as an eight foot waterway, which would be more than sufficient for any probable navigation, could not possibly prove to be a highway of great commercial value to the business of the middle west. As a matter of fact, on June 25th, 1908, the Circuit Court of Cook County, Illinois, gave a decision denying the navigability of the drainage canal, and this decision was later affirmed by the Supreme Court of Illinois.

So far as the state of Illinois is concerned the gist of their proposition is contained in the statement "and incidentally develop a waterpower which the state considers a profitable investment." The promoters of the scheme for the extension of the drainage canal are not interested in furnishing transportation facilities; they want the development of a waterpower which will become a personal benefit to themselves; therefore the scheme must stand or fall upon its own merits as a power proposition, not as a portion of the lakes to the gulf canal.

The construction of the drainage canal resulted in an appreciable lowering of the lake levels, and its extension would still further affect lake levels and become a serious menace to navigation. As a result of recent activities on the part of the promoters of the scheme for the extension of the drainage canal, a further investigation has been made, and even the citizens of Chicago are protesting against any further lowering of the lake levels, and General Bixby has made a strong protest to members of congress on the subject, stating that any further diversion of water from the lakes would imperil navigation thereon. An eight foot canal would be useless for purposes of navigation in this day of large capacity vessels.

The second propositions calling for the construction of a deep waterway to the Gulf of Mexico is dismissed by the federal commission in very few words. The report reads: "A 24 foot waterway

from Chicago to the Gulf of Mexico has never been considered by congress, but its cost would be enormous, and even if constructed it never would be used commercially by the vessels for which intended."

Even if such a canal were constructed and made practicable for ocean vessels, it would add over a thousand miles to the distance they would have to travel in order to reach the lakes, and that alone would be sufficient to make the route unprofitable, but the time taken in passing through a canal of the kind suggested would, in itself, make the route an impracticable one.

It is therefore evident that the drainage canal will never be required as the first link in a canal from Lake Michigan to the Gulf of Mexico. If the citizens of Chicago were given clearly to understand that the extension of the drainage canal would endanger the construction of a practicable deep waterway to the seaboard, they would be amongst the first to oppose that extension; it is more important to them to make Chicago a seaport than it is to lend their aid in furthering the development of a power scheme for the benefit of individuals.

The lakes to the gulf scheme will not furnish a deep waterway to the ocean that will meet the necessities of trade; therefore it should be dismissed from consideration.

Article 3.—The Georgian Bay Canal.

The proposed Georgian Bay canal will not be built because its construction would be one of the greatest blunders ever committed by the government of an intelligent people.

Some years ago when the Georgian Bay canal was mentioned it had reference to a proposed canal from Collingwood, on the Georgian Bay, to the city of Toronto on Lake Ontario, a distance of about 90 miles, which it was stated would cut off the long journey from the lakes by way of the Detroit river and Lake Erie to the St. Lawrence river. The proposition, however, did not receive very much consideration as the people could not be convinced that the canal, if constructed, would be any improvement on the existing route by way of Lake Erie.

The proposition before the Canadian government at this time is of an entirely different nature. It is now proposed to utilize the waters between the Georgian Bay and Montreal by way of the Ottawa river, connecting the different streams by way of canals. This proposition is receiving rather strong support from Montreal and Quebec, not because of its merits as a canal, but because of the fact that its construction would ensure the commercial supremacy of those cities for a time, while the deepening of the route to the sea by way of Lake Erie and the St. Lawrence river would take from them the handling of the immense tonnage that now reaches the ocean by way of the St. Lawrence river.

The present project for the utilization of the rivers and lakes between the Georgian Bay and Montreal covers a distance of 440 miles and involves the building of numerous dams and reservoirs for the purpose of maintaining an equal supply of water the year round. It will be readily understood that a project depending for its success upon an artificial supply of water obtained in this way would be a very doubtful means of transportation and one that could not be relied on at all times.

