

Bay to a point near Lake Ontario, with which it requires only a short stretch of excavation to complete the connection. The completion of this canal would place Peterborough on a direct line of communication between the Georgian Bay and Lake Ontario. The importance of this means of transportation from the upper lakes can hardly be over-estimated. This canal also directly drains a country which produces annually some fifteen million bushels of grain and over 200,000 tons of hay. The hydraulic lift lock at Peterborough is sixty-five feet high. Vessels are raised this height and sent on their way in eight minutes.

This magnificent structure, which is the largest of its kind in the world, was formally opened on Saturday, July 9th, in the presence of a great concourse of people from the surrounding country. A large Parliamentary delegation from Ottawa was also present, the leading members of which delivered speeches, showing the high estimation in which the work is held, and its excellent prospects for the future.

The lift lock has been eight years under construction, and has cost in the neighborhood of \$750,000. The purpose of the lock is to overcome, in one operation, the difference in levels mentioned above, thus affecting a considerable saving in time. Twenty-six thousand barrels of cement were used in building the concrete substructure.

A vessel desiring to be lowered sails out into a pontoon of water supported by a huge piston. The weight of water is then so adjusted that one pontoon descends and the other ascends in the same manner as a pair of scales when used in weighing.

The work, which is under the control of the Department of Railways and Canals, has been under the direct supervision and management of Messrs. R. B. Rogers, of Peterborough, Superintendent of the Trent Canal, and W. J. Francis, C.E., hydraulic lock engineer.

TRANSPORTATION BY RAIL.

In the matter of railway communication Peterborough is very happily situated. The town is the centre of a six-pointed star, whose rays, represented by railway lines, branch in six directions. The Canadian Pacific main line gives direct communication with Montreal and points east, also with Toronto and the west. Two branches of the Grand Trunk extend south-west and south-east, respectively, connecting the town with the main line, and giving easy access to the lake ports of Belleville and Port Hope. Another branch of the Grand Trunk runs in a north-westerly direction to Midland, noted for its fine harbor and great smelting works. Another shorter line runs north-west to Lakefield, the terminus of Kawartha Lake navigation.

GENERAL REMARKS.

In a country of great possibilities and abundant industrial opportunity, no other town, probably, has greater advantages, than Peterborough. The town is beautifully situated, a fact which is sure to weigh with those who are attracted by the splendid business opportunities it has to offer.

Its situation seems almost ideal with regard to future developments in navigation. It is surrounded by a country rich in natural resources. Its citizens, also, seem wide awake to their opportunities.

That it shares these advantages in common with many other Canadian towns and as a consequence of the rising tide of prosperity in Canada, is no detraction from its merits.

In conclusion, we would say that the facts seem to justify the conviction expressed by one of the Rothschilds in 1898, that the Peterborough district would one day become one of the great manufacturing and industrial centres of the continent.