

MR. CANFIELD'S REMARKS.

Mr. Chairman and Gentlemen of the Convention: I am certainly very much surprised that the chairman of this convention should call upon me to speak. It is the most remote thing I could have expected.

I have been for many years identified with the transportation interests from the east to the west, which commenced way back in 1849. My partner and myself were at that time in Burlington, Vermont, engaged in the construction of railroads, trying to connect our state with Boston and the east. At that time the only mode of transportation for products between Vermont and western New Hampshire was by way of Lake Champlain and the Champlain canal from Whitehall to the Hudson river. Everything that was raised in Vermont came to Burlington for shipment to New York, Philadelphia and Boston. In return, the goods which supplied our country, as well as the opposite side of Lake Champlain, came upon boats from New York and Troy. The flour which we got from the west came through the Erie canal and the salt from Syracuse.

In the course of time two roads came, one through the capital of New Hampshire to Burlington, and the other by way of Bellows Falls to Burlington. Both were completed in December, 1849. That event interfered seriously with the business of Burlington. Burlington had received her commerce from the products of the country, being like Buffalo to-day, a place of exchange. But the progress of business did not stop at Burlington. We proposed to go on.

Our firm was deeply interested in the transportation business between New York and Montreal. We soon saw that railroads would, to a certain extent, do the business so far as connecting the east with Boston was concerned. We began to look around to see what would take the place of it. At that time one of the members of our firm, who was a gentleman of this city, Mr. Selah Chamberlain, built the Ogdensburgh railroad. In the meantime my firm, seeing the effect this was to have, decided that I should make a trip to the "far west" on a voyage of discovery. I went to Montreal and there conferred with Harrison, Stevens & Holmes, and McPherson & Co. I proposed to these gentlemen whether we could make a road by that route to Burlington and Lake Champlain without having to come by way of Ogdensburgh, to reach the products of the west. They did not give me much encouragement. Finally I got on one of those propellers and went through the canal, which then went along the Cascade rapids to the St. Lawrence river, and stopped at Oswego. There I sold 1,000 kegs of nails. I went to Rochester and to Buffalo, and Cleveland and Detroit. The result of that trip was I came back to this city (Cleveland) and here I purchased flour and chartered a vessel of A. H. Varney and D. H. Varney, two brothers doing business on the lakes, who afterwards went to New York.

I took that flour to Montreal and got it across the ferry. There wasn't any hoops on it when I got there, but it was the same identical flour.

In the meantime we were building the Ogdensburgh road. The question came up of water connection as well as rail connection between Lake Champlain and the St. Lawrence river. We called a deep waterways con-

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