

D. McAlpine, D.V. Graduate of McGill Veterinary College. Office and stables, 1100 St. Patrick street.

MONEY TO LOAN. We have instructions to place a large sum of private funds at current rates of interest on first mortgages on improved farms.

Seed Potatoes. I have a choice lot of Seed Potatoes for sale, including the famous Freeman, American Wonder, and Napoleon, grown from imported seed.

Dehorning Cattle. The undersigned having had a large experience with perfect success in dehorning cattle, announces that he is prepared to undertake the dehorning of herds, large or small, and will guarantee satisfaction in every case.

Dress & Mantle Making. Having secured the services of an expert dressmaker, we are now prepared to do all kinds of work, in the latest and most fashionable styles, at reasonable rates.

B. W. & S. Ste. M. Ry. WANTED. Cedar, Tanbark, or Hemlock Ry. Tie, Block Wood, 2 ft. long, for Locomotive, hemlock, Tanbark or hard wood.

For Sale or to Rent. House and one acre of land to rent or sell, occupied by Rev. Mr. Ferguson. In good repair with furniture.

Lime for Sale. First class New York white lime for sale at the Athens Brick and Tile Yard.

For Rent. The second floor over Thompson's store, for a school, suitable for dress-making, office or private dwelling.

THIS ARTICLE REMOVED. Persons who intend purchasing a piano this spring, and having more hours than they require, can make a good bargain by applying to J. Ross, Athens, as he wants a number of good work horses for the Athens brick and tile yard.

NEW SPRING HATS. ALL THE LEADING STYLES. CAN NOW BE HAD AT LOWEST CASH PRICES.

ORRIG. Furs at cost, before packing away. Cash paid for Raw furs.

Business College. SHORTHAND A SPECIALTY. Commercial Course Thorough. Send for Illustrated Catalogue before deciding where you will go.

JOS. LANE, Main St., opposite Miller's Boot & Shoe Store. ROCKVILLE. Carries the LARGEST STOCK OF WATCHES.

FOR TWENTY-FIVE YEARS DUNN'S BAKING POWDER. THE COOK'S BEST FRIEND. LARGEST SALE IN CANADA.

LOCAL ITEMS.

The Ganouque police fed traps on bread and cheese. Mr. Haycock's bill to prevent members of the Legislature receiving railway passes was voted down by 74 to 13.

The High and Public school will close the Easter holidays on Tuesday April 11th and will reopen on Monday 22nd inst.

Members of the I. O. O. F. throughout America will commemorate the 76th anniversary of the founding of the order on this continent on April 26th.

In the bill of the Trondale, Bancroft & Ottawa railway now before the Legislature, an amalgamation with the Brockville, Westport and Saint Ste. Marie is proposed.

Justice Ferguson will open the Spring Assizes at Brockville on April 15th. The only criminal case on the docket so far is that of Mack Alfred, of Newboro, charged with indecent assault.

A couple of steamboat men from the vicinity of Newboro, have been netting bullheads this winter on the Rideau river, near Irish Creek, and so far have taken out over thirty barrels. They are shipped to the Boston and New York markets.

Rev. Father McDonald, of Kemptonville, was a warm friend of the late Rev. W. H. Graham, showed his esteem by having the bell of the Roman Catholic church tolled during the funeral cortege from the church to the station.

Those whose hives are warm or unquiet should raise the front of live two inches and leave cellar door open all night, closing very early in the morning. I have always found this to be the best remedy as well as to agurify the cellar. If afraid of dogs it will pay to nail up a barricade. To open the door an hour in the evening is no thing like as good.

Graduates of Ontario medical colleges who fall in or decline to pass the Medical Council, are usually sent to a practice in the United States where their college degree is accepted as a sufficient qualification. The Ontario Government having recently prohibited American doctors from treating patients in Canada, that country is now likely to oblige Canadian medics to possess a good qualification to practice there as is required here.

The annual report of the Minister of Agriculture has just been issued. It shows that the dairying interest during the year developed to a very large extent. Especially is this the case in respect to the export trade. The export of cheese shows an increase of fifteen per cent., although there was a small decrease in the export of butter in respect to the figures for 1893.

The Ontario Dairy School, Guelph, in connection with the agricultural college, closed on the 14th ult. Sixty-four wrote for fall certificates and among those successful were W. M. Singleton, Newboro, and James Rolston, Athens.

This is Holy Week in the English church and last Sabbath the rector of the Christ Church, Rev. Wm. Wright, announced services for Tuesday and Thursday evening at 7 p.m.; 2 p.m. on Good Friday; and at 10.30 and 7 p.m. on Easter Sunday.

