

bushels each trip, could annually convey to New York 40,000,000 bushels of western grain. A similar fleet of propellers, or partly of barges, could, during the season, deliver 40,000,000 in the New England States, and at least 20,000,000 to begin with, and in course of time 50,00,0000 bushels, at Montreal, thus giving the St. Lawrence route the advantage for financial purposes of a traffic of at least 100 million bushels of breadstuffs, being almost ten times the present traffic, besides minerals and lumber.

This is no visionary estimate of possible returns, for the traffic of 150,000,000 bushels exists now on other routes, and a great part of it can be secured for the Canadian water-line by the tariff previously mentioned. Objections may be alleged with regard to the time occupied in the water-route, but time is in this case to be overcome by the capacity for transport, because the stream of traffic would be so steadily maintained by vessels following each other in rapid succession, that a New York or New England commission merchant need not distress himself about sending orders to Chicago, or awaiting the arrival of special cargoes. Whatever he wanted in the shape of cereals would already be on the spot, or on the point of arriving in quantities of 50,000 bushels in each propeller.

It is unnecessary for me at present to enter upon the question of working expenses, or the amount of repairs arising from increased "wash" along the banks of the canals, but all these matters have formed the subject of careful statistical inquiry, and no one can pretend that I have over-estimated the future capacity of the enlarged canals, as long as such a great authority as Mr. Shanly states that the present St. Lawrence canals would not be over-taxed by seventy-five million bushels in the season, and it must not be forgotten that although a hundred miles of canal sailing, and about 60 locks, would lie