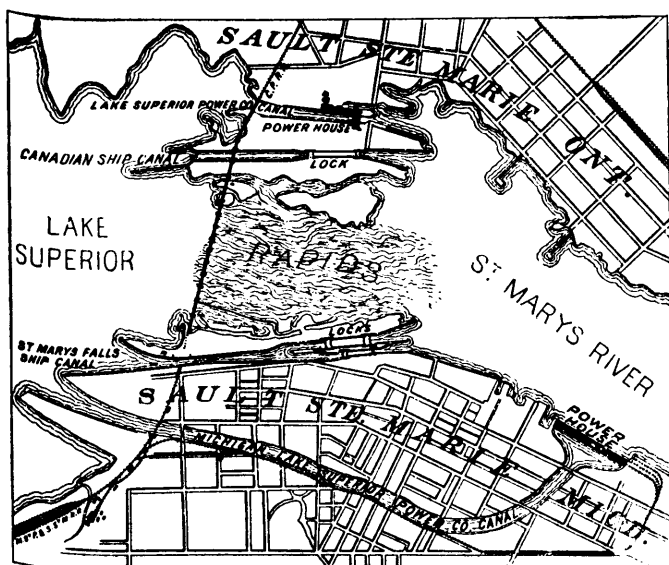




MAP OF SAULT STE. MARIE SHOWING RAPIDS AND LOCATION OF POWER PLANT.

& convenience peculiar to itself. Montreal has by the advantages, natural & acquired, which it possesses, been established as the base for the successful development of these ventures; its port is to-day recognized as one of the world's great shipping centres, & during the six months it is open for marine enterprise, digests a volume of trade that is growing larger & more valuable every season. The decision of the Connors syndicate to make the port its headquarters, the building of large grain elevators & the amazing expansion of the western trade flowing to it, all indicate the advantageous position which Montreal occupies as the deep-water outlet for Canada's produce.

Unfortunately, however, the reputation of the St. Lawrence route will be discounted while the Strait of Belle Isle continues to be used instead of Cabot Strait. The one lacks the chief elements of a safe & navigable waterway, yet it is used because it is 160 miles shorter than the other, although Cabot Strait forms an ideal ship channel. The insecurity identified with Belle Isle will not compensate for the shortening of the distance, while the rarity of fogs in Cabot Strait will enable the voyage by that passage to be made as rapidly, on an average, as by way of Belle Isle, where the detentions from this cause are much longer. Furthermore, the underwriters have set their faces against Belle Isle, & have increased the rates by that route to a figure altogether out of proportion to those ruling for other ports on this side of the Atlantic. Shippers, as well as shipowners, are losers by this restriction, as well as by the clause recently included in policies by Lloyds, discriminating against British North American ports. There is no reason why the St. Lawrence route should suffer from this treatment, save that the evil reputation of Belle Isle has injuriously affected its standing with capitalists; & it behooves the people or Parliament of Canada to take steps ere long to remove from their country's chief waterway this stigma, which is not alone discrediting its prestige, but is crippling its legitimate development as a great producing country.

Canada needs to adopt Cabot Strait as the regular line of the St. Lawrence route, instead of using it only until the Belle Isle passage is free from ice. Making such strenuous efforts as Canada is to improve her canal system, & to provide ample & expeditious railway transport of other portions of her western products to tidewater, it is a pity that her efforts towards the creation of a substantial commercial prestige should

be frustrated in a large measure by the lack of a proper ocean highway, when one is available at her very doors in the shape of Cabot Strait, & without the expenditure of an extra dollar, save what would be called for to provide the necessary arrangements for diverting the traffic from Belle Isle. With the great Northwest absorbing thousands of settlers every year, & increasing its grain output by leaps & bounds, we are within measurable distance of the time when the present facilities for export will have to be largely supplemented along Canada's eastern waterfront. That will never be done while the antagonism to the St. Lawrence route which now prevails, continues to affect the financial world. Much of the traffic will be driven south to the U. S. seaboard, as is now the case, though there is no valid reason why it should be so; & Canada should make it a national matter, a stepping-stone to future prosperity & ultimate commercial greatness, to enforce the substitution of Cabot Strait for the present Atlantic passage by way of Belle Isle.—Toronto Globe.

The Sault Ste. Marie Power Canal.