The annual invasion of the sugar woods of Mr. Erasmus Livingston is already being discussed. In the minds of all who have been there this trip is associated with a cordial welcome, lots of fun and a sylvan feast of sugar, syrup and substantial eatables.

Mr. Wellington Kilborn leaves this week to take charge of Harlem cheese factory. Mr. Kilborn is a graduate of the Agricultural College, and has a special course in dairies of the eye, ear, throat and nose.

Mr. Alex. Dickey died at the home of his son, James Dickey of Yonge Mills, on Sunday, last of March. He was almost ninety years old and had been very ardent and active in his life. He was engaged in hearing a few years since. The funeral service was conducted by the Rev. J. J. Wright at the Old Stone Church.

A young lady travelling on the train (the R. & W.) who was asked to produce a ticket when the conductor came along, handed out a silver half-dollar, but the conductor merely gave her back the coin, on which was stamped "I will never cease to love thee" and said that he was an orphan with five little brothers to support and he must be excused.

William and Albert Neal and their families reached Athens on Friday's train, making an addition of some 10 or 12 persons to the permanent residents of Athens. The Neal brothers are practical brick and tile makers and have been engaged to work in Ross & Earl's brickyard the coming season. Albert Neal is also a practical tile-maker and thoroughly understands putting down drain tile. They will make a very welcome addition to the working men of Athens.

The sugar social given by the L. O. F. S. of St. Paul's church on Tuesday evening last was a very pleasant affair and was enjoyed by all present. The sugar social was well patronized and the liberal quantity served was partaken of freely. The pastor, Rev. J. J. Cameron, took the chair, after the sugar social had been inaugurated, and introduced a programme consisting of a selection by the choir, recitations by Miss Maud Addison and Miss Frankie King, duet by Mrs. Stevens and Mrs. Gallagher, and readings by Dr. Kites and Mr. J. H. Mills. The programme was in every respect meritorious and was a social success.

Advance in Prices. There is a boom in the cattle market, because the farmers do not raise as many calves as last year and the advance in price of a month has been from \$12 to \$13 per head. An advance has occurred in the price of dressed sheep in the English market. Mutton which used to sell at 12c. per lb. is now worth about 15c. per lb.

THE OLD HOMESTEAD.

For the Reporter. Full many a sad and weary eye, Has left its impress on my brow; Since last I wept where I weep now.

My youthful days were dreamed away, And I have grown to manhood's day; My pathway strewn with fragrant flowers, My youthfulness was a dream.

Where are you now the kind and true, Who once were lighted up our home; Think ye of me, as I do you? The joyous rest, white fall moon.

A father's and a mother's love, Has bright my childhood's path the way; My joy I treasure while I live, One memory still—a mother's smile.

My brother's sister's name I keep, 'Tis written in my heart, there to abide, Though quiet in the distant home; Whose waking is beyond the tide.

And now alone I'm standing here, While visions and old memories come; No voice falls sweetly on my ear, No first rain of the spring, come.

The first rain of the spring, come, consisting of gentle showers, commenced on Sunday evening.

Mr. D. Dowsley has so far recovered from his recent severe illness as to be able to personally conduct auction sales.

The Anglicans of St. Mary's church, Newboro, (Rev. Mr. Grafton, incumbent), have purchased the Grafton homestead for a rectory.

Mr. Ed. Bresor, Delta, is reported as suffering from blood-poisoning, resulting from getting horse liniment into a scratch on his hand.

Mr. Clifford Lillie, brother of our esteemed friend, O. Lillie, D. D. S., has passed a very creditable examination in dentistry at the dental college in Toronto graduating with honors—Newboro Standard.

A great depth of snow and ice still covers Charleston Lake and a gentleman well qualified to judge prophesies that the lake will not be free from ice before 1st of May.

Mr. R. H. man instructs the young idea at Guntawa and is said to be a popular teacher. He is also leader of the Methodist choir and under his direction it renders very efficient services.

The girls will have a chance next year. It will be the last year for eight years. The leap years which fall in the last year of a century are not counted, so there will be only one eight-day day in the February of 1900.

The Ontario Dairy School, Guelph, in connection with the agricultural college, closed on the 14th ult. Sixty-four wrote for fall certificates and among those successful were W. M. Singleton, Newboro, and James Rolston, Athens.

This is Holy Week in the English church and last Sabbath the rector of the Christ Church, Rev. Wm. Wright, announced services for Tuesday and Thursday evening at 7 p.m.; 2 p.m. on Good Friday; and at 10.30 and 7 p.m. on Easter Sunday.