The distance from the lakes to Montreal by the proposed canal route would be about 934 miles; via Lake Erie and the Welland canal 1,216 miles a difference in distance in favor of the proposed Georgian Bay canal route of 282 miles. In the Interim Report presented by the Canadian government on this subject appears the following:

"As compared with the possible improved system of St. Lawrence canals to a depth of 22 feet, assuming that the number of locks would be greatly reduced and some of the channels widened, probably no practical benefit in time of transit could be claimed, the

saving in distance being nearly offset by the longer stretches of lake and wide river navigation which exists through the Lake Erie and Lake Ontario route, where higher speed would be permissible."

It will be seen from the quotation given above that even the engineers engaged to report on this project could not consistently claim that it had any superiority over the existing route by way of the Welland canal and Lake Ontario.

Precisely the same situation exists in connection with the proposed Georgian Bay canal as in connection with the lakes to the gulf canal; its cost would be enormous and even if constructed it never would be used extensively by the class of vessels for which designed. Delays would be inevitable in connection with transportation by that route and in addition there would be grave danger of an overwhelming disaster through the probable destruction of the immense reservoirs which would be required to hold the artificial supply of water which would be necessary for the successful operation of the canal.

The promoters of the proposed Georgian Bay canal realizing the weakness of the project to stand upon its own merits, have adopted the same tactics as those urging the extension of the Chicago drainage canal, and are exploiting the immense water powers which would be available, through the construction of the canal, for the supply of power to industries in that section of the country. They hope by this means to obtain a support for the scheme that would not be obtainable were the canal itself the only subject under consideration.

Tremendous pressure was brought to bear on the late Canadian government to secure their approval of the proposed Georgian Bay canal, and the plea was made that it would furnish a route to the great lakes that would be entirely within Canadian territory and free from possible interference on the part of any other nation. Fortunately the Laurier administration declined to adopt the scheme as a government measure and Canada was saved the expenditure of an immense sum of money which would have been absolutely wasted. The Canadian people have had considerable experience in wasting money on canals which are of no commercial value to the country and they will be slow to encourage the construction of new canals which would be at the best of doubtful value. When the Trent Valley canal was projected the people of Canada were told that it would revolutionize the carrying trade from the Georgian Bay to Lake Ontario; millions of money were spent in that work and its only result has been to provide a good watercourse for rowboats and motorboats, the owners of which are taking advantage of the liberality of the government in supplying such an expensive stream of water for their amusement. The Trent Valley canal never has been and never will be used for the transportation of traffic from the Georgian Bay to Lake Ontario.

With the advent of a new government in Canada the Georgian Bay canal scheme will be pushed with redoubled vigor, in the hope that it will secure the approval of the government before the matter is thoroughly considered, but this hope is destined to result in failure because of the fact that there is a better and less costly route available from the great lakes to the ocean."

The proposed Georgian Bay canal as a means of transportation is not a sound business proposition, and will not meet the requirements of a waterway destined to carry the business of the great west to the seaboard.

Article 4.—The Deepening of the St. Lawrence Route.

Some quiet inland harbor that is as yet only dreamed of, will be the busiest port of the North American continent.

The waters of the St. Lawrence river connect with the ocean on the east and extend into the very heart of the continent; it is the natural artery to be used in the construction of a deep waterway to

the seaboard. By taking advantage of it we can readily secure a 24-foot waterway to the ocean with a minimum mileage of canal construction, and the work can be completed at less than one-quarter the expense of any other proposition advanced. It is true that originally there were some obstructions to navigation, but they have all been overcome, so that today a vessel may load with grain at Duluth or Port Arthur and discharge at the docks of Manchester in the heart of England provided the vessels do not draw more than 14 feet. All that is necessary to make this route available for ships of 10,000 tons capacity is to deepen the existing channels of navigation to 24 feet, and when that is done it will be possible to deliver the products of this country in Europe at the minimum of cost for transportation. The influence of this waterway on the progress and development of an enormous tributary region is incalculable.

