

# Robert Reford Compares Canadian Trade Routes

## GEORGIAN BAY CANAL, HE ARGUES, WOULD GIVE CANADA A WATER BORNE SYSTEM.

Canada has little to fear from the improving of the Erie Canal route, or, indeed, any transportation route that the United States can construct, if she be true to herself, and take full advantage of the great natural resources which Nature or Providence has given her, says Mr. Robert Reford, chairman of the Royal Commission in Transportation, 1904, in an interesting article in The Financial News.

These are so great as to give Canada the absolute control of the bulk of the export and import trade of the great West and Northwest of the continent, United States as well as Canada, if she should wait it. But, strange to say, her action in the past would induce one to think she does not, as I will endeavor to show later. I hope she will soon awaken to a better understanding of the great possibilities for advancement which she has within her power.

Trade wars, in these days of keen competition, always take—indeed, must take—the shortest and cheapest route, a few cents per ton frequently influencing business. Such being the case, it is clear that if Canada has the shortest and cheapest route, its proper use will insure her the trade; and that she has both, and other important advantages, in her favor the following statement of distances will conclusively prove:

### COMPARATIVE LENGTHS OF TRANSPORTATION ROUTES.

Comparative lengths of transportation routes between grain and cargo-collecting ports at head of Lake Superior and the ocean ports of the United States and Canada:—

#### United States Routes.

	Miles.
From Duluth by lake to Buffalo, and thence Erie Canal barge to New York.....	1,480
From Duluth by lake to Buffalo, and thence rail to New York.....	1,445
From Fort William by lake to Buffalo, and thence Erie Canal barge to New York.....	1,353
From Fort William by lake to Buffalo, and thence rail to New York.....	1,323

#### Canadian Routes.

From Duluth by lake to Port Colborne, and thence by Welland and St. Lawrence Canals to Montreal.....	1,338
From Fort William by lake to Port Colborne, and thence by Welland and St. Lawrence Canals to Montreal.....	1,216
From Duluth by lake to Georgian Bay ports; and thence by rail to Montreal.....	1,023
From Fort William by lake to Georgian Bay ports, and thence by rail to Montreal.....	901
From Duluth by lake and Georgian Bay Canal to Montreal.....	1,056
From Fort William by lake and Georgian Bay Canal to Montreal.....	934

### DISTANCES IN FAVOR OF CANADA.

The above distances are so greatly in favor of Canada as virtually to give her control of the transportation trade of the entire West, export and import, eastward and westward, if she choose to take advantage of it, even if nothing more could be urged in her behalf. But it fortunately happens that much more can be said in favor of the Canadian routes, through immense savings in transshipping expenses. Every bushel of grain or ton of cargo going eastward or westward by United States transportation routes has to be transhipped at Buffalo, at enormous expense, into barges, if the route be via Erie Canal, or into railway cars, the cost of which transshipment can be easily shown.—The through freight rate on a bushel of grain from Lake Superior ports to New York or other United States Atlantic ports has averaged for many years about 6½¢, of which the lake steamer, carrying it for 985 miles, gets ½¢ to 2¢ per bushel, according to season and demand, and the Erie Canal barge or railway 4½¢ to 5¢ per bushel on 460 miles. This is, seemingly, a most unfair division; but it is supposed to be necessary to cover transfer charges at Buffalo and expensive canal and railway freight, with other charges incidental to the expensive mode of traffic. Much of the expense incidental to the United States routes (and as much against the United States lake vessels by division with the Erie barges and railways) is saved via the Canadian routes by the smaller Canadian vessels being able to take the bulk of their cargoes through the Welland and St. Lawrence Canals to the ocean port without transshipment, so enabling them to earn the full through freight on all cargo not transhipped. This is a very great point in their favor, which is naturally taken the fullest advantage of, and works well for the proprietors of the Canadian vessels, but the reverse for the owners of the grain or other cargo carried from the west, who pay much higher rates of freight on all they export and import than is really necessary.

