

"Montreal; while others with more propriety and cer-
 "tainly with more correct views respecting its general
 "utility, wish it to be carried below the Current (St.
 "Mary's). This last is certainly the preferable plan,
 "and if it should be attended with an additional expence
 "(which is by no means certain) a pitiful saving upon a
 "work of so great public importance would be highly
 "improper. The current from the Port to the Cross
 "(foot of the current) forms one of the greatest obstacles
 "to our Montreal navigation, although our Steam-Boats
 "in a great measure obviate this; yet with the view of
 "facilitating the access to our river craft; and such ves-
 "sels as come from sea, it would be of the utmost im-
 "portance to extend the Canal to the Cross. Indeed it
 "must be obvious to every one, that unless this be done,
 "the chief impediments in the navigation to La Chine
 "are but partially removed. Loaded boats crossing from
 "the opposite side below the island, and those coming
 "from the island St. Helen (now about to be made a
 "depot for government stores) seldom make the Mon-
 "treal side above the Brick Store. It is also well known
 "that it takes as much time to bring them from thence
 "to the Port, as to bring them from Bout de l'Isle to
 "that place. If therefore the canal joined the river at
 "the Brick Store, (now a naval depot,) boats entering
 "at that point might reach Lachine (by the canal) nearly
 "as soon as they could be brought up to the port at
 "Montreal; a circumstance of no small consideration if
 "these boats on the canal should ever be employed to
 "transport government stores. To obviate or answer
 "this end, those who maintain that the canal should
 "enter at the port of Montreal, propose to have a tow-
 "ing-path from the Cross to the harbour, and that bat-