

and sensible observations; but I am constrained to differ from you in regard to the proper position for the terminus. Longueuil appears to me the right direction for both ferry and terminus. Nothing can shake me in that opinion. If any other terminus is decided on, I shall make it a matter of conscience—(Here the gentleman was seized with a tickling in the throat)—I say, Mr. Chairman, I shall make it a matter of conscience to shake the dust off my shoes on the undertaking. (Hear! hear! hear! in a loud voice, by Mr. Malt, who was gently called to order by the Chairman.)

1st Township Member.—(Aside.) This is a puzzler! What earthly interest has old Mr. Mail?

2nd Township Member.—(Aside.) I can't, for the life of me, say; but we shall find out. You may depend, in his case, the needle does not point in the direction of Longueuil in the absence of a magnet.

Independent Member.—Mr. Chairman, In my view of the matter under discussion, I humbly beg to differ from all the gentlemen who have spoken. I have for some time been of opinion that it is quite practicable to construct a Bridge across the St. Lawrence, and the great majority of our respectable and intelligent citizens are now coming to the same way of thinking. If a Bridge can be constructed, the proper terminus of the Rail-Road will be in the City of Montreal, thereby conferring on the city all the advantages of the undertaking, and redeeming the assurances made to the inhabitants, and on the faith of which a large proportion of the stock of this Company was subscribed, viz.,—that the Portland Rail-Road would not fail to increase the value of real estate in the City of Montreal. If the terminus is to be placed on the opposite side of the river, I do not hesitate to say, that the Rail-Road, instead of improving will depreciate the value of property in this city. A town will gradually be built up opposite the present town, which will become the busy centre of commerce, and what is now the city will sink into a mere suburb. Besides, by means of a Bridge, we shall be able to effect a crossing when, during the formation and breaking up of the ice, a ferry would be quite impracticable. At such times, a ferry would be suspended for days, or even weeks, and that too, at periods of the year when our being able to avail ourselves of uninterrupted rail-road communication with the sea-coast is of first rate consequence to our trade. In my opinion, Mr. Chairman, our course, as Directors, is clear. We ought not to be precipitate in fixing on our terminus, but wait until it is ascertained whether the scheme of a Bridge is likely to be carried through. Let us break ground at a point where the three contemplated roads would intersect, and then we may afterwards continue the line to any point we please for a terminus.

Mr. Malt.—(In great wrath.) Mr. Chairman, I cannot sit patiently and listen to such absurdities. People may as well speak of constructing a staircase to the moon as of constructing a bridge across the St. Lawrence. I am surprised that people in their sane minds—(Oh! oh! from some of the Township Members.)—should even broach such a subject. Were the bridge even practicable, I should oppose it, tooth and nail. I have specific reasons for opposing it. I took stock in this Rail-Road on the faith that no Bridge would be constructed; and if this Bridge is made, I shall throw up my seat at this Board, and not pay a single additional sou of my stock.—(Mr. Malt here took up his hat, and walked in high dudgeon to the door.—Mr. Mail followed in post haste.)

The Chairman.—(somewhat disconcerted.) Well, gentlemen, I suppose the business is over (?). I declare this meeting closed.

And this was the conclusion, in which nothing was concluded.

The Township Members remained behind in the room, commenting on the proceedings of the meeting. Their conversation, which was only now and then audible, was somewhat to the following purport:—

1st Member.—This is to be a knotty business.

2nd Member.—I wish the advocates of the Ferry safe under the charge of Chronon.

3rd Member.—O tempora! O mores!

1st Member.—You should not use such an expression. It nearly got the editor of the *Herald* into trouble.

2nd Member.—(with an arch look.) Well, the Bridge is no great matter to us folks in the Townships; but I must confess if I were a resident of Montreal, I would give battle for the Bridge. There is no doubt it would be the salvation of the city. However, that is the business of the citizens. If the Bridge be constructed, I would suggest that it be named *Pons Asenorum*, [for the benefit of our unlettered readers, we translate this, *Bridge of Asses*,] so that if it succeed, it may commemorate the men who opposed it, and, if it fail, the men who projected it.

The Independent Member, who also had remained behind, said, on behalf of the projectors of the Bridge, he would be very glad to close with the terms, as he had no doubt the stigma would be attached to their adversaries.

This remark was received with a shout of laughter, in the midst of which the gentlemen slipped out of the room, and our reporter found himself suddenly alone.

CAN CANADA BECOME A MANUFACTURING COUNTRY?

[Communicated.]

