

NORTH AMERICA DEVELOPMENT ASSOCIATION.

The Great Loop, what it will do.

It will unite, thru water level canals from Kansas City to Ft. Worth, the Missouri, Arkansas, Red, and Trinity rivers with the Mississippi River, to form a Great Loop, for traffic in four directions. By adding the small feeder canals in small rivers and large creeks, the entire system will serve all of the area known as the Great Loop, and put all of this area in reach of a barge line. Large hydraulic lifts will operate on the smaller streams where there will never be enough water to operate the water locks.

The Missouri River drains some water from Canada, but we must enlarge this supply from water farther north, where the great supply of water is, and add to present sources. This will require a treaty with Canada, of course. This new canal or ditch, will put Canada on a short line to U.S. and Mexico, and open up their central, southern section to vast advances in trade.

This water can be flowed down the water canal from Kansas City, to the dry Great Southwest, where the rich soil, longer growing season, and mechanized farming can use it best. It will be aided in this task by water from the Arkansas, coming from the Rocky Mountains in Colorado. This will put Colorado into the lower freight rate section and vastly improve at least the east half of the state.

This is the only practical plan to put ENOUGH water in the canals to serve especially Oklahoma City, Wichita Falls, Lawton, Dallas, and Ft. Worth, all of whom have plans, but not enough water to make them work. It takes enormous amounts of water to operate the lock & dam system for lifting barges and boats. It takes over 45,000,000 gallons to lift 50 feet high on the proposed Central Oklahoma Canal at Oklahoma City, each trip or two lifts.

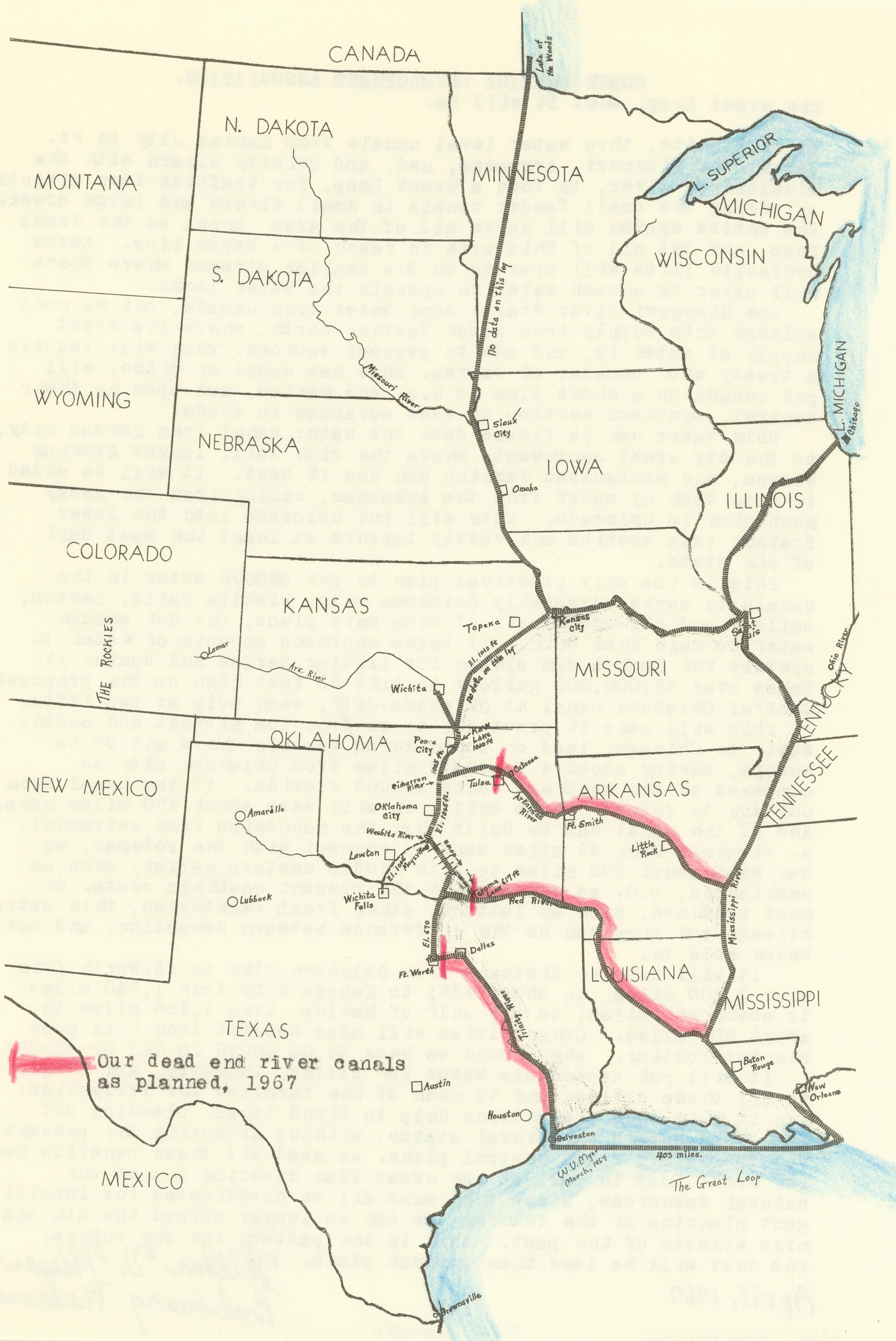
This will make it practical to go from the Midwest and Southwest, to Chicago, load on ocean going vessels there and on to Europe, saving about a thousand miles from Oklahoma City as compared to the southern route around Florida. If the canal from Chicago to Toledo can be built, it will save about 450 miles more. And if the canal can be built thru the mountains from Fairmount, W. Virginia some 35 miles east to connect with the Potomac, we can save about 800 miles to this middle eastern market, such as Washington, D.C. as compared to the present southern route. On many products, such as lettuce, other fresh vegetables, this extra mileage and time can be the difference between competing, and not being able to.

