

a decrease of 891,776, carried in 3,675 vessels, the number of lockages being 2,520. Of wheat 9,746,452 bush., & of other grain 3,188,177 bush. were carried; 847,048 barrels of flour, 1,831,731 tons of iron ore & 13,611,580 ft. b.m. of lumber; all these items, except lumber, show a considerable decrease. The total traffic at this point, accommodated by the two canals, the Canadian & U. S., amounted to 21,239,438 tons, an increase of 2,252,749, carried in 17,733 vessels, an increase of 653. The total quantity of wheat carried was 62,439,904 bush., an increase of 6,508,125, & of other grain 26,139,117, an increase of 1,170,981. Of lumber the total was 898,787,580 ft., b.m., an increase of 96,547,424.

As having an interesting bearing on the question of canal versus railway transport of grain from the west, it may be noted that whereas grain & pease passed down to Montreal through the St. Lawrence canals to the extent of 519,532 tons, a decrease of 40,722 over the previous year, the quantity carried to Montreal via the C. P. & G. T. railways amounted to 293,391 tons, an increase of 64,780. The quantity of grain carried to tide-water on the New York State Canals was 459,404 tons, a decrease of 9,958, while the quantity carried by the railways of the state to tide-water amounted to 5,371,500 tons, an increase of 238,760. Of the total freight carried by the canals & railways of the State or New York, respectively (amounting in 1898 to 49,311,030 tons—greater by 5,599,518 tons than in 1897), the proportion carried by the canals has fallen steadily from 68.9% in 1859 & 47.0% in 1869 to 6.8% in 1898.

On the opening of navigation in the spring of 1900, by means of the enlarged canal systems & the intermediate water ways (though not fully completed) passage to vessels draw-

ing 14 ft. of water from Lake Superior to the head of ocean navigation at Montreal will be afforded. The extent of the improved facilities of communication so to be obtained, & their value to commercial interests may be understood from the fact that in place of the old limit of lock dimensions, viz., length, 200 ft.; width, 45 ft.; depth of water on the sills, 9 ft.; the enlarged locks are 270 ft. in length, 45

ft. in width, with 14 ft. of water on the sills, accommodating vessels 255 ft. long & 44 ft. wide. As an index to the carrying power of the new canal works, it may be observed that a typical vessel, the propeller Aragon, whose length is 247 ft. & width 42.6 ft., has passed through the enlarged Welland Canal, drawing 14 ft. of water & carrying 2,212 tons of corn.

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