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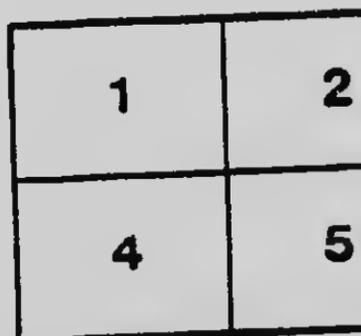
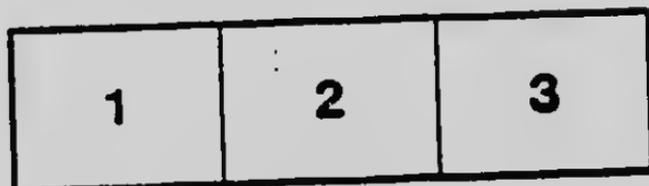
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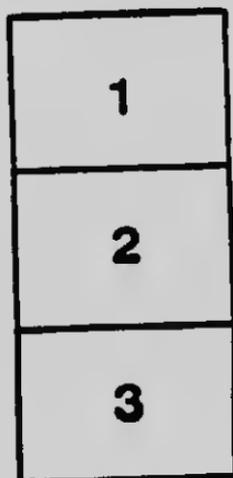
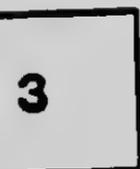
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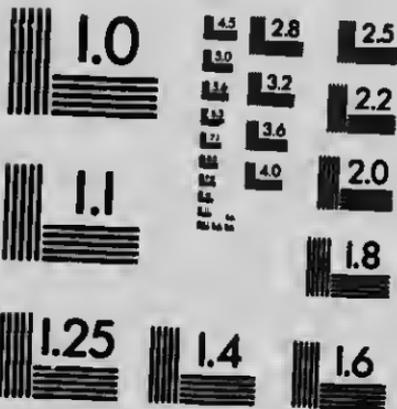
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The
**Georgian Bay
Canal and
Nova Scotia
Coal**



Ca. 1910



The Georgian Bay Canal and Nova Scotia Coal

The deep waterway at the Sault has made possible westbound shipments of coal now reaching 10,000,000 tons a year.

The Georgian Bay Canal will open the way for shipments of Nova Scotia Coal which will in a few years aggregate millions of tons annually.

Coal formed 17.1% of the freight traffic of the Sault Canals in 1909.

The growth of the coal traffic on the Lakes is shown by the following figures:

	Tons
1880.....	170,501
1885.....	894,991
1890.....	2,176,925
1895.....	2,574,362
1900.....	4,486,977
1905.....	6,506,066
1909.....	9,940,026

the shipments in 1909 consisting of

	Tons
Bituminous Coal	8,527,639
Anthracite Coal	1,412,387

Large quantities of American bituminous coal are now imported into Ontario via the Great Lakes.

Canada's imports of coal in 1909 were as follows:—

	Tons
Bituminous	6,855,030
Anthracite	3,017,844
Total.....	9,872,924

almost all of which came to Ontario.

There is in Ontario, therefore, an existing market for approximately 7,000,000 tons of soft coal per annum, which is now supplied entirely from the United States.

If by construction of the Georgian Bay Canal part of this can be replaced by Canadian coal, the direct benefits will be many and important.

(1). Increased royalties on coal mined.

The coal trade lies at the basis of the prosperity of Nova Scotia. In 1908 there was derived from coal royalties, \$618,000, being more than one-third of the Provincial revenues.

If one-third of the present demand of Ontario for soft coal were to be supplied from the mines of Nova Scotia there would result to the Province from this source an additional revenue of about \$250,000 per annum.

(2). Distribution of additional wages and payments for supplies.

In 1908 about \$8,000,000 was distributed in wages in the coal mining industry of Nova Scotia, and \$2,000,000 was paid for supplies. The gaining of one-third of the Ontario market would lead to payment of an additional \$8,000,000 in wages and \$600,000 for supplies yearly.

(3). Additional employment for men and vessels.

