

being 130 feet *ascend* from Lake Huron to Lake Simcoe, by 11 Locks 265 feet x 65 feet, with 12 feet water on mitre sill, thence *descending* to Lake Ontario 470 feet by 39 Locks of like dimensions - some of the cuttings being enormous - for instance, in one level it would require an artificial cut 10 miles in length, at one point 198 feet in depth, and at several other places over 60 feet; we may therefore safely infer that its cost would come up to if not exceed the largest estimate, viz.: \$41,000,000. Supposing, also, that the Canal was constructed, it is very doubtful whether the supply of water at the summit would be sufficient, as it is well known the Grand River (which discharges a far greater body of water than any stream entering Lake Simcoe) was so inadequate for the supply of the Welland Canal, that the deepening of the level from Port Colborne to Allanburgh became necessary, so as to draw the supply of water direct from Lake Erie, and thus obviate the necessity for a *summit level* on either the Welland or St. Lawrence Canals.

This route certainly shortens the distance between Chicago and Montreal 246 miles, viz.: Chicago to Nottawasaga 595 miles, Canal to Toronto 100 miles, Toronto to Montreal 360 miles, in all 1,055 miles; whereas by the Welland it is 1,301 miles.

The question next to be considered is, how long does it take for a vessel to pass the Welland Canal, and at the same rate how long would she be in passing the proposed Georgian Bay Canal? From careful enquiries it has been ascertained that it takes from 18 to 20 hours for a Propellor, and 26 to 30 hours for a sailing vessel to pass through the Welland Canal, provided they meet with no detention; at the same rate it would take 3 *and a half days* for a sailing vessel to pass through the Georgian Bay Canal, and when we take into consideration the wear and tear to vessel in a long and tedious Canal navigation I think the majority of Masters of vessels would take the longest route, not only as being the cheapest, but in nine cases out of ten the quickest; for owing to the system of towage now employed on the Upper Lakes, sailing vessels are met by tug boats below Point Pelee on Lake Erie, 18 miles below the mouth of the Detroit River, and towed up to Lake Huron in less than 20 hours, and on her return by a tug sometimes 180 miles above Sarnia and left on Lake Erie, no matter what direction the wind may be from. This entirely does away with an objection often urged against the Welland Canal route, and the Channel over the St. Clair Flats having been straightened and deepened so that vessels now pass drawing 14 feet water at the expense of the American Government the time will be materially shortened, thus a vessel can now run from Sarnia to Port Colborne in less than 40 hours, say 26 hours for Welland Canal, and arrives on Lake Ontario in 2 days and 18 hours, having at