

REMARKS.

The distance from Lake Erie to Montreal, the head of navigation for Atlantic vessels, is 367 miles; and the total fall from Lake Erie to tide water is 564 feet.

WELLAND CANAL.—This Canal has two entrances into Lake Erie: one at Port Maitland, about 38 miles West of Buffalo; and the other at Port Colborne, about 20 miles from Buffalo. At both places the Lake is generally open in spring from one to two weeks earlier than at Buffalo. This Canal also communicates with the Grand River Navigation at Dunnville. Two of the large class of Locks are situated below St. Catharines, and steamboats may ascend to that place.

ST. LAWRENCE CANALS.—These Canals will be completed by the opening of the navigation in the spring of 1847. As steamers will always descend the Rapids outside of these Canals, they will not have to pass each other in them; and, consequently, the width of bottom is reduced fifty feet.

The Cornwall Canal is completed, and in full operation.

The Beauharnois Canal is also completed. The Royal Mail Steamers now descend from Lake Ontario to Lachine, within nine miles of Montreal.

The Lachine Canal will be completed by the 1st of August, 1847.

Vessels of from 300 to 350 tons, may navigate the Welland and St. Lawrence Canals, and thus pass from Lake Erie to the Atlantic.

The Lock and Dam at St. Anne's Rapids, head of Montreal Island, completes the navigation by the Rideau and Ottawa Canals, and connects Lake of Two Mountains with Lake St. Lewis. It is now in full operation.

The Lock and Dam at St. Ours, on the River Richelieu, will be completed in 1847; and steamboats from Quebec and Montreal may then ascend to the Chambly Basin, at any season of the year; and vessels from the Upper Lakes, with produce, may descend the St. Lawrence, and ascend the Richelieu and Chambly Canal, to Lake Champlain.

The Chambly Canal, connecting Lake Champlain and Chambly Basin, was constructed under the direction of Local Commissioners.

ERIE CANAL, STATE OF NEW YORK.—To contrast the St. Lawrence route with that by the Erie Canal, the dimensions, &c., of the latter are given below:—

Length of Canal in miles	363
Number of Locks, including Guard Locks	84
Lockage in feet	688
Length of chamber between the gates of each Lock	90
Width in the clear of each Lock	15
Depth on Mitre Sills	4
Width of the Canal at the bottom	28
Width of the Canal at the surface	40

These are the dimensions of the old Canal, capable of passing boats not exceeding 75 tons burden.

FREIGHTS.—QUANTITY OF GOODS TO COMPOSE A TON.

The New York Chamber of Commerce have a By-Law, stating that the articles, the bulk of which shall compose a ton, to equal a ton of heavy materials, shall be in weight as follows:—

1568 lbs. coffee, in casks, 1830 lbs in bags.—1120 lbs. cocoa, in casks, 1307 lbs. in bags.—8 bbls. flour, of 196 lbs. each.—6 bbls. beef, pork, tallow, pickled fish, pitch, tar, and turpentine.—16 cwt. coffee, cocoa, and dried codfish, in bulk, and 12 cwt. dried codfish, in casks of any size.—6 cwt. ship bread, in casks, 7 cwt. in bags, and 8 cwt. in bulk.—200 gallons, wine measure, (reckoning the full contents of the casks,) oil, wine, brandy, or any kind of liquors.—22 bushels of grain, pease, or beans, in casks.—36 bushels of grain, in bulk.—36 bushels of European salt.—29 bushels sea coal.—40 feet, cubic measure, mahogany, square timber, oak plank, pine and other boards, beavers, furs, peltry, beeswax, cotton, wool, and pale goods of all kinds.—1 hhd. tobacco.