

So rapidly is the commerce of this lake increasing that within two years from now this present lock will be continually blocked, unless another of at least twenty feet draft is begun at once in place of the old ones, and the necessary deepening of the river, where required, to correspond; for from the practical fact that the larger the single cargo the cheaper it can be moved the same distance, therefore our lake vessel builders are constantly increasing their draft, and even now there are some that can be loaded to that depth; and as such works cannot be done in a day, three years would be a reasonable time (if begun at once) in which to construct it. Such an increased depth would, of course, require a corresponding deepening of the waterway between Lakes Huron and Erie, where such depth is not already being made.

The recent enlarged

WELLAND CANAL

(also partially completed last year), connecting Lakes Erie and Ontario, which in its twenty-seven miles of distance overcomes 330 feet of fall with twenty-seven locks, and will give fourteen feet of water from the head of Lake Superior to Kingston at the foot of Lake Ontario, where, by means of floating elevators and large 16,000 to 20,000 bushel barges, grain is to-day put alongside the ocean steamer in Montreal at a cost of about two cents per bushel, which charge will be materially reduced upon the completion of the St. Lawrence River Canals (now in process of construction), with a depth of water corresponding with the Welland. The combined length of these river canals is forty-three miles, with twenty-nine locks 27 by 45 feet, same as the Welland, large enough for 1,500 ton boats. These are at six different places.

Our other outlet is

THE ERIE CANAL.

This canal has eight feet of water, with locks large enough to pass a 200 ton boat. This canal being in the hands of the State Government, it is but natural to believe that by the immense combination of railroads, not only in New York but other connecting States, must impair greatly its full beneficial capacity, even at its present size; it is natural to suppose much greater benefit would follow if it were in the hands of the General Government and were to be enlarged by them. As at present the State of New York maintains it at her own expense, charging no tolls for its use and as its present benefits are almost wholly enjoyed by the entire country as far as the Rocky Mountains, at least, if not further, it is but reasonable that the people of the single State of New York, after having built and made it what it is, and given freely of its benefits without any limit, should now be relieved of any further direct tax to maintain it.