The annual invasion of the sugar woods of Mr. Erasmus Livingston is already being discussed. In the minds of all who have been there this trip is associated with a cordial welcome, lots of fun and a sylvan feast of sugar, syrup and substantial eatables.

Mr. Wellington Kilborn leaves this week to take charge of Harlem cheese factory. Mr. Kilborn is a graduate of the Agricultural College, and has a special course in dairies of the eye, ear, throat and nose.

Mr. Alex. Dickey died at the home of his son, James Dickey of Yonge Mills, on Sunday, last of March. He was almost ninety years old and had been very ardent and active in his life. He was engaged in hearing a few years since. The funeral service was conducted by the Rev. J. J. Wright at the Old Stone Church.

A young lady travelling on the train (the R. & W.) who was asked to produce a ticket when the conductor came along, handed out a silver half-dollar, but the conductor merely gave her back the coin, on which was stamped "I will never cease to love thee" and said that he was an orphan with five little brothers to support and he must be excused.

William and Albert Neal and their families reached Athens on Friday's train, making an addition of some 10 or 12 persons to the permanent residents of Athens. The Neal brothers are practical brick and tile makers and have been engaged to work in Ross & Earl's brickyard the coming season. Albert Neal is also a practical tile-maker and thoroughly understands putting down drain tile. They will make a very welcome addition to the working men of Athens.

The sugar social given by the L. O. F. S. of St. Paul's church on Tuesday evening last was a very pleasant affair and was enjoyed by all present. The sugar social was well patronized and the liberal quantity served was partaken of freely. The pastor, Rev. J. J. Cameron, took the chair, after the sugar social had been inaugurated, and introduced a programme consisting of a selection by the choir, recitations by Miss Maud Addison and Miss Frankie King, duet by Mrs. Stevens and Mrs. Gallagher, and readings by Dr. Kites and Mr. J. H. Mills. The programme was in every respect meritorious and was a social success.

Advance in Prices. There is a boom in the cattle market, because the farmers do not raise as many calves as last year and the advance in price of a month has been from \$12 to \$13 per head. An advance has occurred in the price of dressed sheep in the English market. Mutton which used to sell at 12c. per lb. is now worth about 15c. per lb.

CONNECTING THE GREAT LAKES.

A Ship Canal Which Dwarfs the Panama and the Nicaragua Schemes.

PROPOSED OCEAN ROADWAY TO COST \$150,000,000.

Plan of One of the Locks for the Great Canal Connecting Lake Superior With the Ocean—Pneumatic Balance Locks—How Scientific Engineering Expects to Solve the Problem of the Lifts—The Late Sir John Thompson's Prophecy—What the Construction of the Canal Will do for Commerce.

THE GREAT CANAL. HERE is to be an ocean roadway from the Superior to the Gulf of Mexico, which is the gigantic project of the Maritime Canal Company of North America, which is now before the Ontario Legislature at Albany. It is to be a ship canal from Buffalo, Albany, and a third one from Oswego to Albany. Both these locks of thought ignored the advantage of cheap communication with the great and rich provinces, Ontario and Quebec, and made light of the engineering difficulties these canals would encounter. The more advanced men, including the late Sir John Thompson, Captain Alexander McDougall and others, forecast that the only financially feasible and commercially satisfactory route is via Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer.

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

The canal men in this school did not see a practical way to carry out their ideas. They advocated joint action of the United States and Canada, but Sir John Thompson's prophecy, "I went to Canada, met the leading men of the canal project, and obtained an order of incorporation from the North American Canal Company, authorized to construct a canal connecting the summit level of the Canadian continent with the sea, by the route of the St. Lawrence, the St. Lawrence River and Lake Ontario, the St. Lawrence River and Lake Champlain, the route which gives the greatest mileage—ninety per cent. of open water, the least mileage—ten per cent. of artificial channel, the best locks, which has practically no obstructing locks, and which has, no nearly insuperable problems to distress the engineer."

vented to be locked and water to the standard level (twenty-seven feet), and a lower open bottom air chamber, containing compressed air, which is retained by a valve, and which is such a pressure that its lifting effort is very much greater than the downward effort of the loaded lock, and therefore, when a lock is down, there is always an elastic cushion beneath its floor which when it is raised to its highest position the compressed air expands and raises the lock still higher, and when an accident occurs the lock cannot possibly fall, but will on the contrary rise and remain supported, with perfect safety to itself and contents, until the damage is repaired.

To stop and hold the locks at the proper levels, to keep them level and to operate them with certainty, facility and security, they are equipped with a hydraulic auxiliary apparatus which levels, secures and controls them during manipulation and when they are raised or lowered to and from the water.

