Lake and river canals that there has been a renewed interest in the Georgian Bay canal route. The project for a canalized waterway from the Upper Lakes by way of the French River, Lake Nipissing and the Ottawa River to Montreal attracted attention so early as 1815. In 1856 and in 1860 surveys were made. Undoubtedly this route has great advantages in point of distance. A vessel going from the "Soo" or from the Straits of Mackinaw to Montreal would by this route practically take one side of a triangle, as compared with two sides of the triangle by way of the Lower Lakes. The following table shows some of the distance advantages of the route:

From.	To.	Via Lower Lakes in miles.	Via Georgian Bay Canal in miles.	Advantage in favor of canal.
Chicago.....	New York	1,389	—	—
Chicago.....	Montreal	—	905	484
Duluth.....	New York	1,500	—	—
Duluth.....	Montreal	—	997	503
Fort William.....	Montreal	1,296	—	—
Fort William.....	Montreal	—	934	362

The earlier surveys were concerned with obtaining a depth of from ten to twelve feet, and the cost of construction was estimated at from $12,000,000 to $24,000,000. In more recent years the increase in the average draught and carrying capacity of Lake-going vessels has led to a change of opinion in regard to the depth and cost of construction. While some, at an earlier period, favored a barge canal, the recent interest has been concerned with a waterway which will permit a Lake vessel to unload at Montreal. The Canadian Government has recently completed a comprehensive engineering survey of the whole route based on a minimum depth of twenty-two feet. The project submitted would permit the passage of the largest Lake vessels from Lake Huron to Montreal. In finding that the route was feasible from an engineering standpoint, the report of the survey was confirmatory of the opinion expressed by the "Engineering News" in its issue of March 5th, 1903:

"From an engineering standpoint, disregarding for the moment political boundaries, there can be no doubt that the Ottawa route is by far the best for a deep waterway from the Upper Lakes to the sea. So far as export traffic from the northwest to Europe is concerned, it offers by far the best possible route. . . ."

In comparing this route with existing or projected routes the question of the elevation to be overcome is of importance. Be-