

the produce of the Western States, is a further distance of 124 miles, making altogether 2,384 miles. When it is considered that, by this means, unbroken water communication is afforded from Port Arthur and Duluth to Liverpool, a total distance of 4,618 miles, the importance of this system, and the necessity for its thorough maintenance will be at once understood.

Direct  
voyage  
between  
Liverpool  
and  
Chicago.

296. The arrival at Chicago on the 29th June, 1888, of the steamer "Rosedale," with clearance papers from London, naturally excited considerable interest, as it not only proved to Americans the possibility of sending grain direct from Chicago elevators to Liverpool without transshipment, but also proved to Canadians a like possibility of sending the products of the North-West direct from the elevators of Port Arthur. The passage occupied 35 days, and the steamer was the first one that ever traversed the direct route from London to Chicago.

Sault Ste.  
Marie  
Canal.

297. Lake Superior and Lake Huron are connected by the Ste. Marie River, which is not capable of navigation, owing to the numerous rapids. This difficulty was overcome by the construction of a canal on the United States side of 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. Traffic through this canal has, however, increased to such an extent that the Dominion Government are proceeding to build a canal on the Canadian side, and through Canadian territory. It will be about two-thirds of a mile in length, have a mean width of 150 feet, and a depth of 18 feet below the lowest water line. There will be one lock, 600 feet long and 85 feet wide, with a rise of about 18 feet. The contracts for the work are let, and require the whole undertaking to be ready for use in May, 1892.