

restricted to the small ports alongside a canal or Lake Ontario. Hence the proprietors of the vessels running westwards from Montreal regarded the new railway as their ruin, not without reason in some cases. The following table shows the expenditure in the several canals of the Dominion on construction and enlargement.

Canadian Canals.	Construction. \$	Enlargement. \$	Total. \$
St. Peters.....	248,763	309,784	648,547
Lachine.....	2,589,532	8,885,578	11,475,111
Beauharnois.....	1,636,690	.....	1,636,690
St. Lawrence River and Canals.....	18,442	3,108,984	3,127,427
Lake St. Louis.....	.....	298,176	298,176
Lake St. Francis.....	.....	75,906	75,906
Cornwall.....	1,945,624	5,235,562	7,181,187
Williamsburg.....	1,320,655	10,696	.....
" FERRAN'S POINT.....	.....	877,090	10,185,853
" GALOP.....	.....	5,819,923	.....
" RAPIDE PLAT.....	.....	2,157,487	.....
Welland.....	7,693,824	18,386,542	26,080,366
St. Anne's.....	134,456	1,035,759	1,170,215
Carillon and Grenville.....	63,053	4,119,039	4,182,092
Calabute.....	382,776	.....	382,776
Rideau.....	4,085,889	.....	4,085,889
St. Ours.....	121,547	.....	121,537
Chambly.....	637,056	.....	637,056
Murray.....	1,248,820	.....	1,248,820
Trent.....	4,957,653	.....	4,957,653
Tay.....	489,599	.....	489,599
Sault Ste. Marie.....	4,423,675	.....	4,423,675
Soulanges.....	6,886,174	.....	6,886,174
Totals.....	\$38,884,227	\$50,410,531	\$89,294,758

The revenue received from the canals since 1868 was as follows, in 5 year periods:

	\$		\$
1868 to 1872....	2,174,215	1888 to 1892....	1,679,814
1873 to 1877....	2,108,363	1893 to 1897....	1,809,989
1878 to 1882....	1,739,877	1898 to 1902....	1,715,190
1883 to 1887....	1,706,218	1903 and 1904....	309,749

Total revenue from canals 1868 to 1904 \$13,327,506.

For seasons 1903 and 1904 tolls were abolished as an experiment and in June, 1905, the system of charging tolls was abandoned on all the canals. The traffic through our canals at three several periods was as follows:

	Canadian.	American.	Total.
1887			
Tonnage.....	2,847,952	566,680	3,414,632
No. of vessels.....	18,991	3,883	22,874
1893.			
Tonnage.....	3,434,054	1,286,295	4,720,349
No. of vessels.....	20,857	4,585	25,442
1903.			
Tonnage.....	5,212,832	4,236,475	9,449,307
No. of vessels.....	23,767	6,695	30,462

The enormous increase in tonnage since 1887 shows that water carriage more than held its own in competition with land carriage by railways.

On several canals there was expenditure by the Government prior to Confederation, as follows: Chambly, \$634,711; St. Ours Lock, \$121,537; Rideau, 153,062; on this canal the Imperial Government expended, \$3,911,701; Carillon, \$63,053; St. Anne's lock and canal, \$134,456; Welland, \$7,416,019; Williamsburg Canals, \$1,320,655; Cornwall, \$1,933,152; Beauharnois, \$1,611,424; Lachine, \$2,547,532; St. Peters, \$156,523. Including the expenditures of the Imperial Government there was \$20,692,244 spent on the construction of canals in

Canada prior to Confederation and much of it before any railways were built. This record is very striking evidence of the wisdom of the rulers of Canada in those early days, before the country was politically consolidated, before the existing trade seemed to justify the construction of such vast enterprises.

Happily for this country, it was governed by statesmen of large conceptions as to its future development, of its coming capacity to provide traffic for waterways of such magnitude, and of the financial resources of the people being equal to the burden of debt which was incurred by these national works. It is, however, one of the sources of just pride to Canadians that their predecessors had unbounded faith in the future growth of this Dominion, hence the boldness, the confidence which they entered upon enormous expenditures which, to some of their contemporaries who had narrow ideas and were over-cautious, seemed fraught with danger, just as some eminent politicians, at a later period, were alarmed at the project of building the Canadian Pacific Railway.

The St. Lawrence River system extends 1,087 miles from tide water to Lake Superior, and a vessel leaving that lake for the sea drops 600 feet on its transit, and going west from tide water a vessel is raised 600 feet, 551 feet of which lift is effected by locks before passing into Lake Superior.

How important these extensive water-ways are to this port is shown by 198,246 tons of grain having passed down the Welland and St. Lawrence canals to Montreal in 1904.

The Sault Ste. Marie canal is one of the most interesting and important sections of Canada's water course. The last official report states that on this canal the total movement of freight in 1904 was 5,030,705 tons. Of wheat 29,793,453 bushels, other grains 3,345,468 bushels, 1,924,260 barrels of flour, 2,432,778 tons of iron ore, 987,319 tons of coal, and 18,787,980 feet, board measure of lumber.

The total traffic at this point, Sault Ste Marie, accommodated by the American and Canadian canals, was 31,538,621 tons, carried in 16,115 vessels. The wheat carried through both these canals at this place was 50,041,845 bushels, other grain, 31,223,047 bushels, and lumber, 913,111,980 feet, board measure. There were 16,120 passages of vessels at Sault Ste. Marie in 1904.

These remarkable statistics we commend to the consideration of our friends in Great Britain. The time is near when a much vaster quantity of wheat, flour, and produce will pass along the water route from the Canadian Northwest to the ocean than passes on any other route in the world, in the navigation season there will be continuous procession of vessels of a tonnage ranging from 4,000 to 10,000 tons heading for the national port of Montreal, whose cargoes will be here transhipped en route to Great Britain and continental ports.