

ADDENDA

WHAT THE YORK STATE CANALS ARE DOING

Of the 3,712,848 tons of freight carried on all the canals of the State of New York in 1896, and valued at over one hundred millions of dollars, 2,667,000 tons were east bound and 1,045,000 tons west bound. These east and west bound freights were again divisible as follows:—Through freight east, 1,705,708 tons and west bound 551,871 tons—total 2,257,579 tons ; way freights going east 961,666 tons and west bound 493,603 tons—total 1,455,269. Of the above “through freight” not less than 115,000 tons WENT TO CANADA by way of Whitehall, and consisted of :

17,000 cubic feet of timber	15,617.586 lbs. stone, lime and clay
25,000 feet of lumber	7,960.918 lbs. other merchandize
2,958,540 lbs. castings and iron ware	183,908.481 lbs. anthracite coal
2,502.060 lbs. foreign salt	2,076.480 lbs. bitumenous coal
10,955.200 lbs. sugar and molasses	1,906,680 lbs. sundries.

While there came FROM CANADA during the same season :

58,872.231 feet boards and scantling	1,333 bushels of potatoes
403 m. shingles	17,033.577 lbs. hay
211,877.440 lbs. wood pulp	76,000 lbs bloom and bar iron
10,488 bushels of oats	387,537 lbs. merchandize
100 barrels of apples	690,296 lbs. phosphate
8,048.678 lbs of sundries	

and making with the trade of Vermont an aggregate of 802,519 tons passed through the locks at Whitehall during the season of 1896—the said locks being of the following dimensions and capacity, viz :—Size of lock 110 feet long, 18 feet wide and 5 feet deep, with a maximum burden of boats of 120 tons, and an average burden of 85 tons. And yet we are told that the days of small boats are, under all circumstances, gone by!

The late Mr. John Macdonald, manager at Albany, at the time of the lumber firm of Boyd & Co., informed the Trent Valley Commissioners that they constantly shipped lumber in canal boats to Seabright, Stamford and in fact anywhere along Long Island Sound. Heavy draft boats could not go to these places as the harbors are too shallow. These boats have to take their chances of a storm. If logs can be towed across the Georgian Bay, surely barges can. Barges go through Lake Champlain constantly—that is with hatches. The barges “Austin” and “Thomas” belonging to the Ronan line, are 120x33 (over guards) and carry 500,000 feet of lumber. There are numbers of barges of these dimensions in use between Albany and the points mentioned.