This is an important inquiry, and more particularly so, since the change which has taken place in the commercial policy of Great Britain. Canada is now thrown upon her own resources, and if she wishes to prosper, those resources must be developed. In No. 15 of the *Economist* we touched slightly upon the manufactures of the Province, not having the means then at hand to enter more largely into the subject. We now propose to give some additional particulars by which it will be seen that Canada is not destitute of the means of entering extensively into manufactures, and thereby greatly enlarging the means of her prosperity. And the first point

we would notice is, the great water power which Canada possesses. This is an important element in the great resources at her command; and is an abundant compensation for the loss she experiences in the absence of all coal beds within her boundaries. Mr. Logan, our provincial geologist, not yet having completed his labours, we cannot now say what untold wealth lies buried under the surface of our earth; but we do know and have experienced the great value of the surface itself, in the magnificent crops which it is yielding, and therefore we can afford to wait awhile for the more full development of our mineral wealth. We have, however, but to turn our attention to Lake Superior, where copper ore is found in great abundance, and where the first steps are now being taken to open up the beds which there have been discovered. But to return to the manufactories—

The cotton manufactory referred to in a previous number as being in operation at Sherbrooke has been established about one year, and turns out about 1000 yards per day.

The one at Chambly was put into operation the past year, and turns out about 800 yards per day. The fabrics from both of these manufactories, although not equal in finish to those imported, are, nevertheless, superior in point of firmness and durability, and are sold at about the same price.

There is a woollen manufactory at Sherbrooke which has been in operation a number of years; but, unfortunately, we have not been enabled to obtain any statistics regarding it for our present number.

In Cobourg, Canada West, a woollen manufactory has been put into operation this season, which, when in full employ, is calculated to work off near 5000 yards of cloth a week. About 100,000 lbs of wool is grown in the Newcastle District annually, and this amount, doubtless, might and will be quadrupled in a few years. Indeed, there are but few parts of Canada West where wool could not be produced to a large extent; and in the Eastern Townships, of Canada East, the fine grazing lands there ought to produce, at least, 1,500,000 lbs. annually. The neighbouring state of Vermont produces about 4,000,000 lbs. annually. We have three cordage manufactories in Montreal where about 300 tons of hemp are manufactured, and the amount could be doubled in case of need.—To one of these manufactories is attached machinery for grinding and calcining Plaster of Paris for agricultural purposes, and for stucco work, where about 1000 tons per annum are disposed of.

Hemp surely can be grown in Canada West, and we hope soon to hear that the experiment which has already been made at Niagara, most successfully, in growing hemp, will be followed up in other favourable sections of the Province.

There are three paper manufactories in Canada East. The most important one is at Portneuf, about forty-five miles above Quebec. It is owned by the Messrs Miller of this city, who have expended but recently about £10,000 in enlarging the premises. They manufacture printing, writing, and wrapping paper—principally the former. They estimate that they can turn out about 600 tons of paper annually.

There is a paper manufactory at Chambly, in full operation, and another at Stanstead, both of which together turn out about the same quantity of paper as the Portneuf mills.

There are five or six paper mills in Canada West, of whose capacities we have no certain information. We think, however, that with these data there is sufficient assurance that, in a few years, Canada will be enabled to supply her own demand, with the exception of the more costly qualities of paper.

The most extensive manufactory, however, in Canada East, are the St. Maurice iron works, in the rear of Three Rivers. The iron ore found there is not only abundant, but is of the best description. The hammered iron manufactured from it, is quite equal to the best English iron; and the stoves cast from it are considered superior to the best Scotch castings. Although we have no statistics at hand to guide us in our estimates of the amount of iron manufactured there, yet we know that many thousands of tons are annually turned out even under the very great disadvantages with which the forges and blasts are worked. The system hitherto adopted and carried out there is of the most primitive description; but since a change is about taking place of proprietors, we may naturally look for an improved method being adopted, whereby a much larger amount of manufacture will be produced at a great reduction in price. Some idea may be formed of the magnitude of these works, when we state that from 1200 to 1500 mouths are dependent upon them.

The glass manufactory, noticed as established at St. Johns, has been in operation something more than one year. It has two furnaces, and can turn out 100 half boxes of glass a day. Sand, used in the manufacture of glass, is said to be found in abundance at Beauharnois and at Vandreuil.

LEATHER, an article of great importance, is manufactured extensively throughout the Province. There are two or three tanneries in the vicinity of Montreal, which employ, severally, a capital of from £12 000 to £15,000.

STOVES are being cast in almost all sections of the Province, and we hope to see the time when we shall supply our own demand.