

all the products of the west, can, by means of the railroads now in course of construction, be distributed in the interior, and also be landed at Boston at a less expense, with less depreciation in value by transport, and in a shorter period than by any other route. This has been proved by Mr. Young of Montreal, in his tables of comparative freight. To the city of New York the construction of this work is of the greatest possible importance. With the Champlain canal of 66 miles to Troy or 72 miles to Albany, enlarged to the same size as the proposed canal, vessels from any western lake port could, without breaking bulk, discharge at the port of New York and could there load with emigrants and merchandize for the west. From Lake Erie to New York, by the St. Lawrence, on the downward voyage, there would be 123 miles of canal with 504 feet of lockage, against 363 miles canal with 698 feet lockage by the Erie canal. In the one case no transshipment of cargo, in the other two transshipments.

From these and other facts, it has appeared to the Committee that the canal in question is of too much magnitude not to receive the attention of Northern and Southern New York, and Northern New England as well as of the Canadas; and viewed as a source of income merely, that it cannot fail of richly rewarding those who embark in its construction.

MESSEURS YOUNG AND KILLALY, *Commissioners of Public Works, 1851.*

We beg to point out to Your Excellency that until this work is completed, our canals will fail to compete successfully with the Erie canal and the railroads of New York, in transport from the West to the East, but when this canal is constructed a route will then be opened which will admit of *through transport* without transshipment, between the great commercial emporium and the lakes, and such a route will inevitably take the lead of all existing or possible communications during the season of inland navigation.

THOMAS C. KEEFER, *Civil Engineer, 1851.*

By connecting Lake Champlain with the St. Lawrence, we will not only be able to pour Canada-breadstuffs into the heart of the best market in America before supplies can come from any other quarter, but also so reduce the cost of transport that our farmers will receive a higher price for all they have to sell.

HON. MR. KILLALY, *Civil Engineer, 1856.*

The absolute necessity for this connecting link in the chain of the immense inland navigation through this Province and the United States, becomes more and more important every succeeding year.

HON. WM. H. MERRITT, W. P. *from a published letter to Hon. Mr. Chabot, Commissioner of Public Works, 1852.*

The construction of this Canal has become a national object. It cannot with safety to the trade, be delayed a single year. Its construction will secure a large revenue for Canada and enable us to further reduce tolls. It was not till 1849, when the Hon. John Young (the projector of the work,) explained it to me, that I became convinced of its necessity; and I respectfully urge it on your attention as Commissioner of Public Works.

JOHN C. JARVIS, *Civil Engineer, 1855.*

This route, from the upper lakes through the St. Lawrence and Lake Champlain, has no equal on the globe. The idea of a vessel of 850 tons loading at an inland port and proceeding, without breaking bulk, 2,000 miles to the Atlantic seaboard, and thence to the West India Station in advising the immediate construction of the proposed canal from the St. Lawrence into Lake Champlain as a work important for the interests of Canada, and which cannot fail to yield a large return on the capital invested.

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 the 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.*