

sides of the vessel and the bottom and sides of the canal, would be adopted for traction purposes, on these short canals, in that respect increasing cost in comparison with present canals.

For the connection of the St. Lawrence with Lake Champlain in Canadian territory, surveys and estimates have been made by the late John B. Jervis and others. The intervening country is most favorable, and the total cost of reaching Lake Champlain from the point of departure on the St. Lawrence should not exceed that of reaching Montreal.

The section on which information is needed for an international route to New York, is that between deep water in Lake Champlain and deep water in the Hudson, on the plan of making Lake Champlain the feeder of the canal.