

" From Buffalo to New York, by the Erie Canal and Hudson River.

Whole distance in miles.	Size of Canal and Locks.	Length of Canal.	Lake and River.	Lockage, feet.	No. of Transhipments.
508	70 by 7 = 120 by 24	363	145	698	one.

" From entrance of Welland Canal, on Lake Erie, to Montreal.

Whole distance in miles.	Size of Canal and Locks.	Length of Canal.	Lake and River.	Lockage, feet.	No. of Transhipments.
400	110 by 10 = 200 by 50	60	340	568	none.

From the above comparison it is evident from the advantages possessed by the Welland Canal and River St. Lawrence route, to Montreal and Quebec, over the Erie Canal and Hudson river to New York, from Lake Erie, are most decidedly in favour of the former in every way, the distance is 108 miles shorter, the size of the Canal and locks is very much larger, the length of the Canal navigation is 303 miles shorter, there are 130 feet less of lockage, and *there is no transhipment.*

So that a merchant at Chicago, at the head of lake Michigan, or at Maurice Bay, at the head of lake Erie, will be able to load a large freight steamer capable of carrying 300 tons of produce, and without breaking bulk in any way, he will be able to proceed direct to Montreal or Quebec, and ship the whole of his cargo on board a vessel for Europe or the West Indies, *without even landing any part of it.* This steamer may then go along side a vessel from the Atlantic and receive a full cargo of European goods or West Indian produce, which will in like manner be conveyed at once to any of the distant parts of the upper lakes, *without ever being landed,* until they reach their destination, and the time of making this my interesting voyage, may be calculated with great exactness, now these very important advantages cannot be obtained by the adoption of any other route, nor can freight of any kind be carried with so much punctuality and so little risk.

The large tract of country above alluded to, bordering on the upper lakes, which will be affected by this extensive and important line of inland navigation, (a great portion of which is the finest wheat country in the world) is capable of supporting a population of 50 millions of inhabitants, it contains at present 6 millions, and in less than 20 years it will doubtless contain upwards of 10 millions, who will naturally look to one or other of the above mentioned outlets for disposing of their surplus produce, and they will of course make use of that route which they find most advantageous.

From the above mentioned statement, there can be doubt that this vast and important trade may be secured to the ports of these provinces, and that the whole line of the St. Lawrence, and coasts of the upper lakes, may thus be rendered sea ports, if proper means be devised without further delay, for carrying the necessary works into immediate operation on the scale already adopted on this canal.

I have the honor to be

Sir,

Your most obedient humble servant,

(Signed,)

GEO. PHILLPOTTS, LT. COL. R. E.