

the Coughnawaga canal, uniting the St. Lawrence and Lake Champlain, will enable vessels of 1,000 tons, which receive their freights at Milwaukee, Chicago, and all the Lake ports, to discharge them, without breaking bulk, in the storehouses and elevators at the Swanton and Burlington termini of the Portland and Ogdensburg Railroad. By this route the land transportation between the great grain markets of the west and the seaboard cities of distribution and foreign export, is reduced to a minimum—*227 miles, less than any other possible line*—and but one-half to one-fourth the distance the greater part of the western products are now moved by rail. The eastern terminus of Lake navigation being thus transferred to a point so much nearer the Atlantic shipping ports, cannot fail to prove of immense advantage to this Trunk Railroad Line, which furnishes the shortest route to Portland, the best harbor on the Atlantic coast, and to Boston, the second city on the continent in commercial importance.

The recent opening of the European & North American Railway has an important bearing on this enterprise, as Toronto, Ottawa, Montreal, the commercial centres of the Western Provinces of the Dominion, are thus directly united by the Portland and Ogdensburg Railroad with St. John and Halifax, the leading cities of the Eastern Provinces. With Montreal and Ottawa so much nearer Portland and Boston by this route, it is safe to expect, from this source alone, a passenger and freight traffic of no ordinary bulk and profit.

As Lake Champlain and the Adirondack Mountains prevent the construction of any competing East and West Trunk Line, for over 150 miles, a glance at the map will show that the Vermont Division of the P. and O. R. R., with its advantage in mileage, cannot fail to receive its full share of the great through traffic which now awaits its completion.