

appropriate, have and hold, to and for the use of them and their successors, the line and boundaries of a canal between the St. Lawrence and Lake Champlain, to build and erect the same, to select such sites as may be necessary for basins and docks, as may be considered expedient by the Directors and to purchase and dispose of same, with any water power, as may be deemed best by the Directors for the use and profit of the Company.

It also empowers the Company to cause their canal to enter into the Chambly canal and to widen, deepen and enlarge the same, not less in size than the present St. Lawrence canals; also, the Company may take, hold and use any portion of the Chambly canal and the works therewith connected and all the tolls, receipts and revenues thereof upon terms to be settled and agreed upon between the Company and the Governor in Council.

The various surveys that have been made since 1848, are now deposited in the office of the Dominion Board of Works, which, by the Act of Incorporation, are placed at the disposal of the Company.

The cost of the canal with locks of 300 feet by 45 and with 10 feet 6 in. the mitre sill, is now estimated at \$2,500,000, and the time for its construction may not exceed two years after breaking ground.

Probably, no question is of more vital importance to Canada and the Western and Eastern United States than the subject of transportation. The increasing commerce of the Great West, the rapidity with which the population has of late flowed into that vast tract of country to the West and North West of Lakes Erie, Michigan, Huron and Superior, have served to convince all well informed commercial men that the means of transit between that country and the seaboard are far too limited even for the present necessities of trade, hence it becomes a question of universal interest how the products of the field, the mine, and the forest, can be most cheaply forwarded to the consumer.

Near the geographical centre of North America is a vast plateau two thousand feet above the level of the sea, drained by the Mississippi to the south, by the St. Lawrence to the east and by the Saskatchewan and McKenzie to the north. This vast territory would have been valueless but for the water lines which afford cheap transport between it and the great markets of the world.

Canada has improved the St. Lawrence by canals round the rapids of the St. Lawrence, and by the Welland canal, connecting Lakes Erie and Ontario, 28 miles in length with a fall of 260 feet—capable of passing vessels of 400 tons. The St. Lawrence, from east end of Lake Ontario, has a fall of 220 feet, overcome by seven short canals of an aggregate length of 47 miles, capable of passing vessels of 650 tons. The Richelieu River is connected with Lake Champlain by a canal of 12 miles from Chambly. A canal of one mile in length, at the outlet of Lake Superior, connects that lake with Lake Huron, and has two locks which will pass vessels of 2,000 tons. New York has built a canal from Buffalo, on Lake Erie, and from Oswego, on Lake Ontario, to Albany, on the Hudson River, of 360 and 209 miles, capable of passing boats of 210 tons; and she has also constructed a canal from the Hudson River into Lake Champlain of 65 miles, which can pass boats of 80 tons.

Such is the nature of the navigation between tide water on the Hudson and St. Lawrence and the upper lakes. The magnitude of the commerce of the North-west has compelled the enlargement of the Erie and Oswego

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