

canals from boats of 78 to 210 tons, while the St. Lawrence and Welland canals have also been enlarged since their first construction. A further enlargement of the Erie and Champlain canals is now strongly urged in consequence of the want of the necessary facilities of transport for the ever increasing western trade.

The extent of this trade will be realised by the fact that from the ports of Chicago, Milwaukee, Toledo, Detroit and Cleveland, the wheat, corn, oats, barley, rye and flour (reduced to bushels) was equal, in 1869, to 121,815,250 bushels, independent of provisions, ores, &c. The great bulk of this vast trade found its way to New York and the New England States by canal and railway, via Buffalo and Oswego. The shipments of ore at the ports of Marquette and Escanaby, on Lake Superior, have increased from 1,500 tons in 1855, to 723,000 tons in 1869. The lumber received at Buffalo, principally from Western Canada, in 1869, exceeded 224,000,000 feet, while at Oswego, the receipts from Canada were 284,539,533 feet.

The object of the Caughnawaga Ship canal is to connect Lake Champlain with the St. Lawrence by the least possible distance, and with the smallest amount of lockage. When built, it will enable the vessel or propeller to sail from the head of Lakes Superior or Michigan without breaking bulk, and will enable such vessels to land and receive cargo at Burlington and Whitehall, from whence western freights can be carried, to and from Boston, and throughout New England, by railway cheaper than by any other route.

It will possess the advantage when the Welland canal is enlarged and the locks of the St. Lawrence canal lengthened of passing vessels of 850 tons burthen, and with that size of vessel (impossible on any other route) of improved model, with facilities for loading and discharging cargoes at both ends of the route, in the length of the voyage without transshipment, in having the least distance between any of the lake ports, and a sea port, and in having the shortest length of taxed canal navigation.

The construction of the Caughnawaga canal, when carried out, will remedy the difficulties which now exist and stand in the way of an interrupted water communication between the Western States, and the Atlantic seaboard.

The important question, however, is, will the canal be remunerative and what return will it give in dividends to those who invest capital in the enterprise?

A brief history of the Erie canal, and a comparison of the circumstances connected with the trade operations of that great work will furnish sufficient data to justify the conclusion, that the Caughnawaga Ship Canal when completed will yield a revenue on the business which will pass through it, sufficient to pay on the capital invested, at the lowest calculation, a dividend of at least 10 per cent per annum. By the official report of the report of the State Engineers of the canals, of New York for 1869, it appears that the entire cost of the Erie and Champlain canals from their inception, including the cost of maintenance and legal interest thereon, was \$154,000,218, while during the same period the gross receipts, with interest thereon, were \$192,455,799, not only sufficient up to, and including 1866, to pay the entire cost of construction with the interest, but leaving a surplus in favour of the State Government of at least \$38,000,000.

Mr. Mills, Civil Engineer, estimates the cost of the construction of the Caughnawaga Ship canal at \$2,500,000. Interest thereon at 10 per cent. per annum is \$250,000, and estimating the annual maintenance and repairs at \$20,000, will require an income of \$270,000 to pay 10 per cent. on this capital. The question is, how is this amount to be realised? The amount of the receipts of cereals at five of the Great Western ports have already been stated, and also the receipts of lumber at Buffalo and Oswego on its way east.

But no mention has yet been made of the vast and growing exports of lumber from the great valley of the Ottawa. In 1869 the export of lumber from the Ottawa and its tributaries exceeded 400,000,000 feet. The greater part, of this lumber is cut for and is sold in the markets of the United States. At present, it is taken from the Ottawa, past Caughnawaga to Montreal, thence to Sorel, and again up the river Richelieu, and through the Chambly canal to St. John's, a distance of 112 miles with 129 feet lockage by canal, when the same lumber can be taken through the proposed canal from Caughnawaga to St. John's with 29½ feet lockage, and 25 feet lockage! It necessarily follows that the whole