This is not a healthy condition of affairs. It requires a remedy, and the only remedy that can rightly adjust this matter is the construction of the Georgian Bay Canal. This, by its shorter route between the head of Lake Superior and the ocean port at Montreal would, as figures given previously show, cut down the distance between Fort William and the ocean port from 1,216 miles to 934 miles, as against the Welland Canal route, a saving of 282 miles, and of 424 miles against the United States routes; and, allowing the vessel using the canal to pass through with full cargoes, it

would do away with all the heavy charges that have now to be paid for transshipment at the Port of Buffalo or Port Colborne and Georgian Bay ports into barges or railway cars.—The saving would average between 4¢ and 5¢ per bushel—a saving so enormous as to give the entire traffic between the Northwest and the ocean, eastward and westward, to vessels using the Georgian Bay Canal route, which would soon become the great artery of transportation traffic for the whole west and northwest of the continent. This would be a great thing for Canada, and a thing which Canada wants and requires to advertise her to the world as a place of residence or investment.

### WOULD MEAN NEW TRADE BETWEEN EAST AND WEST.

The opening of the canal as a ship canal would allow ocean steamers up to 12,000 tons to pass through it from the ocean to the upper lakes, and so make every port on these lakes an ocean port, which is what the west needs and desires, as it would guarantee the west direct communication with the great markets of the world. It would open new trade between the west and the Maritime Provinces and Newfoundland, which is much to be desired, the west and the east having much that they could profitably interchange if given such cheap transportation as the Georgian Bay Canal would give, and possibly by no other route or way, and it would make the Ottawa River and its tributaries a great channel of intercourse between Montreal and the country lying at the head waters of the Ottawa River in the Provinces of Quebec and Ontario, and between them and Hudson Bay. Much of this country is in the same latitude as Manitoba, and now a wilderness, but is well known to contain the greatest and finest timber region of the Dominion, with enormous agricultural areas and immense mineral deposits, as evidenced by the riches of the Cobalt and Porcupine districts, which may be taken as only a foretaste of what will be found in this country when properly opened up to settlement. The business that would be promoted by the construction of the Georgian Bay Canal would prove of immense value to the St. Lawrence route and the cities through which the business of the canal would flow—Montreal, Ottawa, and Quebec. Montreal would especially benefit, being at the junction of the ocean and inland transportation routes, where much of the traffic would likely be arranged for, so making Montreal and her port one of the great marts for business on this continent, which is what Montreal wants and deserves at the hands of the Government of Canada.

### WOULD GIVE CANADA A WATER BORNE SYSTEM.

The opening of the canal to the head of Lake Superior would prove to be an incentive of a great further series of canals and waterways through the Lake of the Woods, Lake Winnipeg, and Saskatchewan River, to Edmonton, so giving Canada a water borne system right to the very heart of the continent, which would greatly popularize the present Government in that section of the Dominion, and create a new business and new activities along the whole route by the enormous electrical power that would be developed by the construction of the canals—power that would in a short time result in the building up of manufactures whose success might be guaranteed, seeing that they would possess almost the cheapest motive power and transportation that is possible—and bring much new business to Montreal. Many other advantages would accrue to the country, especially to Montreal, through the construction of this great public work.

The trouble has been owing to jealousy of Montreal, who has not got her fair share of Government aid. Another cause of delay in the construction of the Georgian Bay Canal, viz., the attempts made to retard its construction by parties interested in the enlargement of the Welland Canal, parties who, one would think, must be citizens of the United States, as only the United States would likely derive much benefit by the making of the Welland Canal into a ship canal.

Canada has for advancement her magnificent transportation facilities via the St. Lawrence River and Georgian Bay Canal, connecting the Great Lakes with the ocean by a ship canal, the still further canal connection with the Great West via Lake Winnipeg and the Saskatchewan River.

### MINARD'S LINIMENT CURES BURNS, ETC.

### SALARIES IN ONTARIO'S SCHOOLS.

From the Minister of Education's report for 1910 we learn that school teachers throughout the Province are getting higher salaries than they did the previous year. In the urban schools the average for male teachers is \$1,000, an increase of \$14 over 1909, and for female teachers \$532, an increase of \$16. In rural schools the average salary has increased \$22, being \$484. Female teachers in these schools are receiving \$17 more, the average being \$399. Total amount expended in public schools during 1910 was \$17,321,239, on 5,913 schools, with a total school population of 401,268. Expenditure on Separate schools was \$820,184.80, number of schools being 467, school population 55,834. There are 145 collegiates and high schools in the Province, with 820 teachers, and 33,101 pupils. Forty years ago the urban schools supplied about 18 per cent. of the primary school pupils in the Province. Cost per pupil in public schools increased this year 17.52 to 17.84. As compared with this 32 per cent. increase in public schools there was an increase per pupil in high schools of \$5.57, the cost now being \$48.