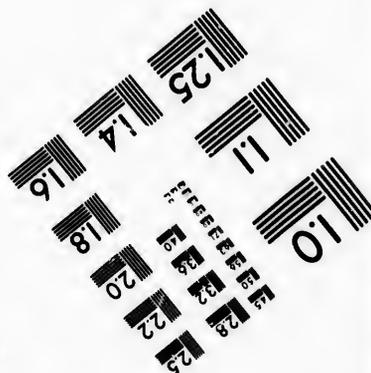
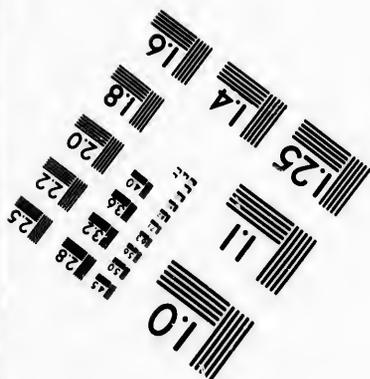
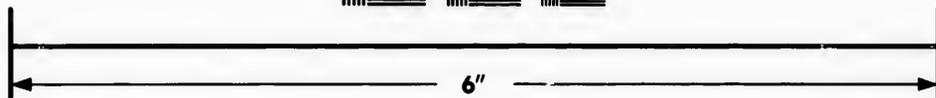
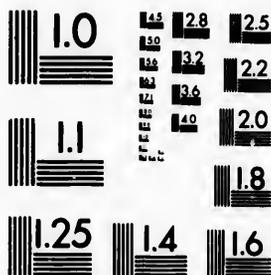


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503



**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1982



Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distortion le long de la marge intérieure
- Blank leaves added during restoration may
appear within the text. Whenever possible, these
have been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées.
- Additional comments:/
Commentaires supplémentaires:

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Includes supplementary material/
Comprend du matériel supplémentaire
- Only edition available/
Seule édition disponible
- Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The co
to the

The in
possib
of the
filming

Origin
beginn
the las
sion, o
other
first p
sion, a
or illus

The la
shall o
TINUE
whiche

Maps,
differe
entirel
beginn
right a
require
metho

The copy filmed here has been reproduced thanks to the generosity of:

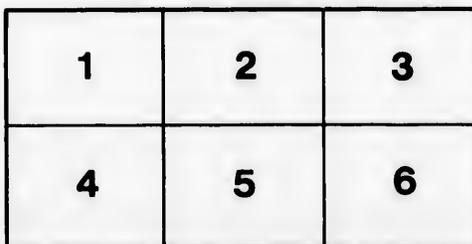
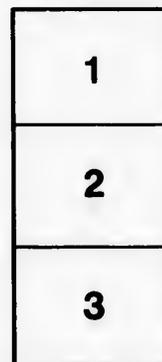
Library of the Public
Archives of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

La bibliothèque des Archives
publiques du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

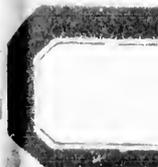
Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

270
21691

G

F

J



270
81691

COMPLIMENTS OF
McLEOD STEWART.

REPRINT OF EXTRACTS

WRITTEN ON THE

GEORGIAN BAY CANAL PROJECT

—BY—

CAPTAIN C. F. WINTER,

(Of the Canadian Militia.)

Published in his Second Prize Essay on "The
Protection of Commerce during War."

IN THE

Journal of the Royal United Service Institution.



