

The Trent canal, a partially completed route between Trenton, on lake Ontario, and Georgian bay, by way of Rice lake, the city of Peterborough and town of Lindsay and lake Simcoe, is as yet of little importance as a traffic route. The abundant power available at many points is, however, of great value to the Ontario Hydro-Electric Power Commission. At Peterborough the canal is equipped with the largest lift-lock in the world.

The St. Peter's canal, constructed between the years 1912 and 1917, connects the Bras d'Or lakes with St. Peter's bay on the southeast coast of Cape Breton island. It consists of a tidal lock 300 feet in length and 48 feet in breadth, and provides for a minimum depth of 18 feet of water on the lock sills.

Projected Canals.—Of the proposed canal schemes, the Georgian Bay route and the deepening of the St. Lawrence waterway are the most prominent. The former, first travelled by Champlain in 1615, from Montreal along the Ottawa and French rivers to Georgian bay, has been strongly advocated on numerous occasions. Its great cost, however, and the loss of time in locking, present serious drawbacks to the undertaking. The construction of the proposed deep waterway along the St. Lawrence from lake Ontario to the sea, for purposes of navigation and power development, has for the present been deferred, after consideration by the governments of Canada and the United States.

Canals and their Traffic Statistics.—In Table 32 are given the names and locations of the canals of Canada, their length and lock dimensions; in Table 33 statistics of canal traffic during the navigation seasons of 1920 and 1921. Following a decrease in the total tonnage passing through Canadian canals of 1,259,883 in 1920, the season of 1921 shows an increase of 671,638 tons over the previous year, this increase being due to heavy grain shipments on the Welland and St. Lawrence canals in 1921. Depression in the iron industry has caused decreases in traffic through both the Canadian and American canals at Sault Ste. Marie, though recent improvements effected in the American canal have led to a great falling off in the traffic of the Canadian canal, which in 1921 was only 4.68 p.c. of the amount in 1913, the record year. That canal traffic in Canada is mainly a matter of the summer and fall months is shown by the statistics of Table 34. From Table 35 it is evident that farm products and mine products provide the chief traffic for Canadian canals. Table 36 gives the principal articles carried through Canadian canals in 1920 and 1921. Tables 37 and 38 contain the statistics of traffic through the Sault canal and through all Canadian canals for the years 1900 to 1921, inclusive, by nationality of vessel and origin of cargo. Table 39 gives statistics concerning the use of each of the Canadian canals during the navigation seasons 1914 to 1921. In Tables 40 and 41 are given statistics of the sums spent by governments before and since Confederation as current and capital expenditure on the canals of Canada.