

many of the pleasant perfumes which play an important part in the toilet of every pretty maiden and courtly dame are extracted, by the magic of chemistry, from that black and ill-smelling substance, tar."

THE SOULANGES CANAL.

The opening of the Soulanges Canal on the 9th inst. was an event of some interest from an engineering point of view, and of great importance from the point of view of Canadian trade. The event marks the completion of a fourteen-foot waterway between Montreal and the Great Lakes, renders possible the conveyance of grain from Chicago and the West to the Canadian seaboard by large steamers at approximately one-half the rate to New York by way of the Erie Canal, and puts the coping stone on the great improved system of Canadian

canals, which has cost the equivalent of £8,000,000 sterling. The outlay on this canal alone has been about £1,000,000, and, having regard to the advantages that are bound to accrue, it will not be contended that the sum is excessive. The Soulanges Canal, it may be well to state, is the connecting link between Lakes St. Francis and St. Louis, between which the St. Lawrence River falls eighty-two feet, there being four great rapids—the Couleau, Cedars, Split Rock and Cascades—within the space of sixteen miles. When the question of deepening the St. Lawrence Canals from nine feet to fourteen feet was brought up about ten years ago the engineers reported that to deepen and enlarge the Beauharnois Canal would prove a more costly undertaking than to cut a new canal on the other side of the river.

The Soulanges Canal is the outcome of

that recommendation. It leaves Lake St. Francis near the village of Couteau Landing, and runs in an almost direct line to the Ottawa river, which it enters two miles from its confluence with the St. Lawrence at the Cascades. There are four locks to overcome the fall, of which one of 70½ feet is at the Cascades end, where the bluff forming the right bank of the Ottawa gives an opportunity of locating three of the locks in the first mile, each having a rise of 23½ feet. The fourth lock is just over four miles from the entrance. A thousand feet further up is a pair of heavy guard gates placed in solid abutments of concrete and masonry. At the upper end is a guard-lock which will be used as a lift-lock only when the level of the lake rises above the mean stages. Lockages, we are told, will be made in from twelve to fifteen minutes, so that it will be possible to move through something like 20,000,000



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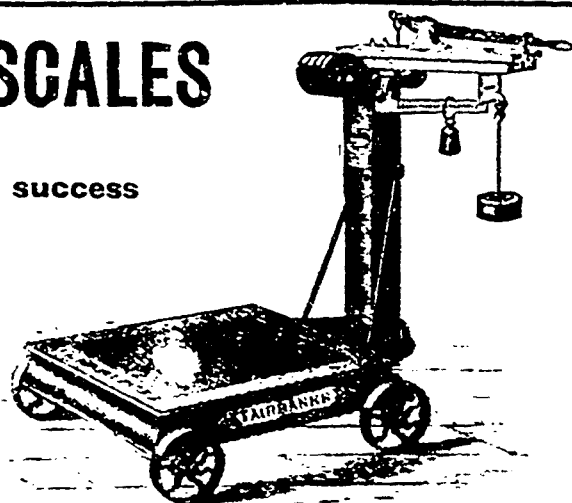
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