

saving in distance being nearly offset by the longer stretches of lake and wide river navigation which exists through the Lake Erie and Lake Ontario route, where higher speed would be permissible."

It will be seen from the quotation given above that even the engineers engaged to report on this project could not consistently claim that it had any superiority over the existing route by way of the Welland canal and Lake Ontario.

Precisely the same situation exists in connection with the proposed Georgian Bay canal as in connection with the lakes to the gulf canal; its cost would be enormous and even if constructed it never would be used extensively by the class of vessels for which designed. Delays would be inevitable in connection with transportation by that route and in addition there would be grave danger of an overwhelming disaster through the probable destruction of the immense reservoirs which would be required to hold the artificial supply of water which would be necessary for the successful operation of the canal.

The promoters of the proposed Georgian Bay canal realizing the weakness of the project to stand upon its own merits, have adopted the same tactics as those urging the extension of the Chicago drainage canal, and are exploiting the immense water powers which would be available, through the construction of the canal, for the supply of power to industries in that section of the country. They hope by this means to obtain a support for the scheme that would not be obtainable were the canal itself the only subject under consideration.

Tremendous pressure was brought to bear on the late Canadian government to secure their approval of the proposed Georgian Bay canal, and the plea was made that it would furnish a route to the great lakes that would be entirely within Canadian territory and free from possible interference on the part of any other nation. Fortunately the Laurier administration declined to adopt the scheme as a government measure and Canada was saved the expenditure of an immense sum of money which would have been absolutely wasted. The Canadian people have had considerable experience in wasting money on canals which are of no commercial value to the country and they will be slow to encourage the construction of new canals which would be at the best of doubtful value. When the Trent Valley canal was projected the people of Canada were told that it would revolutionize the carrying trade from the Georgian Bay to Lake Ontario; millions of money were spent in that work and its only result has been to provide a good watercourse for rowboats and motorboats, the owners of which are taking advantage of the liberality of the government in supplying such an expensive stream of water for their amusement. The Trent Valley canal never has been and never will be used for the transportation of traffic from the Georgian Bay to Lake Ontario.

With the advent of a new government in Canada the Georgian Bay canal scheme will be pushed with redoubled vigor, in the hope that it will secure the approval of the government before the matter is thoroughly considered, but this hope is destined to result in failure because of the fact that there is a better and less costly route available from the great lakes to the ocean."

The proposed Georgian Bay canal as a means of transportation is not a sound business proposition, and will not meet the requirements of a waterway destined to carry the business of the great west to the seaboard.

Article 4.—The Deepening of the St. Lawrence Route.

Some quiet inland harbor that is as yet only dreamed of, will be the busiest port of the North American continent.

The waters of the St. Lawrence river connect with the ocean on the east and extend into the very heart of the continent; it is the natural artery to be used in the construction of a deep waterway to