16,750 men were employed in and about the mines. Their families, and the traders and others relying upon dealings with them for support made a population of 128,000 directly depending for their livelihood upon operation of the coal mines. Adding to this the men engaged in the iron and steel and other industries depending upon the coal supply, it is clear that a large percentage of the population of the Province is materially benefitted by the mines. The gaining of one-third of the Ontario market would give employment for at least 6,000 more men in and about the mines.

It would create an additional volume of traffic about equal to the present St. Lawrence coal trade. In this trade the Dominion Coal Company alone employ a fleet of eight vessels of their own, and between 15 and 20 chartered steamers. As the average length of haul would be greater, the additional fleet required for this trade would be probably not less than 40 vessels.

Probably not more than 10% of the American coal imported by Ontario on the Lakes is carried in Canadian vessels. If Nova Scotia were to supply one-third of the present Ontario demand, carried in vessels of 5,000 ton freight capacity, it would furnish about 450 full cargoes during the season, say 3 cargoes daily for 150 days in each year, being the equivalent of 2,700 train-loads, each train made up of twenty-eight 30-ton cars.

(4). Greater stability of the coal mining industry.

There is invested in coal mining in Nova Scotia over \$65,000,000. The export trade to the United States depends upon tariff regulations from time to time in force, and has therefore been subject



to violent fluctuations in the past. Prior to Confederation the New England States were the best customers for Nova Scotia coal. But the trade built up during the existence of reciprocity with the United States was soon destroyed at its termination. In 1867 the United States Government imposed an import duty of \$1.25 a ton. Shipments to the United States, which in 1860 amounted to 404,252 tons, fell off, until in 1893 they were only 16,009 tons. In 1894 the duty was made 40 cents on screened coal and 15 cents on slack. Through taking advantage of classification bringing most of the shipments under the lower rate, and through the active interest of American financial men the exports rose again until in 1908 they had reached 968,832 tons. In 1907 they had fallen off to 616,812 tons, and in 1908 the receipts of the port of Boston were nearly 200,000 tons less than in 1907.

The uncertainty of the export trade hinders investment of capital to provide proper equipment for handling large traffic. And to the extent that the mining industry of Nova Scotia is dependent upon the United States market it feels and must continue to feel the effect of this uncertainty in cramping its activities and preventing the investment of capital necessary to its development. The opening up of an enlarged market in Canada would undoubtedly greatly improve the conditions of production, and tend to render the position of this important industry far more stable than at present, as trade developed wholly under our own flag would be of a more permanent character than trade dependent upon tariff relations subject to fluctuation.

(5). Freeing of Ontario from dependence on the United States for fuel supply.

The railways of Ontario are operated and its factories run with American coal. The position of industries wholly dependent upon a foreign fuel supply must always be precarious. That of Ontario's industries is peculiarly so, for if the supply of coal from the United States were for any reason at any time shut off, under existing transportation conditions its place could not be supplied at reasonable cost and within any reasonable length of time from domestic or other sources. So it may be said that we are practically at the mercy of circumstances and forces over which our Government can exercise no control.

Not only will the deep waterway remove this danger by allowing coal vessels to ascend from the Atlantic to all our upper Lake ports, but the



C.P.R.Y. AND C.N.R.Y. GRAIN ELEVATOR AND HARBOUR FRONTS OF FORT WILLIAM AND FORT ARTHUR
Western Terminus of the proposed National Waterway—the Georgian Bay Canal

greater development of the Canadian industry will increase the ability of Canadian mines to meet any emergency calling for an extra supply. Ontario's monthly consumption is over 800,000 tons. There is probably never above 800,000 tons of Canadian coal in stock, and available for advance supply at any time. In three or four weeks, therefore, from the shutting off of the American supply we would face a disastrous coal famine in Ontario, which would close many of our factories and cripple transportation.

The gain in safety and stability of the industries of Ontario which would result from the development of a domestic fuel supply, which would at all times be subject to control by our own Government in the national interest is alone a matter of so great importance as to deserve the most careful consideration of both the Federal and Provincial Governments.

(6). Increase of Inter-Provincial commerce.

