

gation, admirably adapted to the use of steam vessels, and to the towing of freight barges by steam.

With this Canal constructed, we shall require the cheapest possible communication between the Lakes and our Atlantic cities, to maintain the ascendancy we now hold in this great internal trade.

The Niagara Ship Canal, and the proposed further enlargement of the locks of the Oswego and Erie Canals, would not only relieve the Western trade from existing embarrassments, but provide amply for its demands for greater capacity of transportation; and at the same time secure a lower cost of transportation between the Lakes and tide-water, than by any other route.

Let us examine this point briefly:

The most reliable data we have, shewing the actual cost of transportation by different modes of conveyance, are those furnished by the Hon. W. J. McAlpine, late State Engineer of the State of New York, in his Report to the Legislature, on Railroads, in 1855.

From this data Mr. McAlpine deduced the following results:

The cost of transportation per ton, per mile is—	Mills.
On the Ocean, long voyage,.....	1½
“ “ “ short voyage,.....	2½ to 6
“ “ Lakes, long “ .....	2
“ “ “ short “ .....	3 to 4
“ “ Hudson River,.....	2½
“ “ Mississippi and St. Lawrence,.....	3
“ “ Erie Canal, (enlarged),.....	4
“ “ Ordinary Canals,.....	5
“ “ Railroads, (ordinary grades),.....	12½ to 13½

Now, the distance by the Lake from Chicago to Buffalo, is one thousand miles; and the actual cost of transporting a ton of freight, according to the estimate of Mr. McAlpine, is two mills per ton per mile, or—