

scale required for schooner navigation, transshipment will be necessary, and thus one of the greatest advantages which the river St. Lawrence naturally enjoys, will be thrown away, and this route will in a great measure cease to have such a decided superiority as it may be made to possess over the Erie Canal, as well as that which intersects it at Syracuse, from Oswego on Lake Ontario.

It will be quite evident to any one who looks at this part of the map of North America, that surplus produced of all that portion of this continent, which is situated to the Westward of the Falls of Niagara, including the States of Ohio, Kentucky, Tennessee, Indiana, Michigan, Illinois, a part of Missouri, Mississippi and Alabama, together with the Territories of Wisconsin, Missouri and Iowa, must find its way to the ports of the Atlantic, by one of the following routes, viz.

- 1st. By the Mississippi to New Orleans.
- 2nd. By the Ohio and Chesapeake Canal to Baltimore.
- 3rd. By the Ohio and Pennsylvania Canal to Philadelphia
- 4th. By the Ohio Kanawha and James' River to Richmond, Virginia.
- 5th. By the Erie Canal from Buffalo, and by the Welland Canal and Lake Ontario via Oswego to New York.
- 6th. By the Welland Canal and River St. Lawrence to Montreal and Quebec.

1st. With regard to New Orleans, the climate is an insuperable obstacle to a regular commercial intercourse, being one which no art of man can overcome, the consequence of which is, that the Erie Canal from Buffalo already drawn off a great portion of the transport from the Mississippi, and it is said that a very large portion of the merchandize intended for Tennessee, and even for Florence in the State of Alabama, now passes by this route from New York.

2, 3 & 4. With regard to Baltimore, Philadelphia and Richmond, it is true that a quantity of produce and merchandize will generally be enabled to pass through the Canals and Rail Roads to and from these ports, before the Erie Canal is free from ice, and therefore during two or three weeks in the former and latter part of the seasons, these routes may possibly be sometimes preferred, but as they are all of them much longer, and on account of the numerous transshipments far less commodious than the Erie Canal, the latter must at all times have the preference.

5th. It is probable that New York, will always offer a more steady and certain market than either Baltimore, Philadelphia, or Richmond, and after the navigation was once fairly opened for the season, the Erie Canal will be a far more commodious and cheap communication than either of the Ohio Canals, as it is much shorter and very much less impeded by Lockage.

6th. The communication between the upper lakes and Montreal and Quebec, is however much shorter and more commodious than either of these routes, it is also much less impeded by Lockage, and far less by Canal navigation, as it enjoys the great advantage of having the River St. Lawrence through nearly the whole extent.

It has been objected to Montreal and Quebec, that they do not afford so good a market for produce as New York, and that they are easily overstocked that there can be no doubt, that when once the Inland navigation of these Provinces has been so far improved as to render it possible to bring the Trade of the Western country by this route, mercantile establishments of sufficient extent will soon spring up to receive the produce of that fertile region, and forward it to the West Indies or Great Britain, as may be required, and thus ensure to the Western merchant and Farmer, as good a market at Montreal and Quebec, as he would obtain at New York or elsewhere.

It has also been objected to this route, that the Ports of Montreal and Quebec, are usually blocked up by ice, during several months of the year, while New York is open all the year round, but when we take into consideration the fact that the Erie