

The total value of the freight of these vessels for the season was \$350,000,000.

There are two canals on U.S. side and one on the Canadian, and of course there is considerable rivalry between them. The United States canals are patronized more extensively than the Canadian by the freight boats, although more wheat passed through on the Canadian side than on the "American." The Canadian lock, also, had the advantage in regard to the number of passengers. Ours is the largest and best lock, and can put a ship through considerably quicker than either of its rivals across the river. The greatest day's business during the season of 1903 was on August 31st when 151 vessels were locked through the canals. There is no charge for going through either canal.

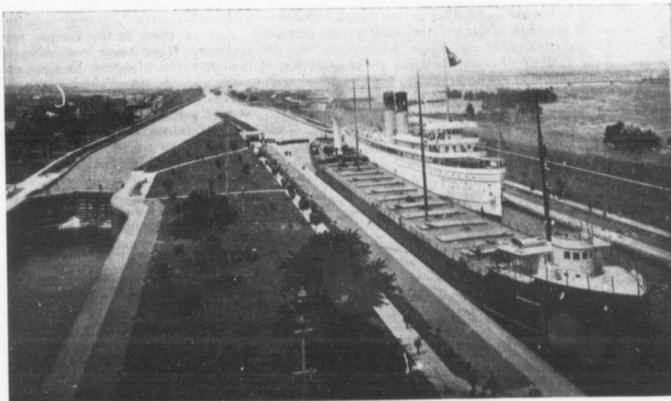
At the Canadian Canal I met the veteran Captain McMaugh, who has been on the lakes for nearly thirty years. He told me that when he commenced to go through the St. Mary River he scarcely saw another vessel, while now it is scarcely possible to go half a mile without meeting or passing several ships, mostly steamers, or barges in tow of steamers. For comfort, convenience, and regularity there are no finer boats than those of the C.P.R.

Close to the Canadian lock there is a curiosity in the form of a tiny canal lock which was built in 1797, and is said to be the oldest lock in America. It is only about 30 feet long, and was intended for the passage of the small boats of the North-West Trading Company.

Sault Ste. Marie is one of the places on the border where Canadian industries far exceed those on the opposite side, but there is not much room for boasting when it is remembered that our resources have been developed by capitalists from the United States. There is one business, which is sometimes wrongly spoken of as an "industry," which flourishes more successfully under the stars and stripes than under the Union Jack, and that is the saloon. There are eighty drinking places on the United States side to eleven on the Canadian, although the population is approximately the same, about ten thousand.

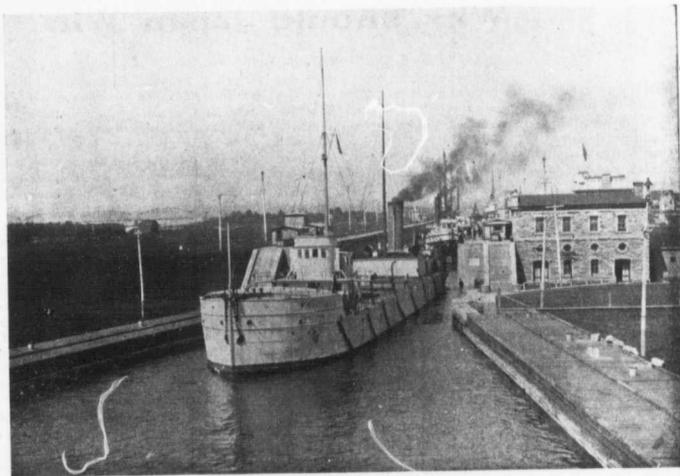
Our church at Sault Ste. Marie has had its ups and downs, but is not by any means discouraged. A fine new stone structure had been planned, and was in course of erection

last fall, when what is called the "crash" came and all operations were stopped. The walls were up about ten feet, and there they stand in an unfinished condition to-day. The lecture room, however, is complete, with its seating capacity of about five hundred, and all services are held there. The



THE POE AND WIETZEL LOCKS ON THE U.S. SIDE, SAULT STE. MARIE.

people, under the wise leadership of the Rev. E. I. Hart, are working away, and looking hopefully toward the completion of the edifice next summer. At Steelton, which is a very close suburb of the "Soo," a neat little church had been built, largely through the efforts of Rev. Dr. Stone. This congregation was struck hard by the business collapse, as many of the people left town, and those that remained had greatly reduced incomes. In the Sunday-school, for instance, the collections fell immediately from \$2.50 per Sunday to \$1.00.



VESSEL LEAVING THE CANADIAN LOCK, SAULT STE. MARIE.

Everything is now looking up, and there is an air of hopefulness about the people generally that is contagious.

Sault Ste. Marie will doubtless be one of the greatest manufacturing centres in Canada, but it will be in the best interests of all concerned if its future development shall be gradual and natural rather than boomed.