

the Erie Canal, this great thoroughfare can be made so, that in 1850 it can secure to us forever the great Western trade and do more than double the business it can now do, and furnish the means to hasten the completion of the other works sooner than they can be obtained from any other source.

In a conversation I have had recently with a gentleman who has held several interviews with the Canal Commissioners on this subject—he informs me that they estimate the work of doubling the locks between Albany and Syracuse, and placing new single enlarged locks where the small sized old ones remain, between Syracuse and Buffalo, and giving the Canal five feet of water throughout, can be done for \$1,500,000, and within the three ensuing years. The surplus accruing during the same time, exceeds the estimated amount required to do the work. This would enable boats to pass the whole length of the Canal carrying 1,500 barrels of flour, being on an average, more than double the number they now carry. Boats can navigate the Canal from Buffalo to Rochester, carrying 4,200 bushels of wheat, but beyond that place, there are remaining many of the old sized locks; and two boats and two sets of hands and horses are required, to take this quantity to Albany.

This trifling expenditure would more than double the capacity of the Canal, and render useful the vast sums already expended for that purpose; and as new large boats would immediately replace the present small sized ones, double the amount of business could be done, without increasing the number of boats and lockages;—the doubling of the locks from Syracuse to Albany, where boats from all the lateral canals accumulate in the main trunk, would facilitate their passing, and permit an increase of their number.