

Ryan & Hayney being the contractors. The canal cost, \$4,000,000.

During the first season of the original American canal a registered tonnage of 106,296 tons passed through the canal. Until 1864 no record was kept of the number of vessels passing through the canal, but in that year there were 1,411 lockages, with an aggregate tonnage of 571,438 tons. In 1870, 1,828 vessels passed through the canal, and their aggregate cargo was 690,826 tons, while in 1875, 2,033 vessels passed through the canal, and they carried 1,260,000 tons of cargo. The traffic of the canal in 1880 amounted to 3,503 lockages and 1,735,000 registered tons.

The development of the shipping on the Great Lakes was so rapid during the next few years that in 1884 but 11 per cent. of the vessels passing through the Weitzel lock could have used the old canal. In 1885, 5,380 vessels passed through the canal, carrying more than 3,000,000 tons of freight; and in 1890 this had increased to 10,557 vessels, carrying 8,500,000 tons. In 1895, during part of which season the Poe lock was open, 17,956 vessels, carrying 16,806,781 tons of freight, passed through the canal. In 1900, during which year the American canal was open to navigation 231 days, a total of 19,432 vessels, carrying a registered ton-

nage of 22,315,834 and a net freight tonnage of 25,643,073 tons, passed through the American and Canadian canals, of which traffic fully 90 per cent. passed through the American canal. The traffic for both canals for 1901 amounted to 20,041 vessels, with a registered tonnage of 24,626,976 and a net freight tonnage of 28,403,065. The value of this freight was \$289,906,865. Navigation for the present year on the American canal opened on April 5, and for April 1,303 vessels carrying a registered tonnage of 2,067,046 tons, passed through the canal, while the Canadian canal, which opened April 1, shows a traffic for April of 376 vessels, with a registered tonnage of 255,833 tons.

The American "Soo" canal, which is open to navigation only about eight months in the year, has more than four times the annual traffic of the Suez canal. During the past few years the vessels passing through the "Soo" canal have averaged one for every fifteen minutes day and night. Few works of man portray more fittingly the spirit of this age of industrialism, and of great achievements in production and distribution as does this, the world's greatest canal, which has about completed the first fifty years of its existence.—*Scientific American*.

THE BLUE-COAT BOY.

By a Former Master.

Now that this particular specimen of boy is about to disappear, it may be well to put on paper some of the features that have helped to distinguish him from other boys. He who is now writing knows quite well that a school which means to

call itself Christ's Hospital is to start soon on its career at Horsham, and it is quite possible that the familiar dress may be worn in those "fresh woods," and that the mantle blue may be twitched in "pastures new"; but no one who