Free Press Job Print, Ottawa, Canada



1941

1942

GE

Pub

Jou

REPRINT OF EXTRACTS

WRITTEN ON THE

GEORGIAN BAY CANAL PROJECT

—BY—

CAPTAIN C. F. WINTER,

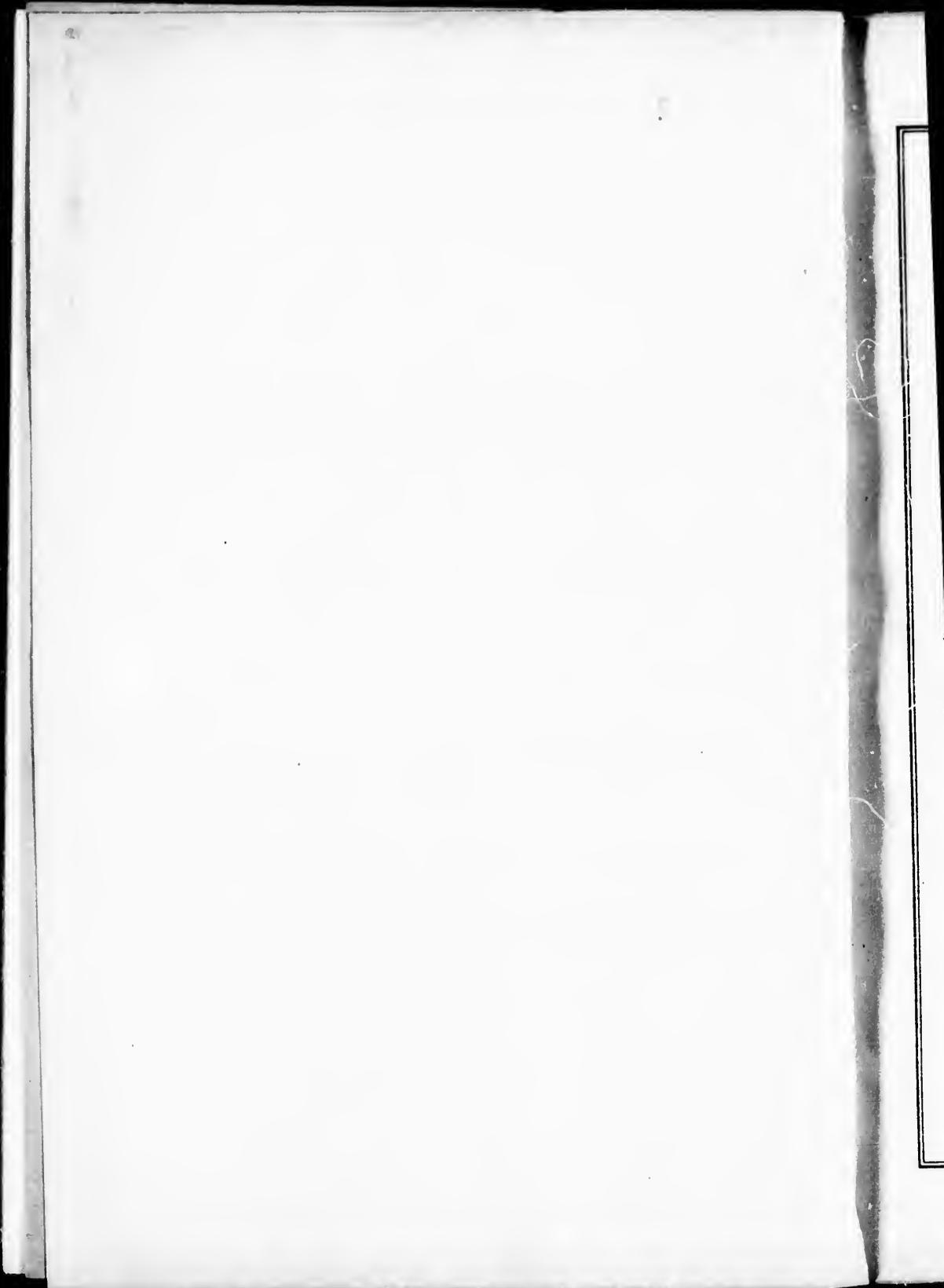
(Of the Canadian Militia.)

Published in his Second Prize Essay on "The
Protection of Commerce during War."