It will cut the distance from Oklahoma City to Ft. Worth from over 1,800 miles, to about 235; to Kansas City from 1,540 miles to about 260 miles; to the Gulf of Mexico, from 1,198 miles to about 500 miles. Other cities will also benefit from this much shorter routing. Why should we have to GO SOUTH TO GET UP NORTH?

It will put dependable water for cities, industry, and barges to all these cities, and to much of the farmland for irrigation; and it will be a tremendous help in flood times, bleeding off the flood waters to several states, without affecting the present reservoirs and flood control plans. We need all these benefits now. The Great Loop is part of the Great Plan covering all of our natural resources, since they must all be coordinated for intelligent planning of the future. We can no longer afford the hit and miss efforts of the past. This is the pattern for the future. The cost will be less than present plans.

April, 1967

Wilbur V. Meyer
Preliminary Research.



Our dead end river canals as planned, 1967

W.U. Mye
March, 1967

403 miles.
The Great Loop

No data on this leg

THE ROCKIES

CANADA

N. DAKOTA

MONTANA

MINNESOTA

S. DAKOTA

L. SUPERIOR

MICHIGAN

WISCONSIN

WYOMING

NEBRASKA

IOWA

L. MICHIGAN
Chicago

COLORADO

KANSAS

ILLINOIS

THE ROCKIES

Topeka
El. 1011 ft
No data on this leg

MISSOURI

Ohio River
KENTUCKY

OKLAHOMA

Wichita

ARKANSAS

TENNESSEE

NEW MEXICO

Amarillo

Panama City

Arkansas River
Tulsa

Little Rock

Lubbock

Wichita Falls

LOUISIANA

MISSISSIPPI

TEXAS

Lawton

Ft. Worth

Red River
Dallas

Baton Rouge

MEXICO

Austin

Houston

Galveston

New Orleans

Brownsville