

ST. MARY'S CANAL SEMI-CENTENNIAL

Thousands of Visitors Assist in Celebration.

CANADIANS TAKE ACTIVE PART

Flags Float in the Breeze From
Buildings on Both Sides
of the River.

Sault Ste. Marie, Mich., Aug. 2.—With the city crowded with thousands of visitors, and with bunting flying in the breeze from all the buildings on both the American and Canadian sides of the St. Mary's River, a salute at sunrise from the Government ships in the harbor opened the two days' celebration of the semi-centennial of the St. Mary's Ship Canal, which connects Lake Superior with the lower lakes. The semi-centennial celebration and the erection of a monument, as a permanent memorial, was made possible by the appropriation of \$10,000 by the United States and \$15,000 by the State of Michigan, and the contribution of a considerable sum by the vessel interests of the great lakes.

Visitors have been arriving in the city by the hundreds since Monday. The two days of the celebration were declared legal holidays on both the Canadian and American sides of the river and business has been suspended wherever possible. Owners of lake vessels arranged their trip on the lakes so that they would pass through the canal during the celebration.

Vice-President: Fairbanks, Governor: Warner of Michigan and his staff: United States Senator Burrows, of Michigan; Congressman T. D. Burton of Ohio; Wm. Livingstone, president of the Lake Carriers' Association; and Harvey of Toronto, who constructed the "Big" locks, and Miss Mary Poe, daughter of Gen. O. M. Poe, who constructed the Poe lock, are among the distinguished visitors present at the celebration.

Hon. Rudolphe Lemieux, solicitor general of Canada, and a party of Canadian officials, are also participating in

The military day was devoted to naval and military parades, an Indian exhibition and a reception by Governor Warner to the distinguished guests, followed by a magnificent exhibition of fireworks.

Vice-President Fairbanks and Governor Warner reviewed the naval parade from the deck of the United States steamship Wolverine. The military parade was participated in by the battalion of the First United States Infantry, stationed at Fort Brady, a company of the 10th Cavalry, the Michigan National Guard and the Michigan naval reserves.

Tomorrow the commemoration exercises will be held and addresses will be made by the Governor and the President of the semi-centennial celebration committee, Governor Warner, Vice-President of the United States, Secretary of the Interior, and a number of other prominent men.

The canal was completed by the State of Michigan in 1855, and was transferred to the United States in 1860. In 1870, the traffic by way of the Soo canals, Canadian and American, during 1901, was 32,000,000 net tons, 27,000,000 net tons, and 25,000,000 net tons, respectively. The traffic of the Suez Canal in 1904 was 12,000,000 net tons. The Soo Canal has developed the vast mineral resources of the northwestern States and has furnished a cheap and convenient outlet for the transportation of grain, flour and other products to the east and

Another lock must be built and the ship canal above the locks must be widened because of the great development of the ore and grain traffic of the Northwest.

City Will Have to Show Hand in Railway Matter

Issue Regarding Traction Company's Line Reaches an Interesting Stage.

"The city of London, as well as the traction company, wants this freight brought to London, and we feel that the best way to meet the requirements of the city and the company is to come in over private property."

"How about crossing the city streets?"

"I am glad to hear that," said Mr. Weiden, "which I have granted us in 1903, we are given power to construct a road or street or roadway in any municipality without the consent of the municipality. Thus you see, we cannot be kept out."

"Did not the city of London enter into an agreement with the London street railway to construct a line in South London to meet the traction company?"

"Yes, but the city did not even consult with the traction company in the matter, so that we have no official notice of what was done. But at any rate for the reasons I have already given

"You intend to enter the city over Richmond street?"

"Well, we did make a proposition to the present company to allow us to come up Clarence street, but Mr. Carr did not take kindly to the suggestion. We would like to enter the city

with the city company whereby all passengers could be landed at Clarence and Horton streets, or at Richmond and Horton streets, so that they could make direct connections with the city. We have all the land we require south of the river bonded, so that to reach Horton street all we will have to do is to cross the river and find the connection between the river and Horton street, and the city.

"Will you build a depot there?"

"It's hardly likely. But we have no other plans matured in this regard at yet."

Mr. Welch then read from bylaw 916 which covers the street railway company's agreement with the city, to show how certain clauses under certain conditions gives the city the right to have the company come into the city.