

the Premier was not blind to any possible potential advantage that may come to Canada through the construction of the Georgian Bay Canal, for in the same speech he referred to it as another public work which will be necessary. It is as well to mention here that, according to the report of the engineers, even though the Georgian Bay route prove as speedy and as practical as they believe it can be made, it will then have no advantage over the improved Welland-St. Lawrence route as to the time of transit. (See page 320 of Report.)

NEW WELLAND ESSENTIAL TO SUCCESSFUL OPERATION OF GEORGIAN BAY CANAL.

Even when it shall be completed vessels using the Georgian Bay Canal would have to face a serious handicap in their competition with the Buffalo-New York route unless the Welland-St. Lawrence route could be used by them when returning to the head of the Lakes, by reason of their inability to obtain return cargoes. Such cargoes they could not obtain at Montreal and unless the Welland-St. Lawrence route were open to them they would have to return empty to the Georgian Bay and pass thence by way of Lakes Huron and St. Clair and the Detroit and St. Clair Rivers to some Lake Erie port for a return cargo of coal. This would involve a run, empty, of some 1,200 miles, 440 of it being canal and canalized river, whereas, had they the choice of the improved Welland-St. Lawrence route, they could utilize that to reach a Lake Erie port saving fully 800 miles of the total distance and only having to pass through 70 miles of canal. So important a part does the matter of return cargoes play in the grain-carrying trade that at present—and probably it will be so for the future—vessels carrying grain from Port Arthur to a Georgian Bay port must charge the same rates as to Port Colborne or Buffalo as they must run down to a Lake Erie port for return cargoes. In order that the Georgian Bay route may have even a fighting