

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 scound, 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 breadstuffs 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.