

employed, than by the small vessels formerly in use. The tendency of late years has been towards the increase of the class of steamers called propellers, of great carrying capacity, with engines adapted to a slow speed to obtain the greatest economy of fuel. The first of this class of vessels employed were of small size, but experience proved, that the greatest economy was obtained by enlarging them to the greatest size the lake harbors would admit. The celerity and certainty of their voyages, will always give them a preference, for their charges are less than the railway, their deliveries are prompt and but little longer. With the improvements in the navigation completed and adapted for the 350 ton propeller taking cargo, without breaking bulk, from the upper Lakes to Montreal or New York, there can be no doubt, that the cost of transport would be greatly reduced below the rates now paid. By the expenditure of fourteen millions of dollars on the Erie Canal, the state of New York opened a route by which a ton of freight could be conveyed from Chicago to New York City for \$8.64, and by a further expenditure of twenty-two million dollars in enlarging her canal she reduced the cost of transport to \$5.56 per ton. Now supposing the reduction in cost of transport, by enlarging the various canals and adapting improvements for the vessel of 850 tons, as proposed, to be only one dollar and fifty cents per ton less than present rates, (and eminent engineers have estimated it much higher) this would be a reduction of five cents per bushel. Now, let me point out what the saving would be in one year on the grain shipped from Lake Michigan alone. The exports of grain and flour from this lake have already amounted in one year, equal to ninety million of bushels, and within two years will no doubt exceed one hundred million bushels. I have stated that the average freight of this grain from Lake Michigan to New York, is about thirty cents per bushel, including $2\frac{3}{4}$ cents for transferring cargo and other charges at Buffalo. A deduction of 5 cents per bushel, on one hundred millions of bushels, would be five millions of dollars in one year, which would represent a capital of about ninety millions of dollars, at six per cent. interest, while the total cost of the improvements I have suggested, would not exceed seventeen million dollars in gold. But this is not the full extent of the saving. I have shown that by these improvements, the vessel could sail direct to Montreal, Lake Champlain or New York, without breaking bulk, and the $2\frac{3}{4}$ cents now paid at Buffalo for transshipment charges there, would also be saved, making seven and a half millions, instead of five millions, on the grain from Lake Michigan alone. I have not alluded to, or taken into account, the great provision trade so rapidly growing up, nor have I taken in the vast trade which will so soon exist on Lake Superior, neither have I alluded to the grain, and other exports from Lakes Huron, Erie, and Ontario. I have preferred to single out the one great fact of the present grain exports from this Lake, so that any one can see at a glance the enormous importance