

may befall our sea trade, this inland traffic is ever to be depended on—and if there be any possible means whereby Montreal can be placed upon the carrying route between the manufactures of the East and the consumers of the West—and between the food producers of the West and the food consumers of the East, no effort should be spared to attain this enviable position, in order that whenever the sea trade is unpropitious we may have the second string to our bow. Now there is one million of tons to be sent from the West to the East every year, and there is one-fifth of a million of tons to be sent from the East to the West. This commerce does not belong by right to any one route, the whole of it is open to the competition of Dunkirk, Buffalo, Oswego, Ogdensburgh, and Montreal, and the last comers appear to be the favourites.

It would seem at first view that Montreal was too much out of the way to indulge in any expectations of benefitting by this waterborne traffic between the Eastern and Western States. In point of distance, it is true, that starting from Cleveland or Hamilton, the route to New York is much more direct through Buffalo and Oswego than via Lake Champlain, but experience is more valuable than opinion, and the facts that the great majority of the business done over the Ogdensburgh road is with New York proves the truth of the old saying, "that the longest way round is sometimes the shortest way home." The reason is that a cargo of flour from the Lakes can reach New York quicker through Ogdensburgh and Lake Champlain, with but 66 miles of canal, than through Buffalo and Oswego with 363 and 209 miles of canal respectively, because a propeller from Cleveland to Ogdensburgh will carry—at eight miles the hour—the load of five canal boats, which move only about $2\frac{1}{2}$ miles the hour.

Now, it is in our power by constructing a canal, to enable that propeller to proceed directly into Lake Champlain instead of stopping at Ogdensburgh, and thus save two transshipments and their accompanying damage and detention—and in so doing, to raise the stock of our St.