

canal is also rendered impassable by the same cause for a longer period, this objection ceases to be of any importance, and as this route will when completed according to the plan here proposed, be a much more convenient and cheap route to the Atlantic than any other, and by some alteration in the Trade act, such decided advantage may easily be given to the ports of the St. Lawrence, as will render these markets far preferable to New York, or any others on this Continent, there can be no doubt that a very large proportion of the vast Trade above referred to as well as the whole of that from Upper Canada will pass this way, and that Montreal and Quebec will become two of the greatest emporiums in North America.

An American writer, J. W. Scott, Esq. of Maumee city, State of Ohio, in a very able and interesting article on the inland Trade of the United States, which is contained in several numbers of a very respectable periodical work published at Columbus, in the State of Ohio, entitled the "Hesperale," draws the following comparison between the different routes above alluded to; in pages 349 & 350, vol. 2, he says:

"Now let us see what means are in a course of preparation for making easy and cheap intercourse between the Lakes and Eastern States. First in importance comes up the enlarged Erie Canal. This work is now in rapid progression and will be finished in a few years. Next in importance when finished, will be the Chesapeake and Ohio Canal, with its continuation from Pittsburgh and Cleveland, this will be a continuous line of Canal about five hundred and twenty miles in length connecting the tide water at Baltimore, and George Town, with Lake Erie at Cleveland. The Pennsylvania line of Canal and rail road, will join the last mentioned route at Pittsburgh, and from tide water at Philadelphia to Cleveland, will not be less than five hundred and seventy miles in length. The same line to the Allegany river, and thence up to Erie on the Lake, will be about five hundred and ten miles in length. These are the rival Canal routes in the states for the trade of the lakes. Let them stand close together that we may see how they compare.

	Length in Miles.	Size in feet.		Lockage, rise and fall, in feet.	Number of Transhipments.
		Width.	Depth.		
" 1. Erie - - - - -	363	70	7	698	none.
" 2. Chesapeake, Ohio and Cleveland -	520	50	5	4500 about	none.
" Pennsylvania, 3 to Cleveland - - -	570	40	4	5700 about	three.
" To Erie - - - - -	510	40	4	5200 about	three.

"It is a contrast rather than a comparison. If however the routes were to afford equal facilities that to New York would have a decided preference, because it leads to that established and controlling mart.

"But the Erie Canal is to have a formidable foreign rival, canals are being constructed around the rapids of the St. Lawrence, of a size and with locks large enough to admit large steam Boats, and it is in contemplation to enlarge the Welland canal, between lakes Erie and Ontario, to about the same dimensions:

"These would give entrance at once to the iron ships of England, to our Upper Lake ports. That portion of the business done by steamers, would probably occasion a transhipment at Montreal, from the two thousand ton ships of the ocean. to the five hundred ton boats of the lakes. A comparison of the New York and Canada routes would stand thus.