

When the Erie Canal shall be in as good condition as possible, the traffic may be increased, but if this increase should amount to 1,000,000 tons more than at present, making 2,981,000, or in round numbers, 3,000,000 tons, even this would be insufficient to accommodate the ever-increasing trade due at the easterly end of Lake Erie.

In this embarrassing state of matters in relation to the trade and traffic of the West, it has for some years been forcibly urged that the true remedy and route to cheapen transport between the West and the East, is through the St. Lawrence River to tide water at Troy.

The Canadian Government will soon have under contract the enlargement of the Welland and St. Lawrence Canals. The capacity of the Welland Canal at present admits vessels of 400 tons, and the St. Lawrence Canals vessels of 750 tons. It is the intention of the Government of Canada so to enlarge the said Canals and improve the navigation of the River to the Port of Montreal, that steam propellers of 1,000 tons burthen may sail from Lake Erie and other interior lakes, through the Welland Canal of twenty-eight miles, through Lake Ontario, and down the St. Lawrence without breaking bulk.

The Canadian Government have granted a charter to a private Company to build a Canal from the St. Lawrence at Caughnawaga (nine miles above Montreal) to connect that river with Lake Champlain. The route of this Canal has been several times surveyed by eminent American Engineers, and its route determined. From the St. Lawrence through the proposed Canal the distance is thirty-two miles, and the lockage to Lake Champlain twenty-five feet. Suppose the present Canal from Whitehall to Troy was also enlarged to the same capacity as the proposed Welland and St. Lawrence Canals, then, what would be the power of the St. Lawrence route in attracting freight destined either for Boston, New York, or towns in Vermont, New Hampshire, Massachusetts, New York, and Maine?

Vessels descending the St. Lawrence do not pass through the St. Lawrence Canals; they go down the Rapids, and only use the Canals on the ascending voyage. The comparison of the routes would stand thus:

	Canal.	River and Lake.	Lockage.
Erie, - - - -	362 miles,	465,	554.
St. Lawrence, -	125 "	none,	698.

It is estimated by Mills, Jarvis, and McAlpine, eminent Civil Engineers, that the cost of carrying one ton of freight by this route