The natural line of development of Canada's commerce is between East and West. One of the most important elements in its prosperity is the creation of west-bound traffic, to furnish return cargoes for vessels bringing the products of the Northwest and other inland Provinces to the Atlantic sea-board.

"The coal industry of Nova Scotia, with the iron and steel industries which directly depend on it, furnish the chief exports from the province to other parts of Canada and are the foundation in turn of the large purchases made by Nova Scotia from the Western provinces. The volume of this traffic is unquestionably very great." The increase of Westbound shipments of coal to domestic markets opened up by the Georgian Bay Canal would in turn largely increase the purchases of the farm products and manufactures of Western Canada by Nova Scotia.

RETURN CARGOES.

86½% of the westbound traffic of the Sault Canals is American coal.

American coal forms four-fifths of the return cargoes of Canadian grain vessels from Fort William.

This fact in itself gives a great advantage on the Lakes to American vessels in securing an undue proportion of the carrying trade, and to American ports and routes in competing for the carriage of grain from the Canadian Northwest.

The greatest weakness of the present Welland

and St. Lawrence waterway is the lack of west-bound traffic from Canadian ports on Lake Ontario and Lake Erie.

In 1906 only 83,554 tons of freight from Canadian ports on Lake Erie passed west through the Sault Canals, while American ports shipped 10,719,482 tons. In 1907 the respective figures were 4,428 tons and 12,044,559 tons.

The total west-bound freight through the Sault Canals in 1909 from Canadian ports on Lake Ontario was only 278,578 tons, including all shipments from Montreal and eastward.

Of the 57,895,149 tons of freight passed through the Sault Canals in 1909, 97% was grain, ores, coal and lumber. The country about Lake Ontario has little or no grain, ores or lumber to ship. And it buys its coal from the United States.

In 1909 the total westbound shipments through the Welland Canal were 641,017 tons. Deducting from this the United States coasting trade (248,581 tons), the shipments through from Montreal (191,510 tons), and shipments to Detroit, Chicago, and other lake ports, the aggregate freight having its origin or point of shipment on Lake Ontario for Canadian ports westward was under 150,000 tons. Even assuming all this to have passed through the Sault Canals, it shows that our Lake Ontario ports furnished less than one and one-half per cent of the westbound traffic of the Sault Canals, and about one-quarter of one per cent of their total traffic.

If by opening the deep waterway from the coast to the Lakes via the Georgian Bay Canal, Nova Scotia can gain one-third of Ontario's coal trade, the volume of westbound traffic thus created would alone be about fourteen times that of the entire westward movement of freight from Lake Ontario ports.

Westbound freight at the Sault is about 25% of the eastbound. Regarding this as a ratio giving profitable returns to vessels the transportation of 2,000,000 tons of Nova Scotia coal to Ontario points would render economically possible shipments of from 6,000,000 to 8,000,000 tons eastward to the Atlantic coast, equivalent to 200,000,000 to 350,000,000 bushels of wheat.

This opens up the prospect not only of cheap supply of breadstuffs to the Maritime Provinces, but of creation of an important business in handling export grain in the winter ports of Canada. The advantage of storing grain in

elevators on the coast during the fall months for distribution in winter, and of cheap delivery of export freight to Maritime Province harbours is manifestly important.

The harbours of Sydney, Halifax, and St. John are the front doors of Canada. While 2,200 miles nearer to Liverpool than is New Orleans, Sydney is at the same time 600 miles nearer to Rio Janeiro and Buenos Ayres, and nearly 900 miles nearer to Cape Town.

Thirteen harbours in Nova Scotia and New Brunswick are open the year round, viz. :—St. John and St. Andrew in New Brunswick, and Halifax, Louisburg, Yarmouth, Annapolis, Barrington, Liverpool, Lockport, Lunenburg, Parrsboro and Shelburne in Nova Scotia.

COAL RESOURCES OF NOVA SCOTIA.

