

*Lachine Canal.*—The first attempts at surmounting the<sup>r</sup> Lachine rapids by means of a canal were made by Sulpician monks in the early years of the 18th century. The present canal, lying along the same route, was constructed between the years 1818 and 1825 and opened for traffic in 1824. It had seven locks and accommodated vessels of  $4\frac{1}{2}$  feet draft. In 1843 an enlargement was commenced which, completed in 1848, provided locks with 9 feet of water. In 1885 the present canal with five locks, 270 feet by 45 feet and having 14 feet of water on lock sills, was opened for traffic.

*Soulanges Canal.*—This canal, which overcomes the Cascades, Cedar and Coteau rapids, occurs next in order on the St. Lawrence route. It is the longest and deepest of the St. Lawrence River canals, being 14 miles from end to end and having five locks, 280 feet by 45 feet, with 15 feet of water on the sills. Under the French régime four small canals with a depth of only  $2\frac{1}{2}$  feet were constructed and later enlarged by the British authorities in 1845, when the depth was increased to 9 feet. The present canal was opened to traffic in 1899.

*Cornwall Canal.*—The Cornwall canal provides a waterway around the Long Sault Rapids. It is  $11\frac{1}{4}$  miles long and has six locks, 270 feet by 45 feet, with 14 feet of water over lock sills. This canal was first constructed between 1834 and 1843, with a depth of only 9 feet, and was enlarged to the present dimensions in 1901.

*Williamsburg Canals.*—After a navigable stretch of 5 miles, a series of three canals, the Farran's Point, Rapide Plat and Galops are entered. These are known as the Williamsburg canals and extend, including river reaches between, for a distance of  $26\frac{1}{4}$  miles, whence river and lake navigation are possible without interruption until the Welland canal is entered 228 miles farther west. The three canals of this system were all first constructed between the years 1843 and 1847, with a minimum depth of 9 feet. They were enlarged between the years 1897 and 1901, with locks 270 feet by 45 feet and a depth of 14 feet on lock sills.

*Welland Canal.*—This important waterway, which overcomes the fall of 325 feet of the Niagara river, connects lake Ontario with lake Erie. The original canal, opened in 1829, extended from Port Dalhousie on lake Ontario to the town of Port Robinson, where a connection was made with the Welland river. The course was down this river to its junction with the Niagara river and thence to lake Erie. This was not found satisfactory and between the years 1831 and 1833 the canal was extended along a route from Port Robinson to Port Colborne. The present canal,  $26\frac{1}{4}$  miles in length and with locks of the same dimensions as those of the St. Lawrence canals, was completed in 1887. Construction of the Welland ship canal was commenced in 1913 and when completed this canal will have a length of only 25 miles with seven lift locks having dimensions of 800 feet by 80 feet, with 30 feet of water over sills. Entrance to the canal will be made at Port Weller, about 3 miles east of Port Dalhousie, and between this point and Allanburg an entirely new route will be followed, but the line of the present canal will be adhered to between Allanburg and Port Colborne.

*Sault Ste. Marie Canal.*—The Canadian lock at Sault Ste. Marie was constructed to overcome the difference in level of 19 feet between lakes Huron and Superior. The earliest canal at this point was built in 1797-98 by the Northwest Fur Company. It consisted of one lock, 38 feet long, and had 9 feet of water on the sills. This lock was destroyed in 1814 by United States troops and was not reconstructed until 1853-55, when one lock was built on the United States side of the river. This has since been superseded by four more modern locks, constructed at intervals between