

The locks are 9 in number, and their dimensions are as follows:—Guard Lock at St. John, No. 1, 122 feet; Lift Lock No. 2, 124 feet; Lift Locks, Nos. 3, 4, 5, and 6, 118 feet; Lift Locks Nos. 7, 8, and 9, combined 125 feet. The total rise or lockage is 74 feet. The depth of the water on the sills, 7 feet. The canal is 36 feet wide at the bottom, and 32 feet wide at the water's surface.

The total expenditure in connection with the canal, prior to Confederation was \$634,711.76, and up to June 1889, there had been expended a further sum of \$276,061.97.

Since then bridges have been built over and a viaduct under the Canal, and a macadamized road and improved tow-paths have added to its appearance and usefulness.

The power generated by the descent of water at Chambly is carried into Montreal for the purpose of giving light, heat, and power to the city of Maisonneuve.

The waterways of Canada and of the United States are attracting greater attention every day, and an International Commission to study the subject was appointed and met in 1896. It published a report in the year following, in which it drew attention to the advantages of the route by way of Lake Champlain and the River Richelieu. It would give the greatest extent of wide and deep water, the least mileage of artificial channel, and the minimum of lockage, while it permitted of extension to Montreal and thence to Europe on the shortest possible line.

These considerations induced the Canadian Commissioners to recommend the route, and they further stated that Canada's interest in such waterway was only second to that of the United States, and that a joint arrangement would give an opportunity of doing what Canadian canals failed to do, namely, of obtaining a maximum amount of the western trade for the St. Lawrence, and, in addition, it would give a more direct navigation upon the largest scale, between Montreal and Lake Champlain, with the New England frontier, with the Hudson River and New York, as also the most economical connection possible with Chicago and Duluth and the Canadian port of Fort William on Lake Superior.

Should the views of the Commissioners prevail in the near future, we may live to see the path which led the savage on his way to the massacres of Lachine and of Deerfield, become the highway of commerce for all the lands along the St. Lawrence and the Great Lakes, including those which are watered by the Ohio and the Ottawa.

MARY GERENISH H. FORAN.

Friday, 11th December, 1908.