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THE MONTREAL, OTTAWA AND GEORGIAN BAY CANAL.

THE accompanying map serves to illustrate the importance to the commercial interests of Canada of the proposed Montreal, Ottawa and Georgian Bay ship canal, a project which bids fair to be carried to completion in the early years of the twentieth century. We are pleased to present also a portrait of Mr. McLeod Stewart, the energetic promoter of this magnificent undertaking.

The Montreal, Ottawa and Georgian Bay canal, as the name implies, will extend from the mouth of the French river, on the Georgian Bay, to Montreal, following the course of the French river, Lake Nipissing, Mattawa river and Ottawa river. The total distance is 430 miles, of which 308 miles along the Ottawa river from Montreal to the mouth of the Mattawa is now a navigable channel, requiring but little improvement. The portion of this between Ottawa and Montreal, as shown by solid black line on map, is now a complete waterway, requiring no further improvements. The remaining distance, 122 miles, will consist of the Mattawa and French rivers and Nipissing lake, and, in addition to locks, etc., the construction of about 29 miles of canal will be required. According to the estimates of prominent engineers, the cost of the work will be about \$17,000,000, on which two per cent. interest for a period of twenty years has been guaranteed by the Dominion government.

The purpose of this article is not to deal with the financial and engineering features of the canal, but rather to point out briefly some of the

Lake Ontario and the river St. Lawrence to Montreal, or by way of Buffalo, Erie canal, Albany and Hudson river to New York. Both of these routes are very indirect. The proposed Ottawa river route is the shortest practicable



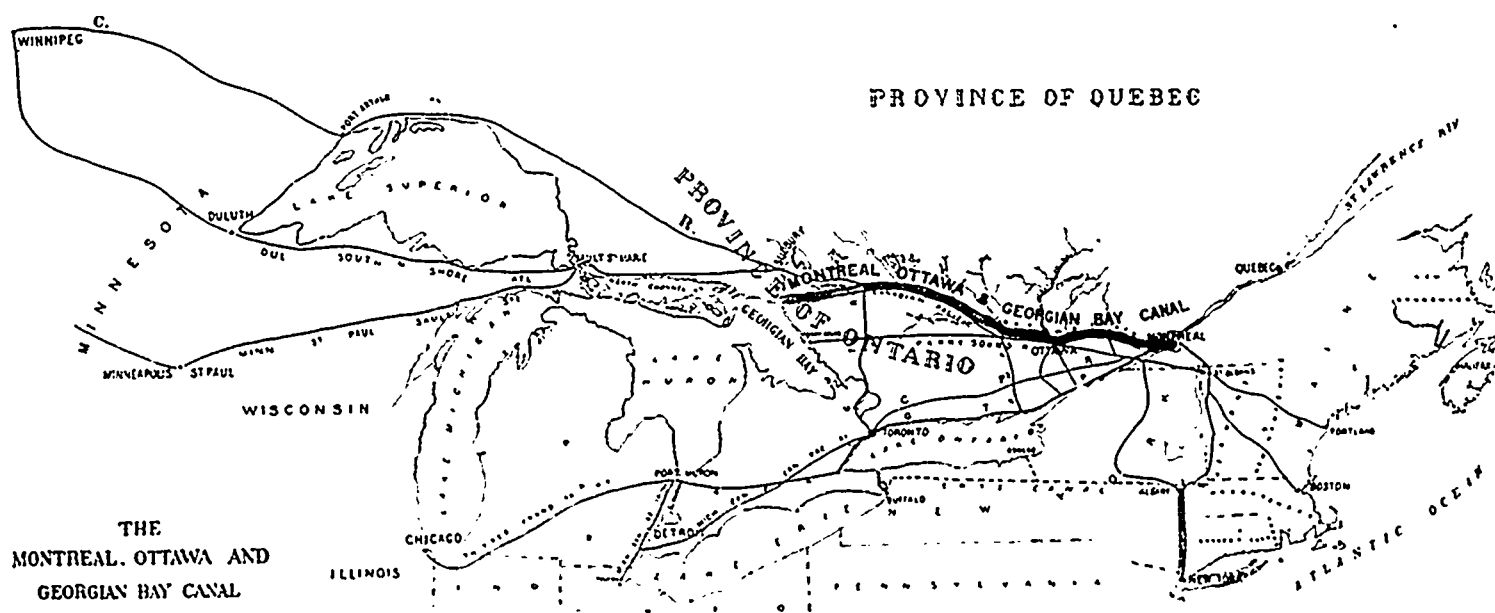
MR. MCLEOD STEWART,
Promoter of the Montreal, Ottawa and Georgian Bay Canal.

one that can be found from Chicago or any point on Lake Superior, being 307 miles shorter to Montreal than by the Welland and St. Lawrence route, and 435 miles shorter to Montreal than it is to New York by the Erie canal and Hudson river. Thus from Chicago to Montreal

Ottawa, 3,780 miles; showing a distance of about 700 miles in favor of the Ottawa route over that of the Erie canal. By means of this shorter distance a saving in time of several days would be effected.

The great lakes, with a coast line of 4,000 miles and an area of 95,000 square miles, afford the largest system of deep water inland navigation on the globe. Vast wealth is already centred in the territory surrounding them, and incalculably rich resources remain still undeveloped. Both in the United States and Canada the greatest development of trade in the future must be in the region tributary to the great lakes, an area of upwards of 2,200,000 square miles, comprising the wheat and timber growing lands of the continent. The natural outlet for those products is through the lakes to the east and tide water. Already an enormous traffic has been developed. From 28,000,000 to 30,000,000 tons of freight are said to pass Detroit annually, and about 18,000,000 tons a year pass through the Sault Ste. Marie canal connecting Lake Superior with Lake Huron. A conservative estimate calculates the traffic by the Ottawa route at the outset at 5,000,000 tons. It has been estimated that wheat can be laid down in Montreal by the Ottawa route at a cost for transportation from Chicago not exceeding three cents per bushel.

It is pointed out that vessels carrying grain eastward will find return cargoes of lumber for lake ports and for distribution throughout Manitoba and the Territories, the route passing through the heart of the richest lumber districts



advantages which will accrue to Canada and to the lumbering industry of this country by its construction. The development of that section of country surrounding the great lakes has been retarded on account of its inaccessibility to ocean navigation. All traffic from the upper lakes must reach tide water via Sault Ste Marie, Lake Huron, Lake Erie, and either the Welland canal,

the St. Lawrence the distance is 1,287 miles, and from Chicago to New York via the Erie route 1,415 miles, while from Chicago to Montreal via Ottawa the distance is only 980 miles. The respective distances from Chicago to Liverpool are as follows: Via the Erie canal, 4,505 miles; via Welland canal and St. Lawrence river, 4,087 miles; via

of the continent. Michigan and Wisconsin pine timber is being rapidly exhausted, and a large traffic will be developed along this route from the heavily timbered districts of Northern Ontario and Quebec to Chicago and other lake ports. White pine is said to supply more freight for vessels passing into the St. Lawrence than any other commodity; it employs more capital,