

TRANSPORTATION FACILITIES DEVELOPED.

Since the Liberal Government assumed office in 1896 a most vigorous and progressive policy has been pursued in the direction of cheapening and facilitating transportation between the great Northwest and the Canadian Atlantic seaboard.

The policy mapped out at the outset was to give special and energetic attention towards improving the conditions of,—

The harbors on Lake Superior, where the western grain is delivered by the railways and stored for distribution.

The harbors for trans-shipment in Ontario.

The lines of routes between the Province of Ontario and Montreal, and other eastern ports both by rail and water.

The harbors for receiving, storing and shipment for the ocean voyage.

The River St. Lawrence ship channel Montreal and Quebec to the sea (night and day.)

The telegraph system.

Starting at the commencement of the water stretch, improvements were effected at Fort William and Kaministiquia River, which enabled easier access to be had to Canadian Pacific elevators.

At Port Arthur, additional depth of water was provided inside the protecting breakwaters, thereby facilitating trans-shipment at the new Canadian Northern Railway terminus.

The harbors at Depot Harbor, Collingwood, Goderich, Owen Sound, Meaford, Midland, Sault Ste. Marie and Sarnia have been deepened by dredging, and at some of them, wharves and breakwaters have been constructed.

A large breakwater is in process of construction at the entrance to the canal at Port Colborne.

At Montreal, the Harbor Commissioners were moved to undertake the erection of a million bushel elevator; and the Government took under its special charge the construction of high water level piers in the eastern part of the canal at Maisonneuve.

Large contracts were entered into further wharf accommodation at Three Rivers and Quebec, and at the latter place the dry dock was enlarged so as to admit vessels up to 600 feet in length.

The channel between Montreal and Quebec has been improved.

The Government dredging plant, which up to 1896 was an old-fashioned one and entirely inadequate, was augmented by the construction of five new dredges, the Aberdeen, Minto, Baldwin, Lafontaine, and Tarte. New tugs and scows were also built to complete the equipment.

With this much improved equipment, nearly 30 miles of the total dredged distance of the St. Lawrence between Montreal and Quebec — 60 miles — was deepened to 30 feet, and widened to 450 feet, and in some of the most dangerous places to 800 feet.

In the interest of the shipping of the St. Lawrence, the Government telegraph system was extended to Belle Isle, and the Marconi Wireless Telegraph System was established between Belle Isle and the main shore.

All over the lakes improvements have been effected, consisting of construction and repairs to wharves, breakwaters, piling, dredging, etc.

Through the influence of our member, Mr. McCarthy, Collingwood has received a fair, indeed a large share of attention, with the result that our harbor is now in a position to accommodate the large carriers on the Canadian lakes, and the end is not yet. The increased traffic demands more dockage and already a new dock is in sight. It has been promised and plans, and specifications, we understand, are already being prepared. Further dredging will also be done, the object being to widen the channel and provide a suitable turning basin.