

and advantage of perfecting the navigation from the West to the East. Bear in mind also, that the saving in transport, on *Western imports from the East*, will also amount to a very large sum annually. Nor should it be forgotten, that in conjunction with the proposed improvements in navigation would be the creation of the greatest facilities in such ports as Quebec, Montreal and New York, for the rapid discharge of the interior vessel, and for lessening charges at these ports to the greatest possible extent.

Before closing this part of my letter, it is well I should allude to other projects than those I have been advocating, which have received considerable support, and have also for their object the cheapening of transportation between the West and East.

Efforts have been made and are now making to export western products via the Mississippi River and New Orleans. A barge system for grain has been introduced, and agents are preparing to grant through Bills of Lading from the Upper Mississippi, St. Louis, &c. The cost of transport by this route must be more expensive than the Eastern route. At New Orleans there is a limited demand for the agricultural productions of the upper portion of the rivers. The vessels from New Orleans, have large export cargoes of the productions of the lower country, and a very limited amount of return freight, and have an increased length of voyage to reach European ports, compared with those sailing from the Northeastern Atlantic ports. The climate of the lower country injuriously affects most of the products of the Northwest, and diminishes their value when shipped by that route. The expense of transferring cargoes at New Orleans, will, I think, be greater than at the Northeast. All these circumstances combine to the prejudice of this route, and will probably confine the exports by it to a narrow belt along the Ohio, and along the Upper Mississippi, between Cairo and Des Moines Rapids.

Few persons can look at the map of the great lakes, without noticing the narrow isthmuses which in several places divide them, and particularly the nearness with which the Georgian Bay of Lake Huron, and Lake Simcoe which empties into it, approach to Lake Ontario. By cutting through an isthmus of about ninety miles a saving of four hundred miles in distance would be made from Chicago to Oswego. This project has again been revived, and sometime ago a convention of delegates from Oswego and Chicago met to deliberate upon it. This project looks very well on the map, but when a section of the land dividing Lake Ontario and Lake Huron, is examined, almost insuperable difficulties appear in its construction.

Surveys of this project have been made. Lake Simcoe is 475 feet above Ontario, and 110 feet above Huron, making a total of 585 feet lockage against 360 feet by the Welland Canal and St. Clair River. Moreover, there is a summit ridge between Lakes Simcoe and Ontario, which can not be locked over on account of the deficiency of water to supply the summit level, and *must be cut through* and fed from Lake Simcoe.