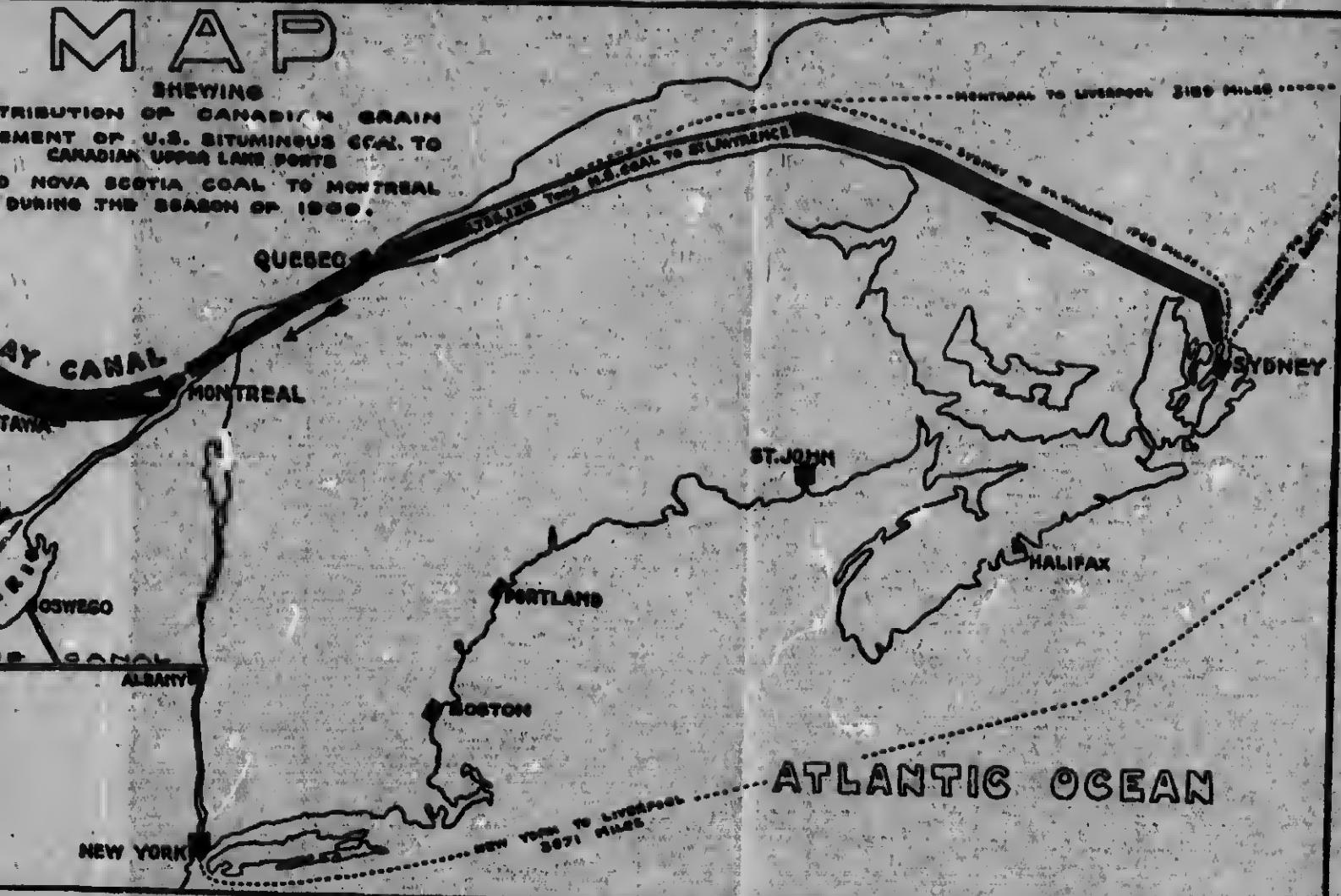


MAP

DISTRIBUTION OF CANADIAN GRAIN
EMENT OF U.S. BITUMINOUS COAL TO
CANADIAN UPPER LAKES PORTS
D NOVA SCOTIA COAL TO MONTREAL
DURING THE SEASON OF 1860.



necta between West and East.
ya, and we have not reached a solution. Why?
gments of grain, and almost no return cargoes of Canadian products.
of coal, and vessels going back nearly 900 miles light.

United States for return cargoes of coal, upon which Ontario and Manitoba

idian coal is barred from proceeding farther westward than Montreal, and
which are enjoyed as a monopoly by the Amer'can miners;

sea source for return cargoes on the Great Lakes, Canadian vessels are

carriage of Northwest grain.

the opening of a THROUGH DEEP WATERWAY BETWEEN THE LAKES AND
om the head of the Lakes to an ocean port without trans-shipment, and will

to Fort William.

er into the same channel our rapidly growing eastbound grain traffic from

st, where each will nourish and support and become the natural complement

shall Canada continue to bar further progress of Eastern Canadian coal into

thereof to the United States, and bring the grain of the Northwest into Lake

mpeting routes with the certainty that a large share of it will always be

on the SHORT CUT, via The Georgian Bay Canal, bringing all the grain,

ian seaport, and opening the way for Canadian coal to more extensive

The Georgian Bay Canal not only saves nearly 300 miles in
distance, but is a river and lake route ensuring both speed and
safety of passage. Nearly 420 miles of the route, out of a total
distance of 440 miles, follow the course of some lake or river,
and 146 miles require no improvement whatever, other than
raising of the water surface, to be navigable by the largest
vessels on the Great Lakes. Of actual CANAL there are only 21
miles on the route, being one mile more than the length of the
Welland Canal alone, and forty-four miles less than the aggregate
length of canals on the Welland-St. Lawrence route.