The coal lands now under lease cover an area of 1,015 square miles, of which 147 square miles are reported as being operated. A well-informed authority estimates the coal in the various known areas as follows :—

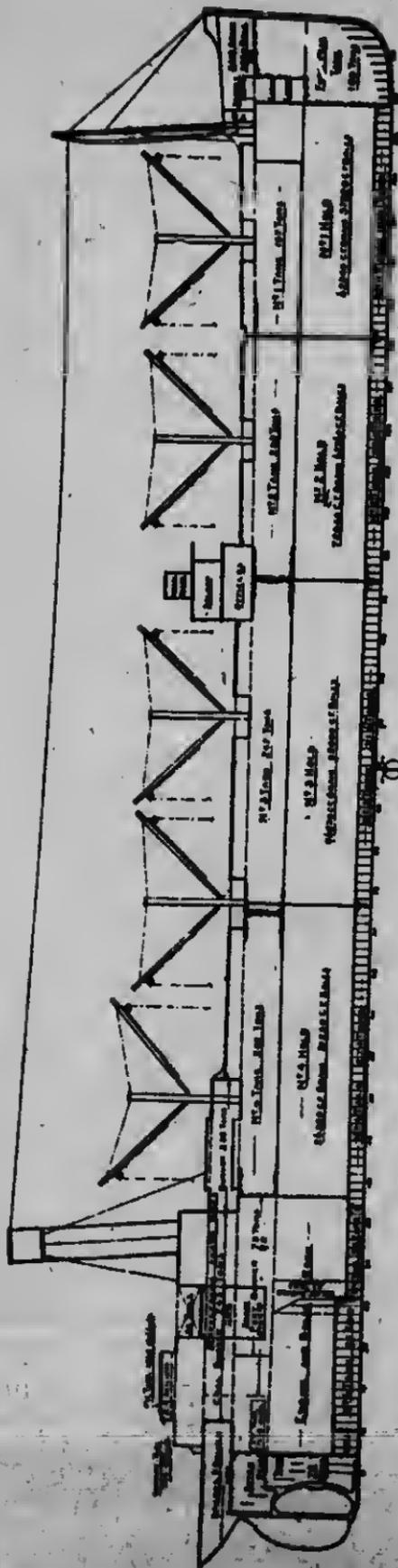
	Tons	Workable
Cape Breton and Victoria.	2,867,200,000	60%
Inverness	3,897,600,000	50%
Richmond	216,400,000	40%
Pictou	2,366,000,000	50%
Cumberland	346,000,000	7%
Total	12,392,600,000	

The workable deposits are estimated at 6,461,480,000 tons. This may be largely increased by further discoveries. Practically no new coal beds have been located since Confederation. The extent of the sub-marine field is unknown, but the reappearance of the coal measures at Cape Dauphin, 85 miles away, may indicate that the Sydney coal field is only a lip of the saucer, only a fragment of the circumference of a vast sub-marine coal deposit that may for all practical purposes extend indefinitely.

The present output could be readily increased at the rate of 2,000,000 tons additional per year for a number of years to come. So that there exist in Nova Scotia both ample supplies of coal, and the ability to meet demands as they arise, and Nova-Scotia can easily supply the demands of Eastern Canada for bituminous coal for centuries to come.

COST OF PRODUCTION AND TRANSPORTATION.

In 1909 over 1,800,000 tons of American soft coal was carried to Fort William and Port Arthur



Plan of S. B. Fritros, especially built for carrying Nova Scotia coal on the St. Lawrence, and adapted to the trade through the proposed Georgian Bay Ship Canal

Length, 310 feet; beam, 51 feet; capacity on 20 ft. draught, 5,500 tons—153,533 bushels of wheat—equivalent to 183 car-loads of 80,000 lbs. each; capacity of bunkers 715 tons; consumption of coal per day, 30 tons, speed, loaded, 11 knots (12.65 miles) per hour. Time from Sydney to Fort William, 7 days and 9 hours

to supply the railways and the Winnipeg market. Prices were exceptionally low, running at times below cost of production. The export prices of 1907 and 1908 may, however, be taken as a fair sample of average conditions.

