One of the most important features of the projected undertaking, affecting the city of Ottawa particularly, is the regulation of the water supply of the Ottawa River. The range of flow of the Ottawa, at the city of Ottawa, is from a maximum of 194,000 cubic feet per second to a minimum of

to rank second city in shipping of all the cities on this continent, and the Federal Government has, during the past fifteen years, expended large sums in improving the ship canal, so to speak, between Montreal and Quebec. To complete a channel from Montreal to the sea, 30 feet deep at



Fig. 4.—Hull, Quebec, Showing Canal North of City.

12,000. By the system of dams and reservoirs required for the operation of the canal, a mean flow would be maintained the year round.

Estimates of the approximate cost of the canal which have been given out of late will be found to be based upon mere guess-work, and superficial knowledge of the ascertained conditions. None of these, it may be taken for

lowest tide, it is estimated that 75,000,000 cubic yards will have to be removed, a great portion of which has already been done.

The opening of this Georgian Bay Canal would open a trade between the West and the Maritime Provinces and Newfoundland, which is much to be desired; the west and the east having

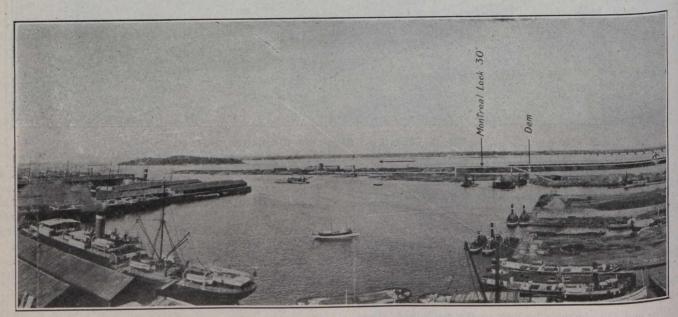


Fig. 5.—Eastern Entrance to Canal, Montreal Harbor.

granted, has been authorized by the department of public works, under whose auspices the survey has been conducted.

These estimates have placed the cost at about \$105,000,000. This, it is believed, is over five per cent. in excess of the actual estimate based upon the completed survey.

Montreal is, according to the latest statistics, entitled

such cheap transportation as the Georgian Bay Canal would give. It would make the Ottawa River and its tributaries a great channel of watercourse 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.