

Sault Saint Mary Canal, Canada has now in progress (1890) a similar canal on the opposite side of the Rapids less than a mile from ours.

This great work is undertaken despite the fact that the United States Canal is free of tolls to Canadian vessels as well as to our own.

The contracts for the entire work are now in force, providing for an 18-foot canal, with lock 600 × 85 feet, operated by hydraulic machinery. The contracts call for the completed work to be ready for use in May, 1892.*

When the Canadians are thus made independent of our "Soo" Canal, what terms may our vessels expect at the Welland?

On the other hand, it has been asserted that all tolls will then be removed from the Welland. The policy as regards United States vessels may vary with every change of ministry. No terminal arrangements can be made with any assurance of permanence, so long as we must depend upon a Canadian Canal.

Surveys and estimates have also been made for an almost direct line of waterway from the Sault Saint Mary and from Lake Michican, to Montreal, through Lake Nipissing and the Ottawa River: The latter having already canal navigation for† 9 feet draught to Ottawa, and for 5 feet draught 145 miles beyond; though at present the 5-foot portion is not kept in repair.

A glance at the map accompanying will show that this line, lying far within Canadian territory, would cut out Lakes Huron, St. Clair, Erie and Ontario, as well as the St. Lawrence Rapids, thus saving 270 miles. The distance by it is practically the same from Lake Superior to Montreal as by the present lake route from Lake Superior to Buffalo.

Its construction, even for a nine-foot barge route, is not probable, but the possibility exists—for the route offers great advantages: The summit level, 77 feet above Lake Huron, has ample water supply, and in the total length of 430 miles, only 29 miles is canal; the rest being river and lake.

*Annual Report Canadian Minister Railways and Canals, Ottawa, 1890, page 111.

†Annual Report Canadian Minister Railways and Canals, Ottawa, 1890, page 103.