

Lawrence-Welland waterway. This admission is contained in the following extract from the report on the proposed Georgian Bay Canal scheme as submitted to the Government of Canada in 1908, page 320:—

"Time in transit is affected by the length of restricted channels on the route where speed has to be reduced, and by the number of lockages, and consequent delays. A close computation of the speed allowable in the different stretches, with about three-quarters of an hour delay for passage at each lock, gives about seventy hours as time of transit from Georgian Bay to Montreal.

With the advantage of shorter distance between terminal harbors, it is computed that the route will be from one to one and a half days faster than any other existing water route, under present conditions, from the head of the Great Lakes to an open seaport, apart from also having an enormous superiority as to carrying capacity. But as compared with a possible improved system of St. Lawrence canals to a depth of twenty-two 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 saving in distance being nearly offset by the longer stretches of lake and wide river navigation which exist through Lake Erie and Lake Ontario route, where higher speeds would be permissible."

This admission was quoted and emphasized in a previous publication by Henry Holgate, C. E., of Montreal, and also in other publications issued by gentlemen connected with the Waterways Union and the Toronto Board of Trade, and it is significant of the methods of the Georgian Bay advocates that in a reprint of the above government report the portion of the above passage in heavier type was altered, in order that it should not so completely disclose the weakness of their case, so as to read as follows:—

"The benefit in time of transit claimed, would naturally be lessened, the saving in distance being offset, to some extent, by the longer stretches of lake and wide river navigation which exist through the Lake Erie and Lake Ontario route, where higher speeds would be permissible."

Mr. Forward has had the courage to claim that the original report was but an interim report, and that the reprinted form gives the final opinion of the engineers. If the reprinted form was actually sanctioned by the engineers, the alteration appears to show a great spirit of accommodation on the part of these gentlemen. Who would doubt that the original statement represents the less prejudiced, in fact the only unprejudiced, opinion of those responsible for the report?

So far then, as the time of transit is concerned, an improved Lake and St. Lawrence-Welland waterway, even with its canals deepened only to twenty-two feet, would afford an equality, if not a superiority, of advantage as against the Georgian Bay and Ottawa River Route. If the canals upon the St. Lawrence-Welland route be deepened sufficiently to permit the passage of ocean vessels, there would result a great further reduction in time which would make the superiority of this route over that of the Georgian Bay still more pronounced.