Average export price, July-Dec., 1907.....	\$2.57
“ “ “ Jan.-June, 1908	\$2.59
“ “ “ July-Dec., 1908	\$2.61

This would make the average cost of American coal laid down at Port Arthur approximately:

Export price, say	\$2.59
Lake freight31
Unloading, etc.25
Degradation due to handling, etc.15
Import duty53
Total.....	\$3.82

In 1909 the following figures were furnished by a reliable Pittsburg firm:

Average cost f.o.b. mine per 2,000 lbs.	\$1.10
Railway freight to Lake Erie70 to .88
Transfer07
Lake freight to Fort William30
Unloading, degradation and duty93
Total.....	\$3.10 to \$3.28

FACILITIES FOR COAL TRAFFIC.

The coal for the St. Lawrence trade is shipped into vessels at Sydney, Louishurg, Pictou and Port Hastings. There are two shipping piers at Sydney, 1120 and 1150 feet long. No. 2 pier has shipped 1800 tons of coal from one side in one hour and 15,000 tons in 24 hours. Four steamers can be loaded with cargo simultaneously. At Louishurg is a pier 1800 feet long. Both Pictou and Port Hastings have shipping piers with modern equipment and facilities. At Montreal, the Hochelaga discharging plant handled nearly 600,000 tons in 1908, and the Windmill Point plant 620,000 tons. The latter can discharge the cargoes of two 7000-ton vessels in 24 hours.

The coal discharging plants at the head of the lakes handle nearly 2,000,000 tons in the season of navigation. At other points discharging plants would need to be erected according to the demand.

Most of the St. Lawrence trade is done by steamers built for the purpose. The Kron Prinz Olav may be taken as typical of these vessels. The Olav is 360 feet long and 52 feet wide, dead weight 7000 tons on 22 feet 7 inches draft. Speed loaded; 11½ knots, in water ballast, 12 to 15 knots. Her holds present an absolutely clear

space without obstruction. These vessels have been loaded in 4½ hours, and discharged in 7 hours. On canal draught this type of steamer would carry 5500 tons of coal.

FREIGHT RATES AND DISTANCES.

Coal is carried from Lake Erie ports to Port Arthur, 860 miles, for 80 cents a ton.

From Sydney to Port Arthur via the Georgian Bay Canal is 1768 miles. At 12 miles an hour for open lake and gulf travel, and allowing 70 hours (the estimate given in the Government Report of Survey) for passage through the Georgian Bay Canal, the freight rate from Sydney to Port Arthur should not exceed 75 cents to \$1.00 per ton.

This rate might be reduced owing to the fact that coal vessels could secure a profitable return cargo of grain.

Following are extracts from a letter on Reciprocity in Coal by J. H. Plummer, President of the Dominion Coal Company Limited, appearing in the Montreal Gazette of October 27, 1910.

"The coal trade in Boston and New England has in recent years been revolutionized by important developments in the mining and transportation of coal. The conditions which formerly existed there have entirely changed, and the ability of the Nova Scotia collieries to find a market there has steadily decreased."

"Notwithstanding our efforts to sell coal in New England, our shipments have been steadily decreasing, and even with concessions in price equal to the amount of the duty, we have recently found that we could not secure contracts."

"There are obvious disadvantages inherent in a terminable arrangement, and a long term agreement would only defer them. During the period of reciprocity new and cheaper lines of carriage would be developed; new business connections and alliances built up; consumers would become used to and provide appliances for a different class of coal, etc. All these conditions would be the more developed as the period is lengthened; they would make the recovery of our lost markets very difficult, and tend to perpetuate the control of our markets by American coal mines."

"The lack of permanency would also affect the installation of facilities for handling coal, without which the Nova Scotia collieries could not hope to enter the New England market. Wharves, discharging plants, railroad connections, etc., would involve a heavy investment of capital,

which would be imprudent under a terminable arrangement, even if the other conditions would justify it."

"It must be expected that our American competitors will join with the railways and others to hold the home market. Such an alliance would be more effective now than at any time in the history of the trade."

"It may be doubted whether the removal of the duty would decrease the price in Ontario; it had not that effect in the case of anthracite. . . the mine owners would try to hold the market at current prices, it would be entirely within their control, and the Canadian consumer would be helpless against any combination that might be formed."

