

the river, which is rather more than one mile in length, and has one lock 515 feet long and 80 feet wide, with a rise of about 18 feet. Provision was made during the Session of Parliament in 1887, by the voting of a sum of one million dollars, for the construction of a canal on the Canadian side, and through Canadian territory. The work will be proceeded with during the coming summer. The necessity for this work will be apparent when it is considered that this country has no means of access to the waters of Lake Superior, except through the United States. It will be seen also from the following table that the traffic through the existing canal is growing to such enormous dimensions, that one canal will soon be no longer sufficient:—

COMPARATIVE STATEMENT OF THE TRAFFIC THROUGH THE SAULT STE. MARIE CANAL IN THE YEARS 1886 AND 1887.

VESSELS, FREIGHT, &C.	Number and Quantity.		Total Valuation.	
	1886.	1887.	1886.	1887.
			\$	\$
Vessels..... No.	7,424	9,355		
Lockages..... "	3,593	4,165		
Passengers..... "	27,088	32,668		
Tonnage registered..... Tons.	4,219,397	4,897,598		
" freight..... "	4,527,759	5,494,649		
Coal..... "	1,009,999	1,352,987	3,534,996	4,735,455
Manufactured and pig iron..... "	115,208	74,919	5,560,723	3,277,218
Copper..... "	38,627	34,886	7,725,400	6,977,200
Iron ore..... "	2,087,809	2,497,713	7,307,332	8,741,996
Silver ore..... "	2,009	350	308,964	53,826
Building stone..... "	9,449	13,401	94,490	134,010
Flour..... Brls.	1,759,365	1,577,735	8,796,825	7,863,675
Salt..... "	158,677	204,908	158,677	204,908
Grain..... Bush.	19,706,867	23,871,686	19,312,721	23,394,242
Lumber..... Ft. B. M.	138,689,000	185,226,000	2,496,384	2,974,068
Unclassified freight..... Tons.	230,726	344,586	13,843,560	20,676,160
			69,060,072	79,031,758