Soulanges Canal.—This canal, which overcomes the Cascades, Cedars 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 2½ 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 11½ 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 is entered. These are known as the Williamsburg canals and extend, including river reaches between, for a distance of 26¼ 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 on 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, so between the years 1831 and 1833 the canal was extended along a route from Port Robinson to Port Colborne. The present canal, 26¾ 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; 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 a lift of about 9 feet. This lock was destroyed in 1814 by United States troops and no new lock was constructed until 1853-55, when one was built on the United States side of the river. This has since been superseded by four more modern locks, constructed at intervals between the years 1881 and 1919. The Canadian canal was completed in 1895 and consists of a single lock, 900 feet by 60 feet, with a minimum depth of water on sills of 19 feet.

Chambly Canal.

The inland water route between Montreal and New York is down the St. Lawrence river, up the Richelieu river through lake Champlain and the Champlain canal and down the Hudson river. Rapids on the Richelieu river at St. Ours are passed by a lock, 200 feet by 45 feet, with 7 feet of water on the sills, constructed in 1844-49, while a canal with 9 locks, the smallest of which is 118 feet by 22½ feet,