"In 1907 the coal mining companies of Nova Scotia paid out for labor and supplies a sum slightly exceeding \$10,000,000. The amounts paid out by the iron and steel manufacturers, whose ultimate prosperity is bound up with that of the coal companies would not fall much short of the same amount."

Extracts from an open letter to Hon. W. S. Fielding, by Robert E. Harris, President of the Nova Scotia Steel and Coal Company, dated October 19th, 1910.

"There are today approximately 6000 men employed in the iron and steel industries of Nova Scotia. This represents a population of say 80,000 who are also dependent upon the operation of the coal mines—because cheap fuel is necessary for the operation of the steel and iron Companies i.e., slack coal for the production of coke. With a total production of approximately 4,000,000 tons of coal in Cape Breton County (where two of the three steel plants are situate), there is only about sufficient slack to keep these steel plants in operation."

"In other words if these coal mines annually produce less than about 4,000,000 tons of coal, the steel plants cannot obtain the necessary slack coal to keep them in operation. It must be conceded that the Coal Companies cannot produce the slack coal at a cheap rate unless they have a market for large coal. If therefore the market for large coal is lost, it means not only the closing of the coal mines, but the ruin of the steel industry."

"The principal market today for the coal of Nova Scotia, apart from the slack coal, is on the St. Lawrence river. The Coal Companies have spent upwards of \$2,000,000 in discharging plants at Montreal, Quebec and Three Rivers, and the St. Lawrence trade is absolutely necessary to the existence of the industry."

Extracts from Debates on Confederation of the
B. N. A. Provinces, etc.

Clause 69 of Report of the Quebec Conference,
October 10, 1864:

"The communication with the Northwestern territory and the improvements required for the development of the trade of the Great West with the seaboard are regarded by this conference as subjects of the highest importance to the Federated Provinces, and shall be prosecuted at the earliest possible period that the state of the finances shall permit."

Address of Hon. George Brown, President of the Executive Council of Canada, at Halifax Banquet, September 12, 1865:

"Far in advance of all other advantages would be this, that union of all the Provinces would throw down all trade barriers between us, and throw open at once to all a combined market of 4,000,000 people—you in the east would send us your fish and your coal, and your West India produce, while we would send you in return the flour and the grain and the meats you now buy in Boston and New York."

Address of Hon. Géo. E. Cartier at St. John Banquet, September 14, 1865:

"He assured every one who listened to him that Canada's ministers did not come there to urge them by undue means into the adoption of any scheme of union, but fairly to point out to them the enormous advantages which in a commercial point of view their merchants, traders, and manufacturers would derive from having a market of 4,000,000 people for the exchange of their several commodities instead of being restricted to the small and scattered populations which compose the Lower Provinces."

Address by Hon. Thomas D'Arcy McGee,
February 9, 1865:

"There is one special source of wealth to be found in the Maritime Provinces—I allude to the important article of coal." "These exhaustless coal fields will under this plan become the great resource of our towns for fuel. I see the cry raised below by the anti-unionists that to proceed with Confederation would be to entail the loss of the New England market for their coal. I do not quite see how they make that out, but even an anti-unionist might see that the population of Canada is within a fraction of that of all New England put together, and therefore we offer them a market under the union equal to that which these theorizers want to persuade their followers they would lose."

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EXPLANATION

The paper shaded line through the Great Lakes represents the volume of west-bound shipments of American coal from Lake Erie to the Gulf and Fort William.

The lower shaded line through the Great Lakes represents the volume of west-bound shipments of American coal from Lake Erie to the Gulf and Fort William.

The shaded line through the St. Lawrence between Sydney and Montreal represents west-bound shipments of Nova Scotia coal to the St. Lawrence market.

All lines are net tons of 2,000 lbs.



EXPLANATION

The upper shaded line through the Great Lakes represents the volume of the grain trade from Fort William eastward, and shows its destinations.

The lower shaded line through the Great Lakes represents the volume of west bound shipments of American coal from Lake Erie ports to the Sault and Fort William.

The shaded line through the St. Lawrence between Sydney and Montreal, represents westbound shipments of Nova Scotia coal to the St. Lawrence markets.

