

great impediment to cheap transportation. The objection of low water does not apply to the Northern route.

As a general rule, the St. Lawrence Canals and that river are open for navigation 240 days in the year. Ocean steamers arrive at Quebec as early as May 1st, and depart as late as November 24th.

There is ample time after ripening for all the grains to be harvested, prepared, and sent from all the Lake States and the Northwest to the lake ports, and shipped down the lakes into the St. Lawrence, and thence across the Atlantic, even before navigation closes on this route.

For all edible products shipped to the seaboard and thence to foreign ports, the Southern route, *via* New Orleans, with the Upper Mississippi improved ever so much, cannot favorably compare with the Northern, on account of the deteriorating effect of so warm a climate upon such products. The deterioration has been estimated at 5 per cent. disadvantage on the Southern voyage.

In drawing this comparison between the Northern and Southern routes, by which products may be made to reach foreign markets, it is very far from my intention, nor is it to the interest of the public, to deery one route with a view of building up another. On the contrary, it is my aim to give each its just due, and with the hope that both of these lines shall yet be improved by well digested plans of engineering to capacities altogether commensurate with the growth of our Lake and Northwest States.

All of which is respectfully submitted by

THOS. J. CRAM.

To the Board of Trade of the City of Detroit, Mich., December 24th, 1866.