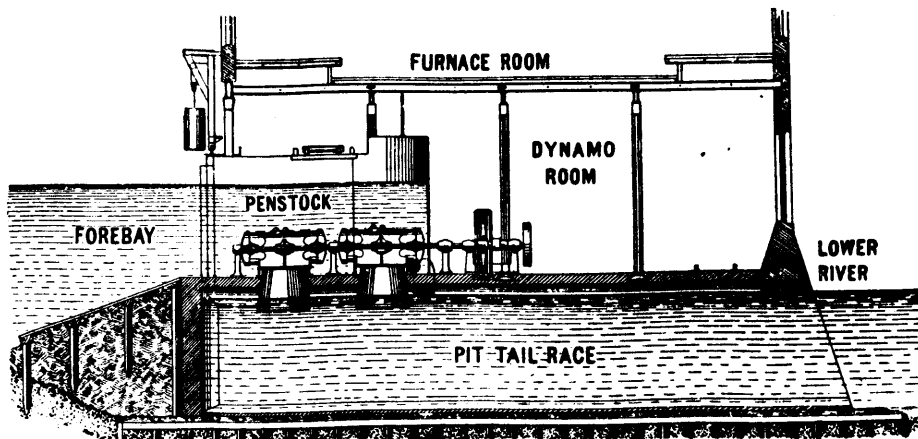
In this era of universal utilization of water power it must be no mean undertaking that is accounted the greatest hydraulic development ever attempted in America, & yet this superlative designation is precisely applicable to the great project which has been undertaken by the Consolidated Lake Superior Co. in the construction of a power canal at Sault Ste. Marie, Mich. The sister cities of Sault Ste. Marie, Ont., & Sault Ste. Marie, Mich., are situated on either side of the St. Mary's River which connects lakes Huron & Superior & through which passes the bulk of the enormous commerce of the great lakes. The river at a point opposite the cities takes a tremendous drop by means of rapids, & it was to obviate this obstacle to navigation that the Canadian & U. S. Governments expended millions of dollars in the construction of a number of canal locks, one of which is the largest in the world.

About the time of the construction of the

government locks the city on the U. S. side experienced a distinct boom, but it died out, after the fashion of booms, more than a decade ago. Now there appears to be opening for the little city of 10,000 people a wonderful future as a manufacturing centre. All the claims which have been made for the possibilities of development at Niagara Falls apply with equal if not greater force to Sault Ste. Marie. A water power canal half a mile in length is already in operation on the Canadian side, & a canal with a length of a mile & a quarter is under construction on the U. S. side. The canal on the U. S. side alone will supply a row of mills upon its banks more than a mile in length & will give each a fall of water of 18 ft. & an ample quantity. In short, the whole scheme is designed, as it has been aptly expressed, to turn the twin cities into one vast water mill, with Lake Superior as a mill pond.

The summary given, too, is but an elementary outline of the project, for there is in contemplation a plan whereby the generation of electricity will enable factories of various kinds to secure power over an area fully 15 miles in diameter. Senator McMillan, of Michigan, recently stated that he saw no reason why the water power should not be applicable to the mines & saw mills scattered so thickly throughout the adjoining territory, & a clue to the ultimate purposes of the master movers in this novel project may be gained from the fact that the same capital that is constructing the power canal is building a railway from Sault Ste. Marie towards Hudson's Bay, tapping unlimited storehouses of iron, nickel & copper.

The syndicate of U. S. capitalists which is responsible for the hydraulic improvements at Sault Ste. Marie first acquired a right of way on the Canadian side of the river. The Lake Superior Power Canal Co. was then formed & built a water power canal which developed 20,000 horse power. From the Lake Superior Power Co. as a parent organization there was formed on the Canadian side the Sault Ste. Marie Pulp & Paper Co., which operates the largest pulp mills in the world, & other manufacturing corporations. On the U. S. side the sub-organization took the name of the Michigan Lake Superior Power Co., & upon it devolved the development of the water power on that side of the river. Within the past year the Consolidated Lake Superior Co., with a capital stock of \$20,000,000, was formed to absorb the interest of all the original companies engaged in the development of the industries of the two new industrial centres. An incidental organization also recently perfected was the incorporation of the American Alkali Co., which will use a considerable proportion of the power provided by the U. S. canal. The last mentioned company, which will manufacture chemical products by electrolytic methods, has an authorized capital of \$30,000,000.



POWER HOUSE AT SAULT STE. MARIE. TRANSVERSE SECTION.