

rence and Lake Champlain. As a general principle a large vessel can carry freight cheaper than a small one. A vessel loading at Chicago or elsewhere on the upper lakes, has now to tranship cargo into canal boats at Oswego or Buffalo, not exceeding 165 tons on the average. When the Caughnawaga canal is built, and the route completed to its intended capacity, propellers of 850 tons may load at Chicago or Duluth on Lake Superior, and proceed direct, without breaking bulk, on to Lake Champlain, and be at Burlington or Whitehall in six days less time than the cargo by the Buffalo or Oswego route can be in Albany. By the one route on the downward voyage, by descending the rapids, there is only 57 miles lockage. Is it not evident from this statement of facts that the proposed new route would be far superior than the present one, and that when opened it would command a large share of the Western trade. Suppose, however, that only one fourth of this 4,000,000 tons is attracted to it, and that the same toll as is now charged on the Welland for vessels and general freight, say for

1,000,000 tons at 30 cts.....	\$300,000
Vessels, 1,000,000 at 2½ cts.....	25,000

\$325,000

This sum added to the amount from Canadian trade would give the large sum of \$661,891 annually or 37 % on the capital, shewing that the rate of toll now named could be reduced 50 %, and yet leave sufficient to pay the stockholders of the canal a dividend annually on their investment of 13 %.

Again, when the propeller of 850 tons has once broken its way into Lake Champlain nothing can prevent the railroads from Burlington and Whitehall carrying throughout New England and to Boston the products of the Western States and Canada, far cheaper and in six days less time than if sent by the Erie Canal route, either from Buffalo or Oswego.

The point of transshipment will simply be transferred from Buffalo and Oswego to Burlington and Whitehall, and the State of New York will then see the necessity of enlarging her Champlain canal into the Hudson and thereby secure a through route from the upper lakes without breaking bulk to New York, when she, as well as Boston and New England generally, will become contributors to the trade of the St. Lawrence.

The only way, therefore, by which the greatest saving in the cost of transportation can be effected within the shortest period, and at the least outlay of capital, is by the construction of the Caughnawaga Ship canal, and its fullest measure of success will be secured, when the Welland canal is enlarged, a work now about being carried out by the "Ontario and Erie Ship Canal Company."

The opinions herein expressed will be found fully borne out by the following extracts from reports of the most eminent engineers on the continent, and speeches at various times by statesmen of the highest ability.

J. B. MILLS, *Civil Engineer*, 1849.

It is in the power of the Canadian Government, by the construction of the Champlain canal, to say in what direction the people of the North Western States shall go to market, and in 1869,—“the time has arrived when the trade and traffic referred to must have greater means and facilities for its interchange, or the outward bound products of the Western States will and must find other channels, than what the *State of New York* affords, to the Atlantic coast.”

Hon. W. B. Robinson, *Canal Commissioner of New York*

Public Works Report, 1849.

That the early completion of this canal is imperatively called for to complete the chain of canals already in use, and to render them profitable as well as a convenience to the public.

HON. CHANCELLOR WALWORTH, of New York, 1849, on behalf of the American part of a Convention at Troy, said:—

One source of revenue from the canal is the transportation of large quantities of coal from Pennsylvania and other States situated on the great Western lakes for the manufacture of iron, and the transportation of such iron for the use of the Western States. It is well known that a very considerable region of country in Northern New York is filled with the richest and most extensive beds of iron ore in the United States, or perhaps in the world. Many of these beds which have been opened, and are now being worked, are situated upon the very borders of Lake Cham-

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