QUESTIONS FOR DISCUSSION.

Whether it would not be better that the works, to be constructed between Lake Simcoe and Georgian Bay, be such as would carry all classes of traffic, than to confine them to the purposes of a bargeway?

Whether it would be practicable and economical to excavate and remove the sand and gravel in the Oak Ridges by hydraulic methods?

Whether the Spalding method of lifting or lowering ships, between very high and very low water levels, would not be more economical, both in construction and operation, than the Leonardo locks, now in general use?

Whether the shortening of the waterway, and the tripling the tonnage of ship's capacity, between the upper lakes and Lake Ontario, would be beneficial to the industries of Canadian ports upon Lake Ontario and the upper St. Lawrence and to Canadian commerce?

The proposed navigable ship-way from Georgian Bay via the Ottawa River to Montreal is 430 miles long, being the longest artificial water route in the world. Much of it will have narrow, shallow, or crooked channels.

The total rise and fall thereon will not be less than 712 feet—requiring about thirty-five locks.

The average rate of speed through it, including detentions of all sorts, for ships carrying 7500 tons of cargo, would be about four miles an hour—taking 4½ days for the trip.

The Canada Atlantic Railway from Parry Sound to Montreal is fifty miles shorter and can move cargoes in three days less time.

QUESTION. Can such a shipway compete with this railway?

WHICH IS THE BEST WATER ROUTE TO THE SEABOARD?

The above question may best be answered by asking another.

If there were a route upon which the largest ships might cross directly from the southern part of Georgian Bay to the western part of Lake Ontario quickly and safely, would any other water route be worth considering, as a possible competitor for the through transit of freight?

Every fair-minded man will concede that big ships will move with greater speed upon broad and deep waters than they will in narrow, shallow or crooked channels.

Therefore routes that have only short reaches of canals, and have the least hindrances in the shape of locks, are the most favorable for inland commerce.