The air chamber in one lock is connected with the other by an air conduit, controlled by a valve. In these locks, the air conduits will be 21 feet in diameter, and the valve is so designed that it has no friction or wearing parts, and it can be opened or closed in one minute without shock.

The air charge is kept at a uniform working pressure above the atmosphere by a small, self-acting equalizing tank, which automatically takes care of the changes in the volume due to the changes in the temperature and density of the air in the atmosphere. The working pressure in a lock is 20 feet over the atmosphere.

Gates Made of Steel. "The type of gate proposed to be used is a modification of the one which is now used in dry docks. It is built of steel, very simple in construction, and is operated by a piston and wheel, as draw bridges are operated. All the gates are duplicates, and while so simple and strong as to be practically self-damaging, an injured gate can be made and replaced in a few hours.

The principle on which the locks operate is the familiar one of weighing in a scale. The total weight of the water in the two locks, just as the motion of a scale is caused by a similar difference between the weight of the object weighed. The locks move oppositely and synchronously, like a pair of scales, one ascending while the other is descending. The gates are made of steel.

The type of gate proposed to be used is a modification of the one which is now used in dry docks. It is built of steel, very simple in construction, and is operated by a piston and wheel, as draw bridges are operated. All the gates are duplicates, and while so simple and strong as to be practically self-damaging, an injured gate can be made and replaced in a few hours.

The principle on which the locks operate is the familiar one of weighing in a scale. The total weight of the water in the two locks, just as the motion of a scale is caused by a similar difference between the weight of the object weighed. The locks move oppositely and synchronously, like a pair of scales, one ascending while the other is descending. The gates are made of steel.

The type of gate proposed to be used is a modification of the one which is now used in dry docks. It is built of steel, very simple in construction, and is operated by a piston and wheel, as draw bridges are operated. All the gates are duplicates, and while so simple and strong as to be practically self-damaging, an injured gate can be made and replaced in a few hours.

The principle on which the locks operate is the familiar one of weighing in a scale. The total weight of the water in the two locks, just as the motion of a scale is caused by a similar difference between the weight of the object weighed. The locks move oppositely and synchronously, like a pair of scales, one ascending while the other is descending. The gates are made of steel.

The type of gate proposed to be used is a modification of the one which is now used in dry docks. It is built of steel, very simple in construction, and is operated by a piston and wheel, as draw bridges are operated. All the gates are duplicates, and while so simple and strong as to be practically self-damaging, an injured gate can be made and replaced in a few hours.

The principle on which the locks operate is the familiar one of weighing in a scale. The total weight of the water in the two locks, just as the motion of a scale is caused by a similar difference between the weight of the object weighed. The locks move oppositely and synchronously, like a pair of scales, one ascending while the other is descending. The gates are made of steel.

The type of gate proposed to be used is a modification of the one which is now used in dry docks. It is built of steel, very simple in construction, and is operated by a piston and wheel, as draw bridges are operated. All the gates are duplicates, and while so simple and strong as to be practically self-damaging, an injured gate can be made and replaced in a few hours.

The principle on which the locks operate is the familiar one of weighing in a scale. The total weight of the water in the two locks, just as the motion of a scale is caused by a similar difference between the weight of the object weighed. The locks move oppositely and synchronously, like a pair of scales, one ascending while the other is descending. The gates are made of steel.

The type of gate proposed to be used is a modification of the one which is now used in dry docks. It is built of steel, very simple in construction, and is operated by a piston and wheel, as draw bridges are operated. All the gates are duplicates, and while so simple and strong as to be practically self-damaging, an injured gate can be made and replaced in a few hours.

The principle on which the locks operate is the familiar one of weighing in a scale. The total weight of the water in the two locks, just as the motion of a scale is caused by a similar difference between the weight of the object weighed. The locks move oppositely and synchronously, like a pair of scales, one ascending while the other is descending. The gates are made of steel.

The type of gate proposed to be used is a modification of the one which is now used in dry docks. It is built of steel, very simple in construction, and is operated by a piston and wheel, as draw bridges are operated. All the gates are duplicates, and while so simple and strong as to be practically self-damaging, an injured gate can be made and replaced in a few hours.

The principle on which the locks operate is the familiar one of weighing in a scale. The total weight of the water in the two locks, just as the motion of a scale is caused by a similar difference between the weight of the object weighed. The locks move oppositely and synchronously, like a pair of scales, one ascending while the other is descending. The gates are made of steel.

The type of gate proposed to be used is a modification of the one which is now used in dry docks. It