

This is of immense importance, as affording perfect safety for vessels entering, especially from above.

3. In 1871, the Canal Commission recommended the making of such a canal,—about half-a-mile in length—the distance between the deep water bays at the upper and lower entrances being little over a mile, and at a cost of \$550,000. This estimate included entrance piers and excavations to deep water, superintendents' and lock-tenders' houses, the lock to be 270 feet long, 45 feet wide, and 12 feet on mitre-sills.

4. A canal, with a lock chamber 300 ft. x 60 ft. x 14 ft. would perhaps be quite adequate to the requirements of increasing traffic, and that would involve some increase in estimated cost. A survey of the route usually followed by the steamers from ports in Georgian Bay to Lake Superior would probably show that the cost of a 14 foot channel would not involve a greater outlay than would be more than counterbalanced by the accruing commercial advantages.

5. The construction of such a canal would effectually prevent foreign interference with commerce between the Canadian North-West and the Provinces to the eastward.

6. On this question, the Rev. Principal Grant has said: "The report of a North Western Navigation Company, in 1858, gives the length of a ship canal around the Ste. Marie rapids, on the Canadian side, as only 838 yards, while on the opposite side, the length is a mile and one-seventh. In the interest of peace and commerce, and because it would be a convenience to trade now, and may be ere long an absolute national necessity, let us have our own roadway across that short half-mile. Canada can already boast of the finest ship-canal system in the world; this trifling addition would be the crowning work, and complete her inland water communication from the ocean westerly, across thirty degrees of longitude to the far end of Lake Superior."

7. It may be taken as a fair indication of the views of commercial men in Canada, that, at the annual meeting of the Dominion Board of Trade, held at Ottawa, in February, 1874,—at which twenty-seven Boards and Chambers were represented,—the following resolution was adopted:—"That in the opinion of this Board it is of vital importance to the interests of the Dominion that a canal should be built at Sault Ste. Marie, and that the Government be urged to proceed with the work so soon as means at its disposal admit of it."
