



EXPLANATION

The upper shaded line through the Great Lakes represents the volume of the grain trade from Fort William eastward, and shows its destinations.

The lower shaded line through the Great Lakes represents the volume of west bound shipments of American coal from Lake Erie ports to the Sault and Fort William.

The shaded line through the St. Lawrence between Sydney and Montreal, represents westbound shipments of Nova Scotia coal to the St. Lawrence markets.

All tons are net tons of 2,000 lbs.

- Canada's transportation problem is exchange of products between West and East.
- Nearly \$100,000,000 have been expended on waterways, and we have not reached a solution. Why?
- On the Great Lakes we have heavy EAST BOUND shipments of grain, and almost no return cargoes of Canadian products.
- On the G. we have large WEST BOUND shipments of coal, and vessels going back nearly 900 miles light.
- On the Great Lakes, Canada must depend upon the United States for return cargoes of coal, upon which Ontario and Manitoba are dependent for their fuel supply.
- For lack of adequate transportation facilities Canadian coal is barred from proceeding farther westward than Montreal, and is thereby shut out of valuable home markets which are enjoyed as a monopoly by the American miners.
- Owing to the fact that we must look to United States sources for return cargoes on the Great Lakes, Canadian vessels are at a great disadvantage in competing for the carriage of Northwest grain.

THE ONLY PRACTICAL SOLUTION lies in the opening of a THROUGH DEEP WATERWAY BETWEEN THE LAKES AND THE GULF, which will allow grain vessels to pass from the head of the Lakes to an ocean port without transshipment, and will permit coal vessels from the Atlantic Coast to go west to Fort William.

THE GEORGIAN BAY CANAL will bring together into the same channel our rapidly growing eastbound grain traffic from the Lakes, and our westbound coal traffic from the Coast, where each will flourish and support and become the natural complement of the other.

The matter resolves itself into the question:—Shall Canada continue to bar further progress of Eastern Canadian coal into Ontario and Manitoba markets, leaving the monopoly thereof to the United States, and bring the grain of the Northwest into Lake Erie free to become a bone of contention among competing routes with the certainty that a large share of it will always be diverted to United States channels? Or, shall she open the SHORT CUT, via The Georgian Bay Canal, bringing all the grain, without possibility of diversion en route, to a Canadian seaport, and opening the way for Canadian coal to more extensive domestic markets?

The Georgian Bay Canal not only serves nearly 300 miles in distance, but is a river and lake route ensuring both speed and safety of passage. Nearly 420 miles of the route, out of a total distance of 440 miles, follow the course of some lake or river, and 346 miles require no improvement whatever, other than raising of the water surface, to be navigable by the largest vessels on the Great Lakes. Of actual CANAL there are only 28 miles on the route, being one mile more than the length of the Welland Canal alone, and forty-four miles less than the aggregate length of canals on the Welland-St. Lawrence route.