

from which it is transported by Rail-road or land carriage to the interior. In 1847 the consumption by those States of produce of the west, was estimated from best authorities at 700,000 barrels of flour and 100,000 barrels of pork and lard. With the increase of their population the consumption must increase, especially of flour, the soil of the New England States not being well adapted for raising wheat.

The River St. Lawrence and the St. Lawrence and Atlantic Rail-road must become the great channel through which the produce of the West intended for the Eastern States, whether for their consumption, or for their trade with Europe, South America, the West Indies, or Nova Scotia, New Brunswick, and the Fisheries. The greater facilities afforded by this route and its cheapness in comparison with all others, must eventually turn from the Erie Canal, and even from the Mississippi, a large portion of the trade now borne on their waters. In proof of this it is but necessary to state that bringing into comparison the advantages of Montreal over Albany, as two points equi-distant from Cleveland, the point of departure common to both, a vessel (propeller) of 3000 barrels burthen, will leave Cleveland, reach Montreal without breaking bulk, discharge her cargo, reload at Montreal and be back at Cleveland before the produce intended for Albany will have reached its destination. In this latter case a vessel of similar burthen leaves Cleveland, reaches Buffalo or Oswego, there discharges her cargo into five or six canal boats, which are then towed by horses through the canal at a necessarily slow rate, impeded still more by very numerous lockages,—the six barges requiring numerous relays of twelve horses, and reaching their destination in from twelve to twenty-four days, according to the press of boats at the locks, exclusive of the time required to reach from Cleveland to Buffalo or Oswego, and of unloading and reloading, whereas the same vessel would have reached Montreal by the Lakes and River St. Lawrence in five days; therefore did not the practice prove it in effect, still it must be evident from the above position of those two routes, that the one to Montreal must be the cheaper one. In 1848 flour has been landed in Montreal from Cleveland for thirty cents per barrel. The

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