

in Virginia, these are well known, but to the magnificent project of the British Canadian Provinces, in part executed, for the construction of a Ship Navigation from Lake Ontario to the ocean, and to the probable effects of those improvements upon the future commercial prosperity of the State." And again:—"The extraordinary efforts now making in the Canadas for the improvement of the great natural navigable facilities existing within those Provinces, furnish abundant evidence of the ability to reap the great harvest of the Western trade, unless promptly counteracted by corresponding energy on the part of our State."

The same memorialists observe there are three general outlets: one by New Orleans, one by New York by way of Canada and the Hudson, and such railroads as may be auxiliary thereto, and the third by Montreal and Quebec.

"As to the first, the insalubrity of the climate is an insuperable objection to a regular trade; it is one of those natural impediments there is no way of countervailing. Pennsylvania is doing much, but the elevated region she is compelled to intersect is a great obstacle to her efforts. Thus between Montreal and New York, more equal competition will ensue for the trade of the upper country. The cheapness of transportation from Lake Ontario to Montreal is a decided advantage, and one not easily if at all to be counteracted. We may set down as certain to Montreal, the trade of the country adjacent to Lake Erie; and to this may be added one half the trade of Ohio, Illinois and Michigan." The same petitioners set forth,—"We will not enlarge upon the extraordinary growth of Upper Canada during the last five years, or upon its great natural advantages of soil and climate, (equalling the most fertile of the western countries,) nor upon its great natural resources: these considerations lead to the contemplation how the expanding trade of the West may be drawn to New York, and not pass through the Canadas by those facilities which nature has furnished, and which must follow the improvement of the navigation of the St. Lawrence, whereby the western trade may be lost to us beyond the possibility of recovery."

I have thus added the opinions expressed by editors of public journals in different States, as the best testimony in favor of the importance of the measures I have long advocated. As a proof that such opinions are not vaguely put forth, all those States named have, and are expending millions to draw a portion of that trade which naturally belongs to the Canadas; and it is ardently to be hoped the people of both provinces, laying aside all political differences, will without delay unite in calling on their respective Legislatures to press forward the improvement of the St. Lawrence now in progress by the liberality of the Parliament of the

Upper Province, so that a free outlet to the Atlantic may be afforded from Ontario to Quebec; and let it be kept in view, that when channels are once opened, and trade drawn by them, it becomes truly difficult to turn it into a new channel, so that if Canada is to be enriched, the works referred to must be put into such a train as to be completed by the year 1840 at farthest. As some may be unacquainted with the magnitude of the works now in progress by the people of the Upper Province, I give below a letter\* with which I have been favoured by

\* CORNWALL, 23th July, 1836.

MY DEAR SIR,

Your letter of the 4th arrived here on the 14th, when I was preparing to go to Sorel to pay a visit to Sir John and Lady Colborne. I now embrace the first leisure time I have had since my return hither to reply to it.

The Canal now in progress between this place and the head of the Long Sault Rapid has been undertaken with a view of forming an uninterrupted communication with the ocean from Lake Ontario and the Upper Lakes. This Canal is one hundred feet wide at the bottom, and at the surface of the water, which will be ten feet deep, it will be one hundred and fifty feet wide. The locks, which are of cut stone, are fifty five feet broad; they will have nine feet of water on the mire sill, and they will admit vessels of one hundred and seventy-five feet in length. The length of this Canal is eleven miles and a half, in which distance there are six locks, descending in all forty-eight feet.

The original estimate for this work was £125,000, with the addition of ten per cent for contingencies and the expense of superintendence, exclusive of the cost of damage to property, &c.

In consequence of the very great demand for workmen of all kinds in the United States, the price of labour has advanced very materially since the contracts were entered into, and the number of men employed has consequently been very much diminished; this circumstance operated very injuriously on the Contractors, until the Commissioners saw the necessity of interfering; and, in order to prevent their being obliged to give up the work altogether, and to abandon their contracts, it was deemed expedient, for the public interest, to add ten per cent to the contract prices on all work performed last year, and thirty per cent on that to be performed during the present year; these advances being considered in proportion to the rise in the price of labour and materials since the contracts were entered into.

The work was commenced in July, 1834, under the direction of a Resident or Superintending Engineer, who has been assisted, when necessary, by the advice of a consulting Engineer, who occasionally visits the work. The expenditure of the money required for this work, as well as the general control of every thing connected with it, has been entrusted to a Board of seven Commissioners, who have been appointed by an act of the Provincial Legislature. The amount granted for the improvement of this navigation generally, is £350,000, of which sum £166,000 have been expended to this date, including £12,700, which have been paid for damage to property.

The line of this Canal is divided into twenty-seven sections of various lengths, according to circumstances, which have been let out to Contractors separately.