

*Public Works Report, 1849.*

That the early completion of this canal is imperatively called for to complete the chain of canals already in use, and to render them profitable as well as a convenience to the public.

HON. CHANCELLOR WALWORTH, *of New York, 1849, on behalf of the American part of a Convention at Troy, said:—*

One source of revenue from the canal is the transportation of large quantities of coal from Pennsylvania and other States situated on the great Western lakes for the manufacture of iron, and the transportation of such iron for the use of the Western States. It is well known that a very considerable region of country in Northern New York is filled with the richest and most extensive beds of iron ore in the United States, or perhaps in the world. Many of these beds which have been opened, and are now being worked, are situated upon the very borders of Lake Champlain, or within a short distance from it. The present capabilities of the iron works in the vicinity of these mines, or on the shores of the lake, are about 60,000 tons of iron annually, the production of which quantity will require 120,000 tons of coal. The future capabilities of these extensive mines for the production of ore, and the extent to which iron works may be erected in that region where water power is so abundant, are incalculable, and can only be limited by the wants of the country, and this canal, by opening up a direct communication with the Great Western States, and the fertile region of Upper Canada will furnish a new and constantly increasing market for the iron of Northern New York, and will supply return cargoes for the vessels which bring down the coal.

Again: connected as this canal would be with the Ottawa as well as other rivers which flow into the St. Lawrence, either above or below Montreal, the shores of which rivers are now lined with immense forests of the most valuable pine timber, it would bring to Lake Champlain, and through the Champlain canal to the Hudson river, the product of these forests; and will thus cheapen that species of lumber, which, from its scarcity, is now commanding exorbitant prices. This of itself would, for many years, afford a handsome revenue to the canal. A large branch of trade, through the Richelieu river, would be opened up with Newfoundland, Labrador and Nova Scotia, for there is no doubt, as Mr. Young has stated, that their fish, oil, gypsum, coal, &c., would be delivered on Lake Champlain and at Troy at a less expense for transportation, than the same articles are now delivered at these points via Boston and New York. But when you add to this the trade of Northern Pennsylvania, from Lake Erie, the trade of Ohio, Michigan, Illinois, Indiana, Wisconsin, Iowa, &c., and the fertile peninsula of Upper Canada, and when it is considered that the lands now cultivated there are only in a small proportion to the wild lands, and that such will be the gradual increase of production there, that the Erie and Oswego canals, even when enlarged, will be totally inadequate to such increased commerce, there cannot be a doubt but that the contemplated canal will be constantly adding to the value of its stock in proportion to the increase of the population in the Western and New England States and in the Canadas. By this single improvement, steamers and vessels, from all the upper and western lakes, as well as from the Gulf of the St. Lawrence, can reach Burlington, Whitehall, and all the other ports on Lake Champlain without breaking bulk. The flour, pork, beef, coal, and

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