Water competition from the continent of Europe to the head of the great lakes will inevitably result in a lowering of railway tolls and an improvement in their service that will be of benefit to the whole country.

The Welland canal connecting Lake Erie with Lake Ontario at present has a maximum depth of 14 feet. The Canadian government long ago realized the fact that this canal would not meet the requirements of the present day, and some time ago engineers were engaged to report on the possibilities of constructing a new canal with a minimum depth of 24 feet. Their report induced the government to undertake the work of building a new waterway from Lake Erie to Lake Ontario, and within a reasonable time there will be a new canal opened which will permit the passage of vessels drawing not more than 24 feet. In the St. Lawrence river proper there are six canals in operation, ranging from $1\frac{1}{4}$ to 14 miles in length, each having a maximum depth of 14 feet in harmony with the existing Welland canal. These canals would necessarily have to be deepened to 24 feet to correspond with the new Welland canal, but the total mileage of canal reconstruction required would only amount to 73 miles, including the new Welland canal.

At different points in the St. Lawrence river changes would require to be made to permit of the passage of vessels of large capacity, but the work is one of small magnitude as compared with the other propositions before the people and there are no great engineering difficulties to be overcome at any part of the route.

Between Montreal and Quebec vessels pass through Lake St. Peter. Prior to 1851 vessels drawing more than 12 feet were barred from passage through this lake. Since that time by continuous work there has been constructed a channel 450 to 600 feet wide with a minimum depth of 30 feet at low water, and a 35 foot channel is now under way. From Quebec to the sea there is a free run down the St. Lawrence river with an unlimited depth of water.

It might be said that the people of the United States would not be inclined to make free use of the St. Lawrence route even if it were deepened to 24 feet, owing to the fact that a portion of the route would be under the complete control of the Canadian government, but there is absolutely nothing in such an argument. Transportation knows no boundary lines and traffic will seek the cheapest route irrespective of its ownership. As an illustration of this fact we might say that in 1900 a company was formed in the city of Chicago for the purpose of running a line of steamers between that city and Great Britain, and two or three trips were actually made by the St. Lawrence route, but the ships were necessarily of small capacity and were discontinued because they could not be made to show a profit. And today according to press reports grain is being loaded at Duluth for direct shipment to Italy by way of the St. Lawrence river, but this will also prove unprofitable owing to the fact that they will be small capacity steamers.

The Canadian government would no more think of placing obstacles in the way of business passing through the St. Lawrence river than the United States would think of barring foreign vessels from using the Panama canal when it is completed.

There is, however, one obstacle in the way of the deepening of the St. Lawrence route, viz: the uncertainty with regard to the future of the great lakes. If the diversion of water from the lakes is allowed to continue the lake levels will be lowered, and in sympathy with the falling of the lake levels the level of the St. Lawrence would be lowered, making a 24-foot waterway on the present basis of levels insufficient to meet the requirements of navigation under the changed conditions. It would be unreasonable to expect the Canadian people to spend millions of dollars to provide a deep waterway to the seaboard only to find, after the work has been completed, that it has been made useless through the diversions of water in the west, and that it would be necessary to do it all over again. The great lakes are the common property of the two nations that share between them the greater part of Northern America. The boundary line runs, as nearly as may be equidistant from either shore, and the protection of the waters is a matter of mutual interest and should be arranged for by mutual agreement.

In view of the fact that the construction of this waterway is a matter of vital importance to the city of Detroit, it is proper that it should take the initiative in an agitation for the creation of an international commission that would have absolute power to regulate the diversion of water from the lakes for any purpose whatsoever. Who will fire the opening gun in the battle that means so much to Detroit city?

It would appear to be as impossible to divert water from any portion of the great lakes extending from Superior to Ontario, without affecting the whole system, as it is to take away the lifeblood from the human body without affecting the general health of the individual.

