38.—Canals of Canada, Length and Lock Dimensions, 1925.

Names.	Location.	Length in Miles.	Locks.			
			No.	Minimum dimensions.		
				Length	Width.	Depth.
				ft.	ft.	ft.
St. Lawrence—						
Lachine	Montreal to Lachine	8·50	5	270	45	14
Soulanges	Cascades Point to Coteau Landing	14·00	5	280	45	15
Cornwall	Cornwall to Dickinson's Landing	11·00	6	270	45	14
Farran's Point	Farran's Point rapid	1·25	1	800	50	14
Rapide Plat	Rapide Plat to Morrisburg	3·67	2	270	45	14
Galops	Iroquois to Cardinal	7·33	3	270	45	14
Welland	Port Dalhousie, lake Ontario, to Port Colborne, lake Erie	26·75	26	270	44	14
Sault Ste. Marie	St. Mary's rapids, 47 miles west of lake Huron	1·41	1	900	60	19·5
Richelieu river—						
St. Ours Lock	St. Ours, Que	0·12	1	200	45	7
Chambly	Chambly to St. Johns, Que	12·00	9	118	22·5	6·5
Ottawa and Rideau rivers—						
Ste. Anne Lock	Junction of St. Lawrence and Ottawa rivers	0·12	1	200	45	9
Carillon	Carillon rapids, Ottawa river	0·75	2	200	45	9
Grenville	Long Sault rapids, Ottawa river	5·75	5	200	45	9
Rideau	Ottawa to Kingston	126·25	47	134	33	5
	Rideau lake to Perth (Tay branch)	7·00	2	134	33	5
Miscellaneous—						
Trent	Trenton to Peterborough lock, Peterborough	89·0	18	175	33	8·3
	Peterborough lock to head of lake Couchiching	114·6	23	134	33	6
	Sturgeon lake to Port Perry (Scugog branch)	30·0	1	142	33	6
Murray	Bay of Quinte to lake Ontario	0·17	0	–	–	12
St. Peters	St. Peter's bay to Bras d'Or lakes, Cape Breton, N.S.	0·49	1	300	48	18
St. Andrews	Red river, 15 miles north of Winnipeg	–	1	215	45	17

Projected Canals.—Of the proposed canal schemes, the Georgian Bay route and the deepening of the St. Lawrence waterways 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 been deferred for the present, after consideration by the Governments of Canada and the United States.

2.—Canal Traffic.

Tables 39 to 45 illustrate the nature of traffic passing through Canadian canals in 1924. It will be noticed that an increase of 1,669,663 is shown over the total tonnage carried in the season of 1923. Much of this is due to the heavy grain trade from ports on the Upper Lakes; its influence is clearly shown by the marked excess of down traffic over that moving inland. The duration of the season of navigation and the comparative density of traffic during the months from May to October, together with the progressive yearly tendency for traffic to be heavier in the fall months than in the earlier summer months, are shown in Table 40. The various classes of traffic and the exact articles comprising them are shown in Tables 41 and 42 for the years 1923 and 1924. The preponderance of farm products is an