All tons are net tons of 2,000 lbs.

- Canada's transportation problem is exchange of products between
- Nearly \$100,000,000 have been expended on waterways, and we have
- On the Great Lakes we have heavy EAST BOUND shipments of grain
- On the Gulf we have large WEST BOUND shipments of coal, and vessels
- On the Great Lakes, Canada must depend upon the United States for fuel supply.
- For lack of adequate transportation facilities Canadian coal is thereby shut out of valuable home markets which are enjoyed by the United States.
- Owing to the fact that we must look to United States sources for coal at a great disadvantage in competing for the carriage of Nova Scotia coal.

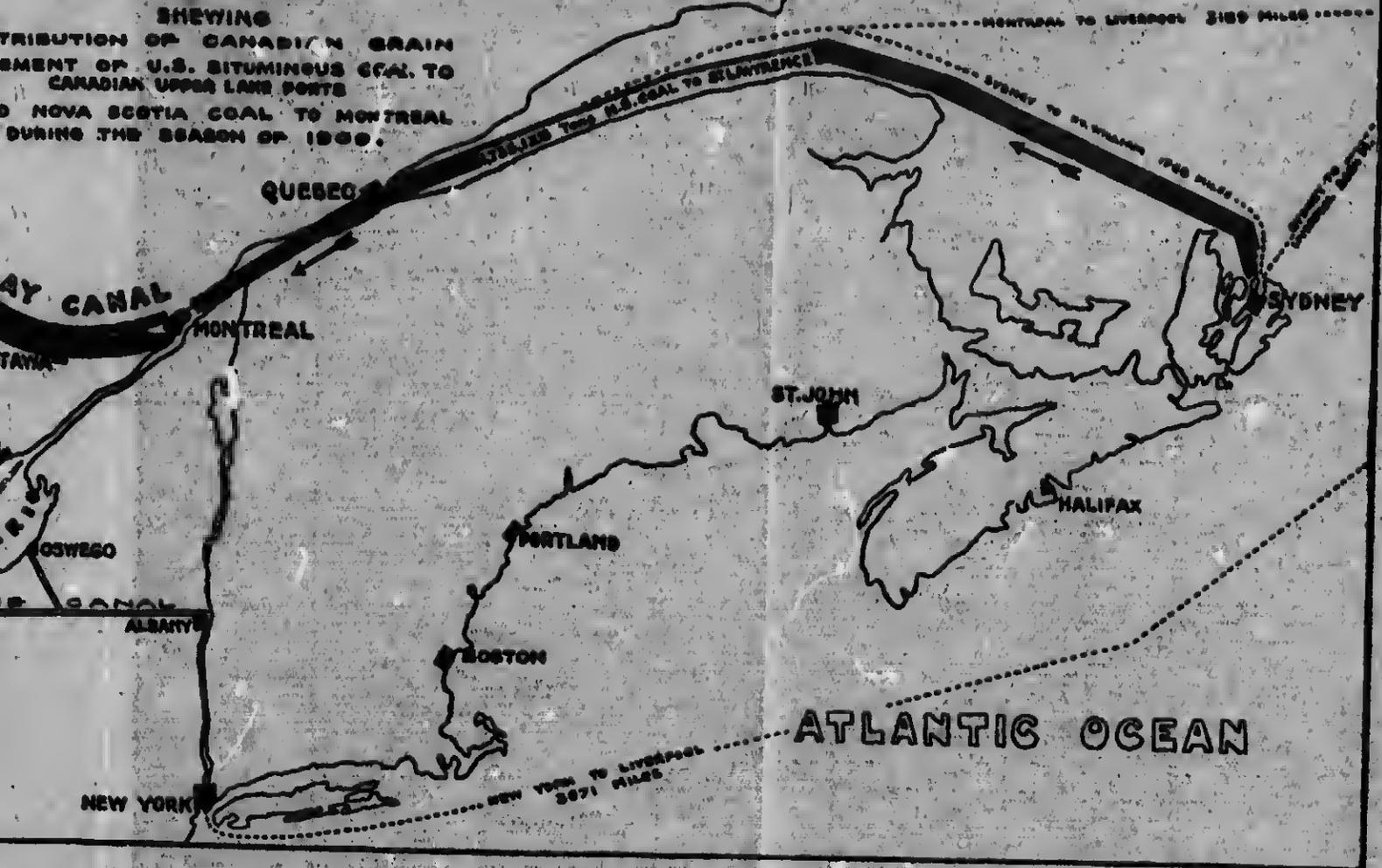
THE ONLY PRACTICAL SOLUTION lies in the opening of THE GULF, which will allow grain vessels to pass from the head of the Gulf to the Atlantic Coast, and permit coal vessels from the Atlantic Coast to go west to Fort William.

