

JOHN PAGE, *Chief Engineer, Public Works, 1859.*

The project of constructing a canal to connect Lake Champlain with the St. Lawrence has my entire approval. Western produce, as well as the lumber from Upper Canada and Ottawa would thus find an easier and cheaper conveyance to the markets of the United States and the large upward freight of heavy goods for supplying the populous Western States would be attracted through the St. Lawrence.

HON. MR. J. McALPINE,  
JAMES P. KIRKWOOD,  
CAPTAIN JOHN CHILDS, } *Civil Engineers, 1858.*

*From their Report to Harbour Commissioners of Montreal.*

The construction of the proposed Caughnawaga canal from the St. Lawrence, opposite Lachine, to Lake Champlain, will allow the large lake vessels to continue their voyage to Whitehall, (two hundred and ten miles from New York, and one hundred and thirty-seven miles nearer the seaboard, than can be done by the way of Oswego), at less cost, even if the Champlain canal should not be enlarged so as to allow the vessels to go to New York. It may not be generally understood that the vessels which would take the Caughnawaga canal would pass by the mouth of the Lachine canal within seven miles of the city of Montreal, and when at Burlington and Whitehall would be nearer to any of the towns of New England than when at Albany.

The economy of time and transport by Lake Champlain could not fail to attract a very large share of the trade between the Western States, New England and Boston, as well as a considerable share of New York trade.

HON. ROBERT J. WALKER, *formerly Secretary of the Treasury, 1863.*

Vermont upon Lake Champlain, by the said enlarged system of canal from the Hudson to Lake Superior, connecting her not only with the Hudson but the St. Lawrence and the lakes, would be greatly advanced in wealth and population. But with cheapened transportation to and from Lake Champlain on the Hudson, and not only Vermont but all New England, in receiving her coal and iron, and her supplies from the West, and in sending them her manufactures, will enjoy great advantages and the business of her railroads be greatly increased. So also, New England in the sound, and in fact, the whole seaboard and all its cities, Bridgeport, New Haven,