

to take advantage of Canadian public works that lay in the way of their interest ; and just as the development of the port of Oswego followed upon the opportunities afforded in the Welland Canal for American propellers, so would the completion of the Champlain route follow naturally upon the construction of the Caughnawaga Canal. In the meanwhile, whatever opposition might be evinced on behalf of the Oswego interests, a large share of the traffic of 40,000,000 bushels to the New England States would lie at the disposal of Canadian lines of transport, in spite of the temporary hostility assumed by New York "forwarding" speculators to the Caughnawaga Canal.

The course of the Richelieu, circuitous as it now is, has already been used for a large lumber traffic from the Ottawa, and the limited capacity of Chambly Canal has doubtless prevented it from being utilised to a greater extent for general traffic. One recommendation of the route prescribed by Mr. Mills for the Caughnawaga Canal is that the present Chambly Canal would have to be enlarged, and a capacious water-route would thus at the same time be opened up between Vermont and the Maritime Provinces of Canada, which are rich in iron, gypsum, and coal. The large amount of return freight available for the St. Lawrence western route, including iron ore, slate, marble, &c., from northern New York and Vermont, would also, as Mr. Young points out, enable the freight rates each way to be considerably reduced, and give Canada so much the more ability to compete for the trade of the west. When the through route is completed, as it will be if Canadians are independently energetic in taking the preliminary steps, the time of transit by water from Lake Michigan to New York would be about 10 or 12 days ; and if each propeller made 8 trips in the season of more than 200 days' navigation, 100 propellers, every one carrying 50,000