THE GEORGIAN BAY CANAL.

and St. Lawrence canals there have been cases where a vessel has lost two days on a trip on account of wind detention. It must be remembered, however, that such detentions have taken place where vessels which, while capable of greater loaded draught, were unable to draw more than fourteen feet because of the limited depth of the canals. With a deeper channel by the northern route, the vessels would be stiffer and less subject to wind resistance. Against the shorter season and the possible factor of wind resistance must be set the fact that the shorter distance would permit a larger number of trips during the season.

A significant fact in the development of Lake transportation has been the increasing importance of the Upper Lakes. The great increase in the traffic passing through the "Soo" Canals is one index of this. With the development of the United States, the westward movement of grain centres and the expansion of population have lessened the transportation importance possessed by the Lower Lakes in the early days of the Canadian canal system. The northwestward trend of the wheat centre is especially significant. The result of these changes is that the shortest lines of communication from the northwest to the seaboard lie across The great development which the Canadian Northwest Canada. is undergoing further accentuates the importance of this. In the United States a fractional change in rates determines whether a section, whose grain normally moves south, shall send it to the Lakes. The States of Indiana, Illinois, Iowa, Wisconsin, Michigan and Minnesota, which lie within the sphere of influence of the Georgian Bay Canal, had, in 1900, a population of 18.8 millions. If one foot of a pair of compasses is placed at Chicago and the other at Duluth, the circle described with this radius will pass through Kansas City. In Canada all the provinces, with the exception of British Columbia, would be vitally interested in the Georgian Bay route. The possibilities of traffic from the Canadian Northwest are of great importance. In Manitoba the percentage of the total land area under cultivation is only 7 per cent., while in Alberta and Saskatchewan it is only 2 per cent. Recognizing that the cultivable area will fall short of the total land area, there is still great opportunity for development. The minimum estimate of the ultimate wheat yield of the northwestern provinces of Canada is 254,000,000 bushels, the maximum 812,000,000.

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