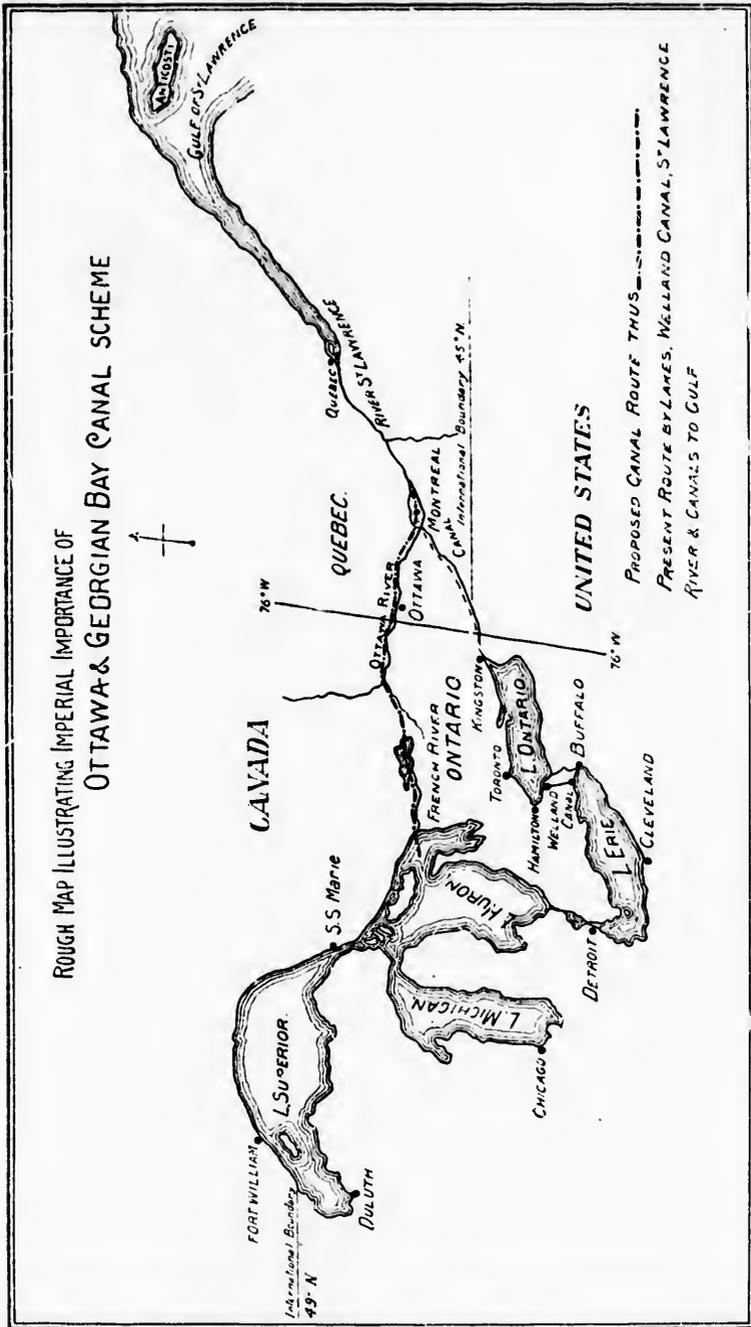
IN THE

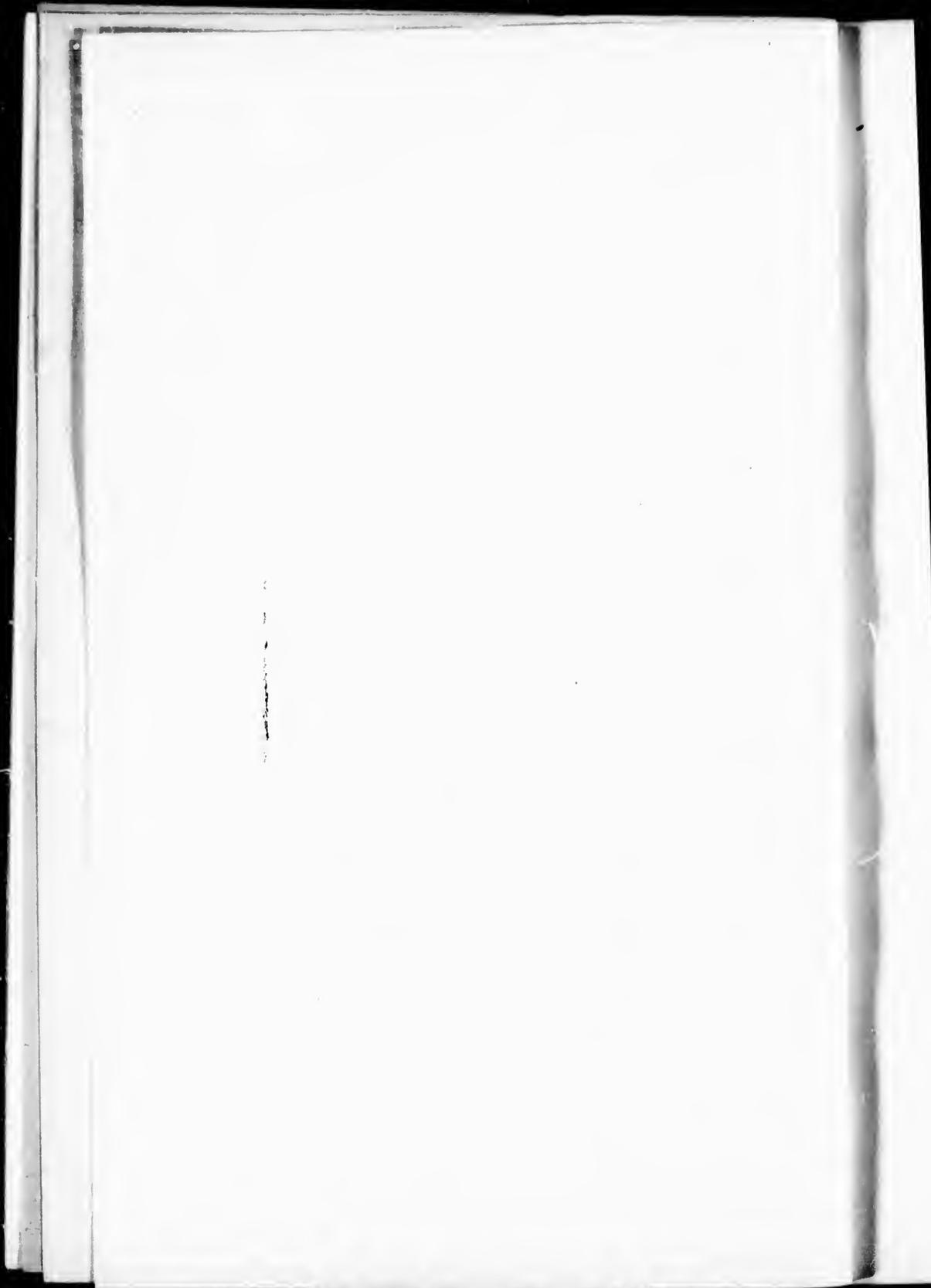
Journal of the Royal United Service Institution.

Free Press Print, Ottawa, Canada



ROUGH MAP ILLUSTRATING IMPERIAL IMPORTANCE OF
OTTAWA & GEORGIAN BAY CANAL SCHEME





MONTREAL, OTTAWA AND GEORGIAN BAY CANAL

14.—Encourage and assist Canada to construct the Ottawa and Georgian Bay Ship Canal as an Imperial work.

In the event of war it is not only upon the salt seas that the protection of trade and commerce has to be considered—there are large inland seas of fresh water, nearly 2,000 miles from tide-water, within the territory of the Empire's leading Colony, and down which a large quantity of the raw food products of the United Kingdom (i.e., destined for consumption within the Kingdom) are floated to the sea. These food products are constantly expanding in volume, and it is a safe prediction that before many years the major portion of the imported food products of Britain will come from the prairies of Western Canada. These inland seas border upon the shores of an envious and jealous rival, who, although she acknowledges the United Kingdom as by long odds her best customer for her exported goods, spares no pains to show her enmity and dislike to British dominion upon the North American Continent. Of course, it may never go further than that, and all good Britishers will fervently hope and pray it may never do so; but the ways of diplomacy are devious, complications may force the United States into an alliance against us, and a

thousand and one things go to show that certain influential parties in the Republic would not be averse to her doing so. With all this as a fact it would be folly for us not to consider how our interests would be effected on these great inland seas were the United States in an unfortunate moment to take up arms against us. The outlet from the Great Lakes is by the St. Lawrence River to the gulf of the same name and North Atlantic Ocean, and is for most of the way entirely through Canadian territory. The small rough drawing (Map 1) herewith shows the connections between the lakes and the situation of existing canals at points where such aids to navigation are found necessary, as well as the new route advocated for the Ottawa and Georgian Bay Ship Canal.