The St. Lawrence route offers the only feasible plan for the construction of a deep waterway from the lakes to the sea that will furnish adequate accommodation for the requirements of this country. It is by this means only that we can ever hope to obtain transportation at the minimum cost to the markets of the great outside world.

Article 5.—Millions for Railways—Nothing for Waterways.

During the past decade the attention of the people of this country has been centered in the development of the railways, while the improvement of the waterways has not been given the slightest consideration. There are two reasons for this apparent neglect of water transportation, viz:

First—Because the railways offered the quickest means of securing increased facilities for the transportation of the rapidly-increasing trade of the country.

Second—Because the railways have used their powerful influence with the press of the country to divert attention from the immense possibilities of water transportation.

For the above reasons millions of dollars have been expended in the development and construction of railway lines, while the improvement of the waterways for the carriage of traffic has been utterly neglected. Notwithstanding the immense sums of money expended in the extension of the railways throughout the country they have been quite unable to cope with the tremendous increase in the traffic offered for shipment and the necessity for greater facilities for transportation has forced the question of improving the waterways to the front. When it is taken into consideration that one ocean steamship will absorb the contents of eight or ten ordinary freight trains, it will readily be seen what effect the opening of lake ports to ocean ships would have in relieving the congestion which occurs each year in handling the produce of the country and getting it to destination. The tonnage that would be handled by direct shipment from the upper lake ports to the markets of the old world would not only result in relieving the congestion at lake ports, but it would enable shippers to obtain the benefit

of the ruling markets from time to time, which is lost to them when they are obliged to keep traffic in storage waiting the convenience of the railways to get it to the seaboard for export.

In speaking with prominent Detroit business men the writer has been surprised to find that they take little or no interest in striving to make this city a seaport, and the question has frequently been asked, "What can we do to further the deepening of the St. Lawrence route, that is a matter that rests entirely with the Canadian government?" It is true that the work of reconstructing the canals between Lake Erie and the ocean would have to be undertaken and carried on by the Canadian government, but, as pointed out in a previous article, it would be folly for them to expend the money necessary to provide a deep waterway to the sea unless they are given some guarantee that the expenditure will not be made useless through the diversion of water from the lakes. There is one thing that the city of Detroit can do to secure the development of the waterways, viz: a campaign can be started looking to the appointment of an international commission for the purpose of controlling the diversion of waters from the lakes; the support of cities like Chicago, Milwaukee, Duluth, etc., can be secured and pressure can be brought to bear upon the federal government to secure the protection of the waterways so that they may be improved and developed in the best interests of the country at large. As former President McRae, of the Board of Commerce, said in his address to the people from upper Michigan some time ago:

"All great improvements are brought about first, by agitation; second, by education, and third and last by organization."

The time is ripe to strike for the construction of a deep waterway to the seaboard and should the citizens of Detroit neglect the opportunity they now have to assist in the work of making this city an ocean port, they may long have reason to regret their apathy.

The Chicago drainage canal is not the only danger point in connection with the diversion of lake waters; there are many places where promoters are seeking the privilege of tapping the lake waters for the purpose of enriching themselves without regard to the welfare of the nation, and these movements extend all the way from the head of the lakes to the eastern end of Lake Ontario. The necessity for prompt action will therefore be apparent to anyone who gives the question consideration.

There is another new channel of transportation looming up that will have a wonderful effect in lessening the congestion that occurs yearly in the handling of western products, and while it will not compete for interior trade with the St. Lawrence route, it will take a considerable tonnage away from the railways and give them a better opportunity to give the people an improved service in the handling of purely rail traffic. The route in question is by way of the Hudson Bay, which will lessen the distance from Winnipeg to Liverpool about 1,000 miles, and which will handle a considerable portion of the output of the northwest and to that extent relieve the congestion on the railways.

If you have read these articles on the development of the waterways, you will probably realize the necessity for action on the part of Detroit city. Are you ready to act, or will you do as has been done in many cases in the past, let it pass with the statement there is nothing I can do personally to further the work of making this city an ocean port?

