

were appointed in 1798 after surveys had been made. The project hung fire till 1826, when it was decided to have an 8 foot canal. Ground was broken by Earl of Dalhousie. It was opened many years after, but eventually it was abandoned. In the Isle of Cape Breton a canal has been constructed connecting St. Peter's Bay with the Bras d'Or Lakes. It crosses an isthmus about half a mile wide and gives access from the Bras d'Or Lakes to the Atlantic. It has one (tidal) lock whose dimensions are 200 feet by  $49\frac{1}{2}$  feet. The depth of water on the sills is 18 feet at lowest water. It was begun in 1854 and finished in 1869. It was enlarged between 1875 and 1881.

1228. The State of Michigan built a canal to connect Lakes Superior and Huron at the St. Mary's Falls. This canal was transferred to the Federal Government of the United States in 1881. It is somewhat more than a mile in length and has one lock 515 feet long and 80 feet wide with a rise of 18 feet. A larger lock 800 feet long, 100 feet wide and with 21 feet of water on the sills, is in course of construction.

During the season of 1894 the freight carried through the canal on the United States side of the line amounted to 13,195,860 tons valued at \$143,114,502, being an increase in quantity of 2,399,288 tons, or 22 per cent, and a decrease in value of \$2,322,455, or 2 per cent.

The value per ton of this freight was \$10.84, a decrease of \$2.63 per ton on the value in 1893. The total number of vessels using the canal was 14,491, which is 2,483 more than the number using the canal in 1893. The canal was open to navigation during the season for 234 days, as against 219 days in 1893. The actual freight tonnage passed through the Suez Canal in 1888, according to the official return, was 6,640,834 tons; in 1889, 6,783,187 tons; in 1890, 6,980,014 tons; in 1891, 8,698,777 tons, and in 1892, 7,712,029 tons, from which it will be seen that the freight carried through the Sault Ste. Marie Canal during the season of navigation, 1892, considerably exceeded in bulk that carried through the Suez Canal, which was open for the whole year. The number of vessels that went through the Suez Canal in 1894 was 3,352, with a net tonnage of 8,039,106 tons, being an average of 2,300 tons, while the average tonnage of vessels passing through the Sault Ste. Marie Canal was 856 tons\*. There is of course no comparison as regards value of freight, that through the Suez Canal being upwards of \$300,000,000 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 of the business done through the Sault Ste. Marie Canal and of the importance of providing additional accommodation for it, both from the foregoing figures and also from the following table, which gives a complete statement of the traffic through the canal since its opening in 1855. The proportion of freight tonnage carried by Canadian vessels was: in 1887, 7 per cent; in 1888, 6 per cent; in 1889, 4 per cent; in 1890,  $3\frac{1}{2}$  per cent; in 1891, 4 per cent; in 1892,  $3\frac{8}{10}$  per cent; in 1893,  $4\frac{1}{10}$  per cent.

\*The number of ships using the Suez Canal in 1874, twenty years ago, was 1,264. These figures, compared with those of the present, show how completely the canal has revolutionized the channel of traffic between Europe and the far east. The largest business year the canal ever had was 1891, when 4,206 steamships passed through. The application of the electric light to marine purposes is now so general that nearly 95 per cent of the vessels using the canal last year were enabled to steam at night.