

reached through the St. Clair Flats, and made the significant comment that "as fast as the channel was deepened the draught of the vessels increased." These considerations doubtless influenced Parliament in increasing the depth. Moreover, while providing a lock for vessels of 250 feet length, the commissioners noted the fact that, in 1871, at least two screw steamers then in commission on the lakes were 265 feet long, and they referred to the lock at Sault Ste. Marie, which had then been fifteen years in with use a length of 350 feet. They thought it "extremely unwise to embark in magnificent schemes with a view of introducing ocean vessels into the canals or lakes," and therefore leaned to moderate conditions as defined by existing traffic instead of anticipating any such expansion as had already enforced two enlargements of our canals.

The commissioners invited opinions from boards of trade and individuals as to lock dimensions and canal depth, and these were so conflicting, and the majority of them so moderate that the result of the average struck by the commission is the less surprising. The then Superintendent of the Welland Canal (who should have been the best informed as to the traffic by lake from Buffalo westward, in which vessels 265 feet long were then engaged) thought that 200 feet between the lock gates would be long enough. The Boards of Trade of Toronto and Ottawa voted for 350 feet, the length of the lock then in use at Sault Ste. Marie. Toledo named 215 feet; Oswego, of all others the most dependent upon the Welland Canal, 250 feet; Milwaukee, 300 feet, with 15 feet water; Detroit, 250 to 275 feet, with 15 to 16 feet of water. Among individuals the most notable was the late Alvin Bronson, of Oswego, who had a life-long connection with the trade of the lakes. He thought a length of vessel of 200 feet and a burthen of 750 tons, "ample for the internal commerce of the lakes, the lower provinces, and New England; longer locks would cause expense and a strong current and delay, not warrantable in order to provide for a few and rare cases where large vessels would desire to pass to and from the ocean."

It may be remarked here that there are vessels now above