been surveyed, but it has not yet been decided whether to take the cross country route, which is 13½ miles, or to canalize the Severn and utilize it. There is a fall of 131 feet from the level of Lake Couchiching to Georgian Bay. The Severn River is a fine river, about 600 to 800 feet in width and very deep. It would make a most desirable route, but will somewhat increase the total length of the canal. Opposite the outlet of the canal into the Georgian Bay is the harbour of Midland—one of the finest harbours on Lake Huron, and into which any of the largest steamers can enter.

## Water Supply.

One of the most important questions in connection with a canal is the question of water supply. With regard to the question of the sufficiency of the water supply for the Trent Canal there is no doubt. A glance at a map of the district will show this at once. In fact a large area of the country about the source of the Trent is water, or can be made so by the building of a few more dams cheaply constructed. The reservoirs are at present controlled by 51 dams, and having a capacity of 68,000 acres, will store 12 billion cubic ft. of water. The quantity of water required for lockage, if the canal is working to its full capacity night and day, would be 12 million cubic feet, so that making an allowance of 50 per cent. for evaporation, percolation, etc., we still have left enough water to supply many such canals as the Trent.

## Mileage.

Taking the mouth of St. Mary's river as a common point which all traffic to and from Lakes Michigan and Superior must pass, the diagram on page 13 sets forth the relative distances to be overcome between that point and the several places named:—

## Lockage.

The lockage to be overcome between Lake Huron and Montreal or New York, as the case may be is as follows:

Between Montreal and Lake Huron:—via. the Welland route . . . 533 ft.

via, the Trent route . . . 1056 n

Between New York and Lake Huron.-via. the Erie route . . . . 645 II