

from Chicago to the Gulf of Mexico has never been considered by congress, but its cost would be enormous, and even if constructed it never would be used commercially by the vessels for which intended."

Even if such a canal were constructed and made practicable for ocean vessels, it would add over a thousand miles to the distance they would have to travel in order to reach the lakes, and that alone would be sufficient to make the route unprofitable, but the time taken in passing through a canal of the kind suggested would, in itself, make the route an impracticable one.

It is therefore evident that the drainage canal will never be required as the first link in a canal from Lake Michigan to the Gulf of Mexico. If the citizens of Chicago were given clearly to understand that the extension of the drainage canal would endanger the construction of a practicable deep waterway to the seaboard, they would be amongst the first to oppose that extension; it is more important to them to make Chicago a seaport than it is to lend their aid in furthering the development of a power scheme for the benefit of individuals.

The lakes to the gulf scheme will not furnish a deep waterway to the ocean that will meet the necessities of trade; therefore it should be dismissed from consideration.

Article 3.—The Georgian Bay Canal.

The proposed Georgian Bay canal will not be built because its construction would be one of the greatest blunders ever committed by the government of an intelligent people.

Some years ago when the Georgian Bay canal was mentioned it had reference to a proposed canal from Collingwood, on the Georgian Bay, to the city of Toronto on Lake Ontario, a distance of about 90 miles, which it was stated would cut off the long journey from the lakes by way of the Detroit river and Lake Erie to the St. Lawrence river. The proposition, however, did not receive very much consideration as the people could not be convinced that the canal, if constructed, would be any improvement on the existing route by way of Lake Erie.

The proposition before the Canadian government at this time is of an entirely different nature. It is now proposed to utilize the waters between the Georgian Bay and Montreal by way of the Ottawa river, connecting the different streams by way of canals. This proposition is receiving rather strong support from Montreal and Quebec, not because of its merits as a canal, but because of the fact that its construction would ensure the commercial supremacy of those cities for a time, while the deepening of the route to the sea by way of Lake Erie and the St. Lawrence river would take from them the handling of the immense tonnage that now reaches the ocean by way of the St. Lawrence river.

The present project for the utilization of the rivers and lakes between the Georgian Bay and Montreal covers a distance of 440 miles and involves the building of numerous dams and reservoirs for the purpose of maintaining an equal supply of water the year round. It will be readily understood that a project depending for its success upon an artificial supply of water obtained in this way would be a very doubtful means of transportation and one that could not be relied on at all times.

The distance from the lakes to Montreal by the proposed canal route would be about 934 miles; via Lake Erie and the Welland canal 1,216 miles a difference in distance in favor of the proposed Georgian Bay canal route of 282 miles. In the Interim Report presented by the Canadian government on this subject appears the following:

"As compared with the possible improved system of St. Lawrence canals to a depth of 22 feet, assuming that the number of locks would be greatly reduced and some of the channels widened, probably no practical benefit in time of transit could be claimed, the