

look with interest, and with confidence that the judgment of experienced and trained engineers will show that the Champlain is the *only* practicable route for a *ship* canal or any canal of sufficient capacity to meet the requirements of the case.

I have written upon this subject solely with reference to its forming a link in the great water route to the west, and have not the space to allude, as I could wish, to the part it would play in the development of the inexhaustible mineral resources of the counties bordering on Lake Champlain, but in passing I will simply point to a great advantage which this route possesses over any other, which is, that an immense amount of return freights could be secured for vessels which, on any other route, must go back entirely empty or in ballast. The iron ore, slate and marble of northern New York and Vermont which are now shipped west at great trouble and expense, would furnish so large an amount of return freights as to serious-

ly reduce the rate of freights bound to tide waters. The prosperity of any country, according to the best authorities in political economy, is mainly based upon deposits of coal and iron, and the proper development of this region alone in the vast addition to the material wealth of the state, would justify the construction of this great work, as merely a state work, without reference to its national character.

It is impossible, within the limits at my disposal to more than touch upon the important issues involved, and I therefore dismiss the subject commending its careful consideration to all interested in the present and future prosperity of our state, believing it to be the subject of the most surpassing and paramount importance now before the people.

Respectfully submitted,
ALEXANDER BARKLEY,
Canal Commissioner.

Albany, March, 1875.