ore vessels for less than a cent a bushel? It is practically the same distance to Montreal via the Georgian Bay canal.

The low freight rate charged by these most modern freight vessels is made possible by the quick handling of cargoes at the docks they frequent. It is no unusual thing for these large vessels to be loaded with ore or wheat in half a day, and one record achieved last season by one of these vessels was in going past the piers leading into Duluth with a cargo of 11,000 tons of coal and passing these same piers outward bound with 11,000 tons of ore in less than 48 hours afterwards.

The facilities which make this almost unbelievable feat possible we have already at the head of Canadian navigation, and we can have them elsewhere on the Georgian Bay route, thus making possible to Montreal the very lowest of transportation rates, rates which, by a deepened Welland canal, would forever remain a dream, being utterly unobtainable.

The deepening of the St. Lawrence canals with the Welland would not do, for by lowering the Welland barrier we make Oswego, with its short rail haul to the Atlantic the premier grain storage port of the lakes, for the winter shipments to the seaboard, and, with its contemplated deep water canal, 148 miles shorter than the Erie canal at Buffalo, and a possible 3½ cent rail rate to the seaboard, a premier summer port, assisted greatly by the cheap lake rates which will be made possible to it by the large United States vessels, as instanced last season to Buffalo from Port Arthur and Fort William when wheat was carried in May, June, July, August and September for ⅞ cents per bushel, according to the "Grain Statistics" of the Canadian Government for 1911.

MONTREAL WOULD BENEFIT

By the Georgian Bay canal Montreal becomes the great port of the continent, and enabling the western grain to be carried by Canadian vessels to direct ocean connections in summer, or for storage and transfer by shortest rail route to Atlantic sea ports in winter.

The feasibility of the canal is acknowledged. It is practically an open waterway, for out of its 440 miles of length, 346 miles will be free channels of 300 to 1000 feet and over, 66 miles will consist of improved channels, and only 28 miles of artificial channels, including locks and approaches, and only 25 locks as against the 48 of the present Welland and St. Lawrence route. The proposed canal is the most direct route from the head of the lakes to Montreal, placing Port Arthur from that point 934 miles, instead of 1223 miles via the Welland canal route, thus making possible from Liverpool to the head of the lakes a water route of approximately 4,000 miles, which, with rail connections of 430 miles, connects with the great grain areas of the West and the city of Winnipeg, the heart of the grain trade of the world. By the Panama route there is a haul of about 650 miles from the western fringe of the grain area to Vancouver where begins, approximately, 8,500 miles of ocean transportation, via Panama, or 14,500 miles via Magellan Straits. Can there be any doubt as to which route the products of the West are destined to go?

FUTILE OBJECTIONS

It has been claimed by some that the insurance rates on vessels and cargoes via the proposed Georgian Bay canal would be prohibitive. To those it may not be amiss to point out that the insurance rates on vessels and cargoes via the present Welland and St. Lawrence canal route, with its 48 locks [illegible] prohibitive. Surely they would [illegible] more so on a route with only [illegible] locks, and practically the same, if not better, class of open channel navigation. The navigation on the Georgian Bay canal outside of the locks will be similar to that on the Detroit and St. Marys rivers, where accidents to vessels are so rare. In reference to the speed limit of from 6 to 9 miles per hour which is claimed will be only permissible, and which is used by some as against this route, it may also be pointed out to them that even if six miles per hour was the average speed over this route it would still be the route above all others. It is the depth and size of load permissible, and the results therefrom, and