

loading at an inland port and proceeding, without breaking bulk, 2,000  
in advising the immediate construction of the proposed canal from the St.  
Lawrence into Lake Champlain as a work important for the interests of  
Canada, and which cannot fail to yield a large return on the capital  
invested.

JOHN PAGE, *Chief Engineer, Public Works, 1859.*

The project of constructing a canal to connect Lake Champlain with the  
St. Lawrence has my entire approval. Western produce, as well as the  
lumber from Upper Canada and the Ottawa would thus find an easier and  
cheaper conveyance to the markets of the United States and the large  
upward freight of heavy goods for supplying the populous Western States  
would be attracted through the St. Lawrence.

HON. MR. J. MCALPINE,

JAMES P. KIRKWOOD,

CAPTAIN JOHN CHILDS,

} *Civil Engineers, 1858.*

*From their Report to Harbour Commissioners of Montreal.*

The construction of the proposed Caughnawaga canal from the St.  
Lawrence, opposite Lachine, to Lake Champlain, will allow the large lake  
vessels, to continue their voyage to Whitehall, (two hundred and ten miles  
from New York, and one hundred and thirty-seven miles nearer the sea-  
board, than can be done by the way of Oswego), at less cost, even if the  
Champlain canal should not be enlarged so as to allow the vessels to go  
to New York. It may not be generally understood that the vessels which  
would take the Caughnawaga canal would pass by the mouth of the La-  
chine canal within seven miles of the city of Montreal, and when at Bur-  
lington and Whitehall would be nearer any of the towns in New England  
than when at Albany.

The economy of time and transport by Lake Champlain could not fail to  
attract a very large share of the trade between the Western States, New  
England and Boston, as well as a considerable share of New York trade.

HON. ROBERT J. WALKER, *formerly Secretary of the Treasury, 1863.*

Vermont upon Lake Champlain, by the said enlarged system of canal from  
the Hudson to Lake Superior, connecting her not only with the Hudson  
but the St. Lawrence and the lakes, would be greatly advanced in wealth  
and population. But with cheapened transportation to and from Lake  
Champlain on the Hudson, and not only Vermont but all New England,  
in receiving her coal and iron, and her supplies from the West, and in  
sending them her manufactures, will enjoy great advantages and the  
business of her railroads be greatly increased. So also, New England in  
the scum, and in fact, the whole seaboard and all its cities, Bridgeport,  
New Haven, New London, Providence, Fall River, New Bedford, Port-  
land, Bangor, Belfast and Eastport, will all transact an immense increased  
business with New York, Philadelphia, Baltimore, and the West. As the  
greatest consumer of Western broadstuffs and provisions, and of our iron  
and coal, and the principal seat of domestic manufactures, the augmented  
reciprocal trade of New England with the South and West will be enor-  
mous. The products of New England in 1860, exclusive of agriculture  
and the earnings of commerce, were of the value of \$494,074,498, but  
in a few years after the completion of these enlarged canals, this amount  
will be doubled. Such is the skilled and educated industry of New  
England, and such the inventive genius of her people, that there is no limit  
to her products, except markets and consumers.