

time, which is 212 days, and during that time 7,516,022 tons of actual freight, valued at \$83,732,527, passed through, being an increase over 1888 of 1,104,599 tons, and \$1,576,507. The total number of vessels was 9,579, of which 9,136 had an aggregate registered tonnage of 7,221,935 tons. This was an increase over 1888 of 1,776 in the number of vessels and of 2,091,276 tons in the amount of registered tonnage. The east-bound freight amounted to 5,552,641 tons, and the west-bound to 1,963,381 tons. The actual freight tonnage passed through the Suez Canal in 1888 according to official returns was 6,640,834 tons, and in 1889 6,783,187 tons, from which it will be seen that the freight carried through the Sault Ste. Marie Canal during the season of navigation, 1889, exceeded in bulk that carried through the Suez Canal, which was open for the whole year. There is of course no comparison as regards value of freight, that through the Suez Canal being upwards of 282 million dollars annually; but considering that the Suez Canal will accommodate the largest vessels and is used more or less by the mercantile marine of the world, some idea can be gathered from the foregoing and following figures of the business done through the Sault Ste. Marie Canal and of the importance of providing additional accommodation for it.