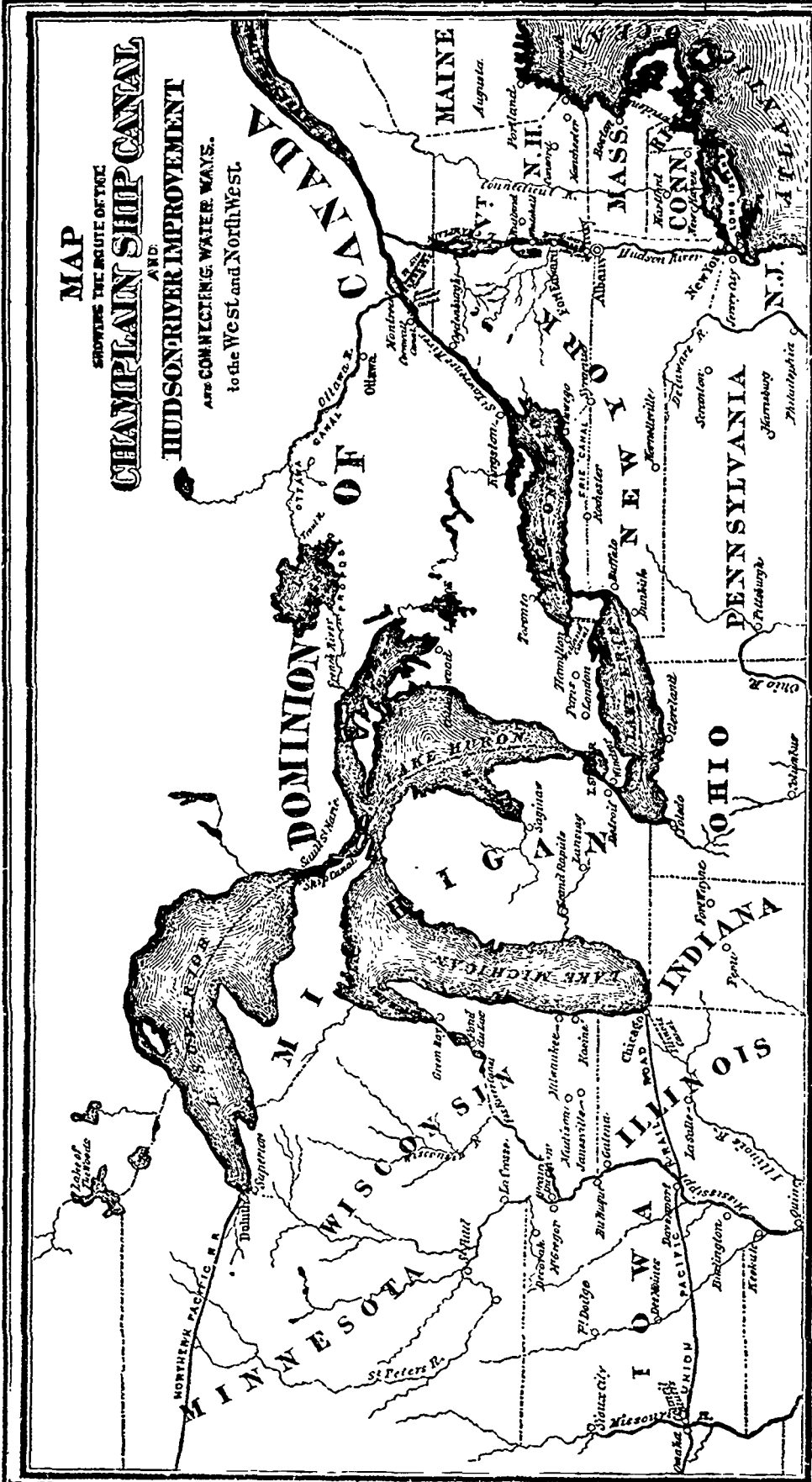


MAP
SHOWING THE ROUTE OF THE
CHAMPLAIN SHIP CANAL
AND
HUDSON RIVER IMPROVEMENT
AND
ARE CONNECTING WATER WAYS.
to the West and Northwest



under consideration—will lessen the cost of transportation between the foot of Lake Erie and the Hudson river fifty per cent, a gain of two dollars per ton on the commerce of the west, or at least \$2,000,000 annually.

The Canadian Government is now contemplating the construction of a water way, known as the Ottawa and Lake Huron canal. This leads by a natural chain of rivers as a glance at the map will show, from Georgian Bay to French river, thence through Lake Nipissing to Trout river, thence to the Ottawa, and via the Ottawa to the St. Lawrence at Caughnawaga. It would make a route of 980 miles from Chicago to Montreal, against

1,348 miles by the St. Lawrence route, showing a saving of 368 miles. This, therefore, when built, must tend to cut off comparatively the Erie canal and the Oswego canal from competition with the commerce over the Ottawa route, while the Champlain and Caughnawaga canal would be in the direct line and would give New York all the advantages of the saving in distance.

There are also local considerations which point to the advantages gained in the construction of the Champlain route. It would afford a highway and materially lessen the cost of the transportation of lumber manufactured in the Ottawa district, nearly 600,000,000 per

annum; of the iron ore also from Lake Champlain, 400,000 tons of which are yearly raised and shipped; of the products of the great fishing trade of Labrador and Newfoundland, and also of the coal from Pictou.

The bill before the New York legislature provides for the survey and location of the work at once, and calls for the raising of the necessary sum for its accomplishment, \$10,000,000, by suitable taxation.

The Brantford gas works are to be reconstructed, and the relations between the company and the town re-organized.