The present route from the Great Lakes to the sea is through Lake Huron and St. Clair by the Detroit River to Lake Erie, thence by Welland Canal (in Canadian territory, but within a few miles of the United States border throughout its entire course) into Lake Ontario, whence the Gulf of St. Lawrence is reached by the river of the same name, and its canals in that portion of the stream between Kingston and Montreal. For the successful defence and protection of Canada, military opinion strongly inclines to the opinion that the possession of the lakes and an uninterrupted line of communications by water are essential. In the event of war with the United States the very first thing to be done should be to place an adequate flotilla of small, swift, and heavily-armed gun-boats upon these upper lakes, both to prevent incursions upon our lake shipping and also to hold the

large and mostly defenceless cities of Buffalo, Cleveland, Detroit, and Chicago, as hostages. This flotilla could not directly prevent invasion, but indirectly their presence would have a most deterrent effect upon the United States. At present the route to the lakes would, in case of war, be very precarious, and it is extremely doubtful if the Canadian Government could act sufficiently promptly to save and hold the Welland and Beauharnois Canals against the powerful attack that would undoubtedly be quickly made upon them by the United States forces. The United States authorities fully appreciate the importance of the Welland and what it means to them in the event of war. But while the odds seem against us, notwithstanding that the keys to the situation are on our ground, still, we have geographically, in reserve, one may say, another and much more superior route, which if completed, would place us beyond question in a position to control the lakes. This is the route by the Ottawa River from Montreal, via Mattawa River (a tributary of the Ottawa), Lake Nipissing, and the French River to the Georgian Bay. The route is wholly within our territory, most of it hundreds of miles back from the frontier, would not be difficult of construction for medium craft, requiring only some twenty-nine miles of actual canal, and, if completed, would permit of us concentrating our effort in time of war upon more likely projects than frittering away our strength along a line of canals difficult to defend and easy of access to the enemy. With a naval depot established on Lake Nipissing, the lakes at any time could be ours in twenty-four hours. This could be done without violating any

Treaty, as Lake Nipissing is entirely an inland water, and is not included in the Great Lakes mentioned in the Treaty of 1818, which provides for the armament which Great Britain and the United States shall maintain there. This is no radical or erratic scheme, nor is it a new one. As long ago as 1810-11, H.R.H. the Duke of Kent had favorably commented upon the value of such a work. The Great Duke of Wellington was also, if not exactly an advocate, a staunch friend of the proposition, as was General Sir John Michel, one of the ablest and most energetic Commanders of the Forces ever sent to Canada. At that time, however, settlement in the Canadas was scant and immigration set in along the St. Lawrence frontier and shores of the Great Lakes, rather than the back woods of the Ottawa and Lake Nipissing. Time has, however, changed all that. The Rideau Canal, built as an Imperial work, for communication with the Lakes, via the Ottawa and Lake Ontario, was then considered ample for the purpose--to-day it is comparatively useless. The great natural route, saving hundreds of miles and giving us the whip hand in the Great Lakes, is within our territory, with its hundreds of miles of good river and lake navigation, requiring simply to be supplemented by a comparatively small amount of canal building proper and river dredging, etc. At present a company is endeavoring to procure capital to commence this great work, and the benefits to be derived commercially are such that it is reported some English capitalists have already signified their willingness to provide funds, if the Government will assist. There is no question but that the Government of Canada will assist in this work,

but the ultimate results are bound to be of such Imperial import, that some assistance, such as was accorded in the building of the Rideau waterway, might be given by the Home Government. Canada may not have contributed much towards Imperial Defence in direct money votes, but it must be admitted she has done much indirectly. In presenting the Empire with an alternate route to the Orient via the Canadian Pacific Railway, and now, if she undertakes this, in giving Great Britain what must be practically the control of the Great Lakes, she will have done much for defence and much for the protection of trade and commerce. This project is worthy of Admiralty recognition and support. More tonnage passed through the Sault Ste. Marie Canal last year than through the Suez, and it is expanding yearly. For the protection of trade and commerce it is felt that the new canal via the Ottawa and Georgian Bay is fast becoming a necessity.



