SAYS CANAL WILL SAVE TIME

Secretary Forward, of the Canadian Federation of Boards of Trade, Champions Georgian Bay Project

The following letter has been received for publication. from Mr. A. J. Forward, secretary of the Canadian Federation of boards of trade and municipalities :-

It is a striking evidence of the merit of the Georgian Bay Canal project that its opponents are always obliged to resort to misrepresentation to make any case against it. They describe, not the work as proposed, but an imaginary creation of their own, and then proceed triumphantly to demolish it.

The latest instance is an article by A. T. Drummond of Toronto in *The Monetary Times* of May 1st. Mr. Drummond says :-

"The engineers planned to have 94 miles of canal ex-cavation and channel dredging to a 200-ft. minimum width." This is a false statement, as reference to the report will readily show. What is actually stated is:--"The route may be subdivided as follows, in relation to

width :

	WILLES.
Canal cuts 200 to 300 feet wide, including necessary	
restrictions at locks	28
Improved channels, submerged sides, 300 feet wide	UD
Free channels, 300 to 1,000 feet wide and over	346

Total 440

What the Report Says.

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On pages 40 to 56 of the report appears a detailed description of the channel from which the following is taken :-

	Lock and ap- Minimum with			dths.	
		proaches.	200 ft.	250 ft.	300 ft.
Reach.	Miles.	Miles.	Miles.	Miles.	Miles.
Montreal	0-5	0.87			3.05
Lake St. Louis	5-25	0.95	2.06		16.80
Oka	25-49	0.70			23.01
Pointe Fortune	49-60	0.75	1.76		27.70 .
Ottawa •	60-121	0.92	I.00		58.83
Aylmer	121-154	2.20			+ 31.66
Arnprior	154-174	0.92	0.83		17.06
Portage du Fort .	174-187	0.80			12.35
Rocher Fendu	187-190	0.87			2.16
Coulonge Lake	190-209	0.70	A		18.30
Pembroke	209-265	1.00			55.43
Des Joachims	265-284	0.63			17.57
Rocher Capitaine	284-296	0.60		1.60	10.45
Deux Rivieres	296-318	0.63		1.35	10.80
Mattawa	318-320	0.93			1.27
Plein Chant	320-326	0.72 .	. I.IO		4.78
Les Epines	326-331	0.56		1.17	2.80
Lower Paresseux	10.00				
and Summit	331-358	0.85		3.35	21.26
Nipissing	358-390	0.70			. 30.83
Five Mile Rapid .	390-403	0.50		3.45	0.50
Pickerel River	403-442	0.60	5.60		30.65
Total		17.40	12.45	10.00	

Less Than Three per Cent.

From this it appears that outside of the locks and their approaches only 12.35 miles, or less than 3 per cent. of the entire route, has minimum channel widths as low as 200 feet. An additional 10.92 miles has minimum widths as low as 250 feet, and nearly 400 miles or 90 per cent. of the entire route is nowhere narrower than 300 feet. One of the most experienced vessel captains on the lakes who was consulted by the government engineers stated :-

"Boats can safely travel six miles an hour in dredged channels 200 to 300 feet wide. In a channel 500 feet wide they would travel full speed."

There are on the entire Georgian Bay route less than 24 miles of dredged channels 200 to 300 feet wide. All the rest of the route has minimum widths exceeding 300 feet, and fully three-quarters of the entire distance will have minimum widths of 500 feet or over.

It is well known that the rivers which form the route have many wide and deep expansions-such as Lake St. Louis, Lake of the Two Mountains, Deschenes Lake, Chats Lake, Coulonge Lake, Allumette Lake, Talon Lake, Trout Lake and Lake Nipissing, which offer a navigation equal in all re-spects to that of the Great Lakes; superior to them, in fact, in the fall months when storms cause such enormous dam-age to shipping on the Great Lakes. These broad lake expansions alone cover 140 miles of the entire route. Over 240 miles of channel have a width of over 1,000 feet.

Savs Comparison is Unfair.

In the light of these facts Mr. Drummond's comparison of time of navigation of the Ottawa route with that of the St. Lawrence route is grossly unfair. By elaborate calculation he attempts to show that the Georgian Bay route will require as long a time for navigation to Montreal as the present route.

To do this he adds 35 hours to the time required on the Georgian Bay route, and further makes the absurd sugges-tion that vessels will have to anchor at night.

Mr. Drummond makes the time to Kingston via the pre-sent route 125.31 hours. On the same basis of computation the time via the Georgian Bay route will be as follows:-

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	494
494 miles at 9½ miles per hour Sault Ste. Marie Canal Georgian Bay waterway	Hours. 52 2,66 70

Time Almost the Same.

The time from Fort William to Montreal by the Georgian Bay route would be therefore almost the same as from Fort William to Kingston by the present route.

The gain by the Georgian Bay route on the basis of Mr. Drummond's computation, disregarding his ridiculous as-sumptions, is therefore the time required for transfer of car-go to barges at Kingston plus the time taken between Kingston and Montreal, a distance of 178 miles including 46½ miles of canal and 22 lockages. This would not be less than three to four days on the round trip.

Mr. Drummond assumes without any justification whatever an average rate of four miles an hour between French River and Montreal. The absurdity of this is apparent from the fact that he allows an average speed of 01/2 miles an hour on the 54 miles of St. Marv's River, while the report of surveys expressly states that the Georgian Bay waterway is in all respects equal to this stretch.

He points out that vessels take 18 hours to pass the existing Welland Canal 27 miles long with 26 locks. There are only 28 miles of canal and 27 locks on the entire Georgian Bay route. and 2014 hours (45 mins. to each lock) is estimated as the time consumed in lockages. which would appear to be conservative in view of Welland Canal experience.

The average necessary time for passing the Sault Ste. Marie Canal is stated by Mr. Drummond at 2 hours and 40 minutes

Big Traffic at Soo.

As everyone is aware detentions at the Sault are excessive owing to the enormous traffic-nearly 80,000,000 tons in 1913. The bulk of this being American iron ore bound to Lake Erie ports no such conditions can possibly exist on the Georgian Bay route. The average time of actual lockages covering the entire seasons for ten years up to 1913 was for the Poe lock 35 minutes, and for the Weitzel lock, 22 minutes. While Mr. Drummond pretends fairness it is worth while noting that he went back to 1908 to pick out the highest average time during the past 18 years. The the highest average time during the past 18 years. The average necessary time including detention has been as low as 1 hour and 10 minutes, and for 17 years from 1896-1912 inclusive was 1 hour and 34 minutes. A single vessel has been locked through the Weitzel lock in 10 minutes, through the Poe lock in it minutes, and through the Canadian lock in 8 minutes.

The allowance of 45 minutes for each lockage made on the Georgian Bay route is therefore, in view of the probable traffic, quite conservative. "This would give 32 lockages per