

Up freights of Merchandise per 100 lbs.

New York to Troy.....	05 cents.
Troy to Buffalo.....	39
Buffalo to Cleveland.....	05—49
New-York to Whitehall.....	15
Whitehall to Cleveland.....	25—40
In favor of Lake Champlain.....	09 cents.

To the city of New York, the construction of this work is of the greatest possible importance. With the Champlain canal, of 66 miles to Troy or 72 miles to Albany, enlarged to the same size as the proposed canal, vessels from any western lake port could, without breaking bulk, discharge at the port of New York; and could there re-load with emigrants and merchandise direct for the west. From Lake Erie to New York, by the St. Lawrence and Lake Champlain, there would be about 194 miles of canal navigation, with 702, or 796, feet lockage; against 363 miles of canal with 693 feet lockage by the way of the Erie canal. In the one case there would be no transshipment from the lakes to New York, but a continuous water communication; affording navigation for vessels of 350 tons burthen. In the other case, there would be two transshipments, and by the present size of our canals a water communication navigable by boats of 75 tons only. It must also be borne in mind, that vessels in descending the St. Lawrence, need not be delayed by passing through the locks on that river; as loaded vessels may now descend the rapids in safety, and are only compelled to use the locks in the ascending voyages. In estimating the probable returns for stock invested in the proposed work, your committee would borrow the following from the statement made at Troy, by Mr. Young.

“The season of 1843 shews by official documents, that the total movement on the Champlain Canal was 293,889 tons. Of this, 130,860 tons would pass through the proposed canal. The “Customs” at St. Johns show that 150,554 tons of shipping were entered inward, and 151,071 tons outward; in all 301,625 tons. The total amount of square timber shipped annually from Quebec, amounts to over 100,000 tons. The quantity of wheat and flour shipped at Buffalo, Oswego and Black Rock, for 1843, amounted to 363,112 tons. Take only one-fourth of this as likely to come by the St. Lawrence, and we have 91,000 tons. Besides wheat and flour, there are about 127,000 tons of pork, beef, corn, bacon, butter, lard, &c., of which one-fourth would be 32,000 tons. Last year there were 84,872 tons of merchandise shipped westward from Buffalo and Oswego; one half of which would probably go by the new canal, say 42,000 tons. And taking without any positive statistics the number of emigrants going west at 100,000, we shall proceed to estimate the amount of revenue:

130,860 tons now transported on Lake Champlain, principally from Canada, at 50 cts per ton.....	\$65,430
100,000 tons Timber and Boards, at 50 cents per ton.....	50,000
301,625 tons Shipping, at present coming in, and going out at St. Johns, at 5 cents.....	15,081
91,000 tons Flour and Wheat, likely to take the new route, at 50 cts.	45,000
32,000 tons other produce, at 50 cents..	16,000
42,000 tons upward merchandise, at 50 cents.....	21,000
100,000 passengers, at 15 cents.....	15,000
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	\$227,511

Or 15 per cent interest on the cost, say \$1,500,000.”