

standpoint, the important question is its probable traffic future. The saving in time, consequent on the shorter distance, and the reduction in rates consequent thereon, may be expected to attract traffic. Taking the Panama Canal estimate, four miles per hour would be the maximum speed on the canal portion of the route. It may be noted in passing that on the Welland Canal, which has, however, some sharp curves, the speed falls below this. But on the basis of four miles per hour we find that this route would permit vessels to move from Georgian Bay to Montreal in seventy hours, giving an advantage of from one and one-half to two days over existing routes. This calculation is based, however, on the conditions affecting the existing fourteen-mile waterway by way of the Welland Canal. If the St. Lawrence route to Montreal were deepened to twenty-two feet, it is probable—subject to the traffic conditions spoken of above—that the Georgian Bay Canal would have no advantage in point of time. The deepening of the Lower Lake and river canals and the increase in the size of the locks would lessen the amount of lockage. At the same time, the longer stretches of lake and river navigation would permit higher speeds than would be possible on the northern route.

During 1907 the wheat rate from Chicago to Buffalo by Lake averaged 1.5 cents per bushel, while from Duluth to Buffalo it was 1.8 cents. During the same period the rail rate on export wheat from Buffalo to New York was from five to five and one-half cents. The Lake and canal rate by the St. Lawrence to Montreal has averaged over a period of years four and one-half cents. Since it is estimated that the Georgian Bay Canal can carry wheat to Montreal at a profit at two cents per bushel, its rate advantages are apparent.

One of the objections urged against this route is the shortness of the season. The Lake season opens with the opening of the Straits of Mackinaw about April 20th and ends about December 12th. During the season of 1906 the Canadian "Soo" Canal was open 253 days. The Georgian Bay route would be available for about 210 days out of the year. By the Welland Canal twenty-two days more navigation would be afforded. Another factor to be considered is that of wind detention in the canalized portions of the route. The high sides of steel vessels make them difficult to handle in a high wind. On the Welland