

the Great Lakes and tributary rivers, and at such inland places as Lansing, Mich., and Pittsburg, Pa., the latter place, (via the Ohio River and Ashtabula on Lake Erie) where harbors will eventually be made to dock and accommodate large ocean liners, as was done for Manchester, England.

Subsidiary Canals and Waterway Improvements

Eighth.—As a feeder to this great International waterway, the Georgian Bay Canal route via French River, Lake Nipissing, Talon Lake, the Mattawa and Ottawa Rivers to the St. Lawrence River, as surveyed by the Dominion Government for a twenty-two foot canal, could simultaneously be made to accommodate special standard type canal boats, drawing seven feet of water, as far as Ottawa, and from Ottawa, a 35 foot canal to the St. Lawrence River.

Ninth.—Another feeder could be created by completing the Trent Canal, which comprises a chain of rivers and lakes extending from Trenton at the mouth of the Trent River, on Bay of Quinte, Lake Ontario to Port Severn, Georgian Bay, a distance of some 200 miles, of which about 20 miles would be canals. The navigable portion of this system extends from Trent Bridge to Washago, a distance of 120 miles, and when completed will constitute a navigable channel from Georgian Bay to Lake Ontario via the Severn River to Lake Simcoe, Bulsaw Lake, Sturgeon Lake, Pigeon Lake, Clear Lake, Otonabee River, Rice Lake, River Trent, Trent Canal, Murray Canal and Bay of Quinte, Lake Ontario, and now navigable from Lake Simcoe to Henly Falls (10 miles).

The Trent Canal is Samuel de Champlain's suggested improvement of the old Canoe Route which the Indians were using when he, in 1615, travelled over the district from Georgian Bay to Lake Ontario via Lake Simcoe. This Canal project has been the subject of much public criticism and ridicule ever since it was undertaken 92 years ago. Although very little expense is necessary to complete the connecting link to accommodate standard type boats, drawing 7 feet of water, between Lake Ontario and Georgian Bay, via the Severn River, its completion has unfortunately been deferred, and the country's development greatly hindered thereby; in view of the fact that the value of this canal and water channel improvement would create the development of millions of dollars worth of hydro electric power, besides connecting the resources of that district with the best markets of the world.