

future enlargement, in summer and winter, upon any desired scale.

What the St. Lawrence canals will be capable of has been established by what is doing at the Welland. On this canal, steamers 254 feet long by 42 feet beam, carry 1,825 tons on 14 feet draught through the canal, and 2,300 tons on 15 feet draught through the lakes. About 400 tons are usually lightered, at a cost of 80 cents per ton, involving a detention of from six to eight hours. The capacity of their lower holds is 70,000 bushels, and as much as 112,000 bushels of oats have been carried in the hold and between decks. These vessels are loaded to suit the draught in the St. Mary's, Detroit and St. Clair Rivers, and, as those are deepened, their draught in the lakes and their lightering at the Welland, and consequent detention there, will be increased. The American craft go to Oswego and Ogdensburgh—the Canadian to Kingston—although they could also go to Ogdensburgh if coming from a Canadian port, or to Prescott, opposite. At Kingston and Ogdensburgh grain is transhipped into barges for Montreal, the lake vessels seldom descending to that city. While the St. Lawrence Canals had only 9 feet of water, the second Welland had more than ten, besides which lightering there was generally resorted to. Within three years it is expected that the Welland class of vessels will be able to proceed to Montreal, and the important question now is: Will they go there? The Canal Commission of 1870, the chairman of which (the late Sir Hugh Allan) was a great ship-owner, referring to the Ottawa route, said that it "will be admirably adapted for a barge navigation, similar to that which now obtains upon the River St. Lawrence, and (as appears by the evidence) by far the cheapest means of transport." The commissioners increased the length of the St. Lawrence locks 30 per cent and the depth in them over 50 per cent, but they did not express any opinion as to whether barges 250 feet long and drawing 14 feet of water would be employed, or whether the lake vessel would descend to Montreal. It is the opinion of some engaged in this transportation that barges, not exceeding 10