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and Nova Scotia, for there is no doubt, as Mr. Young has stated, that their fish, oil, gypsum, coal, &c., would be delivered on Lake Champlain and at Troy at a less expense for transportation than the same articles are now delivered at these points via Boston and New York. But when you add to this the trade of Northern Pennsylvania, from Lake Erie, the trade of Ohio, Michigan, Illinois, Wisconsin, Iowa, &c., and the fertile peninsula of Upper Canada, and when it is considered that the lands now cultivated there are only in a small proportion to the wild lands, and that such will be the gradual increase of production there that the Erie and Oswego canals, even when enlarged, will be totally inadequate to such increased commerce, there cannot be a doubt but that the contemplated canal will be constantly adding to the value of its stock in proportion to the increase of the population in the Western and New England States and in the Canadas. By this single improvement, steamers and vessels, from all the upper and western lakes, as well as from the Gulf of the St. Lawrence, can reach Burlington, Whitehall, and all other ports on Lake Champlain without breaking bulk. The flour, pork, beef, coal, and all other products of the West, can, by means of the railroads now in course of construction, be distributed in the interior, and also be landed at Boston at a less expense, with less depreciation in value in transport, and in a shorter period than by any other route. This has been proved by Mr. Young of Montreal, in his tables of comparative freights. 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 load with emigrants and merchandize for the West. From Lake Erie to New York, by the St. Lawrence, on the downward voyage, there would be 123 miles of canal with 504 feet of lockage, against 363 miles of canal with 698 feet of lockage by the Erie canal. In the one case no transshipment of cargo; in the other, two transshipments.

From these and other facts, it has appeared to the Committee that the canal in question is of too much magnitude not to receive the attention of Northern and Southern New York, and Northern New England as well as of the Canadas; and viewed as a source of income merely, that it cannot fail of richly rewarding those who embark in its construction.