THE GEORGIAN BAY CANAL will bring together into the same waterway the eastward grain trade from the Great Lakes, and our westbound coal traffic from the Coast, where each of them is now handled separately.

The matter resolves itself into the question:—shall Canada and Ontario and Manitoba markets, leaving the monopoly thereof to the United States, be a bone of contention among competing routes to the West? Or, shall she open the SHORT CUT to the West, without possibility of diversion en route, to a Canadian seaport, and thus secure a market for her domestic products?

MAP

**SHOWING
DISTRIBUTION OF CANADIAN GRAIN
AND EXPORT OF U.S. BITUMINOUS COAL TO
CANADIAN UPPER LAKE PORTS
AND NOVA SCOTIA COAL TO MONTREAL
DURING THE SEASON OF 1909.**



contacts between West and East.
ways, and we have not reached a solution. Why?
 shipments of grain, and almost no return cargoes of Canadian products.
 of coal, and vessels going back nearly 900 miles light.
 United States for return cargoes of coal, upon which Ontario and Manitoba

Canadian coal is barred from proceeding farther westward than Montreal, and
 which are enjoyed as a monopoly by the American miners.
 stea sources for return cargoes on the Great Lakes, Canadian vessels are
 carriage of Northwest grain.

the opening of a THROUGH DEEP WATERWAY BETWEEN THE LAKES AND
 from the head of the Lakes to an ocean port without trans-shipment, and will
 to Fort William.
 er into the same channel our rapidly growing eastbound grain traffic from
 at, where each will nourish and support and become the natural complement

shall Canada continue to bar further progress of Eastern Canadian coal into
 thereof to the United States, and bring the grain of the Northwest into Lake
 competing routes with the certainty that a large share of it will always be
 sea the SHORT CUT, via The Georgian Bay Canal, bringing all the grain,
 lian seaport, and opening the way for Canadian coal to more extensive

The Georgian Bay Canal not only saves nearly 300 miles in distance, but is a river and lake route ensuring both speed and safety of passage. Nearly 420 miles of the route, out of a total distance of 440 miles, follow the course of some lake or river, and 146 miles require no improvement whatever, other than raising of the water surface, to be navigable by the largest vessels on the Great Lakes. Of actual CANAL there are only 28 miles on the route, being one mile more than the length of the Welland Canal alone, and forty-four miles less than the aggregate length of canals on the Welland-St. Lawrence route.



DISTRICT OF
 MOVEMENT
 CANADA
 TO AND FROM
 DURING



Canada's transportation system is one of the most advanced in the world. It is a system that has been built on a solid foundation of public investment and private enterprise. The system is designed to meet the needs of a growing economy and a growing population. It is a system that is constantly improving and expanding. It is a system that is the backbone of the Canadian economy.

THE ONLY PRACTICAL SOLUTION lies in the operation of the railroads, which will allow grain to be shipped to the coast in bulk. The railroads are the only mode of transport that can handle the large quantities of grain that are produced in the interior of the country. The railroads are also the only mode of transport that can provide a direct link between the interior and the coast. The railroads are the only mode of transport that can provide a reliable and efficient service. The railroads are the only mode of transport that can provide a service that is essential to the Canadian economy.

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Issued by
**The Canadian Federation of Boards of Trade
and Municipalities**

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Arthur J. Forwood, B.A., Barrister
of Central Chambers,
Ottawa.



