

transhipments. By the removal of the differential duties, too, we have an equal chance with the United States, to the trade of the Mediterranean, Germany, France, &c., and having the products of Canada West and the Western States, as cheap here as in New York to give in return, what is to prevent us from entering the world's market for the supply of the interior, especially when we have a natural route for import and export to the West, superior to our neighbours?

There is another point also to which we must look in examining this subject. The emigration from the United Kingdom to the United States in 1845 was 43,660. What it was from the other parts of Europe, we have no means of ascertaining; but we do know that from the 10th of April, 1845, to the 10th of November in the same year, there were 93,736 persons who left Buffalo for ports on Lakes Erie and Michigan, and that a large number of these were from Europe, principally from Germany. Now we would ask, is it not probable that these emigrants would prefer coming direct here for passage, instead of suffering the fatigue attendant upon three transhipments of their effects, and of being cooped up in small canal boats for 362 miles?

Nor is this all. Under a system of Free Trade, and with the navigation of the St. Lawrence free to all nations, we can command the trade with the whole of the Lower Provinces, where at present we have scarcely any. The vessel which cannot now come from thence with the produce of the West Indies (the return for fish, &c.), because we cannot give her a cargo to take back as cheap as the same can be procured in New York, Alexandria, &c., will, under the new state of things, and after the completion of our canals, be enabled to lay down in Halifax, New Brunswick, Newfoundland, &c., the flour, wheat, beef, and pork, which those provinces require, at lower rates than it is possible to get them elsewhere. Nor will winter lay up the vessels employed in this trade. The fish of Gaspé, of Newfoundland, Labrador, &c., will, at the closing of our navigation, be sent to the Brazils and to the Mediterranean, whence the ships which convey them will return on the first opening of spring with the wines, fruits, and sugars of those countries. Nor will they return as they would do now to a small and easily glutted market, but to one which, with New York and Boston, must supply the mighty West. Only let the St. Lawrence be free to all nations, and we shall see the present increasing marine on Lakes Ontario and Erie, both Canadian and American, leave their usual quarters in November with cargoes for the West Indies, for England, &c., to return again in spring for the summer trade.

In conclusion, we do believe that if our Legislatures only act wisely—following the example of the mother country in casting aside all restrictions, and assisting to their utmost in obtaining a repeal, as far as regards Canada, of the Navigation Laws,—that if they follow this policy, a prosperity will dawn upon the country such as at present we have little idea of; that our trade will be extended, our canals yield a large revenue, our ties with Canada West remain unbroken, and our connection with Great Britain be assured in a manner that could never have been the case under our old system of commerce.

BRIDGE ACROSS THE ST. LAWRENCE.

Twenty years ago, the project of a bridge across the St. Lawrence, to connect the island of Montreal with the main-land, would have been scouted as absurd and impracticable; nay, twenty months ago, there were few, even amongst our most energetic and enterprising citizens, who bestowed a thought on the subject, or would have predicted, even if they had, that a very few years would see the completion of that magnificent undertaking.

Yet such, we trust, will prove the case. The opinion is every day gaining ground, that the project is not only feasible but highly expedient for the interests of the city; and already many of our respectable inhabitants who are both able and willing to assist in carrying it into execution, are awaiting in a state of anxious expectancy public action on its behalf. The initiative only remains to be taken; and surely, after what has been done in reference to the Portland Rail-Road, and other matters of public interest, some men will be found amongst us of sufficient spirit to bring the project before the public.

Many of our readers will agree with us, that the present is peculiarly the moment for constructing the Bridge in question. The Directors of the St. Lawrence and Atlantic Rail-Road, must soon determine on the terminus of that Rail-Road. If there is to be no Bridge (we put the matter in the plainest view possible,) the terminus must be made on the opposite side of the river. If there is to be a Bridge, the Directors, we presume, will not hesitate to consult their own interests, and the wishes of the public by making the terminus somewhere in the city.

We hardly think it necessary to point out the great disadvan-

tages of the former of these alternatives, or the exceeding desirableness of the latter. No proprietor of real estate would wish to see Montreal translated, from the site it now occupies, to the opposite bank of the river; and yet, this is what in effect will take place, by a process of *sure decay on the one side, and of rise and rapid progress on the other*, if the terminus of the two contemplated Rail-Roads, the Portland and the Burlington, are not placed within the city, by the instrumentality of a Bridge,—we bid the landlords look to it in time.—Should a general exodus take place from the island, the merchant may remove his goods, and the professional man his chattels, but they cannot take their lands or their houses on their back as Eneas did his old father Anchyses, and so leave the ruins of their Troy. Without a Bridge, the Rail-Road to Portland is a nullity as far as the landed proprietor is concerned; nay, we fear in respect to him, it will make bad worse; we repeat, we bid him look to it in time.—Of all men living in Montreal, there are none whose interests are more deeply implicated, than his, in the construction of a Bridge.

Really, the inhabitants of this city should shake off the apathy which is so eminently characteristic of them, and if convinced, as we believe most of them now are of the truth of our remarks, zealously address themselves to the execution of the project in question. Our respected member, Mr. Moffatt, who we regret to find does not participate in our belief of the practicability of constructing such a Bridge, will do all in his power to advance their views if they would prefer having the terminus of the Rail-Road placed opposite the town. We believe, the island of which he is the proprietor above St. Helens, will be placed at the service of the public on certain reasonable conditions. At the same time, for the consolation of those who view this contingency with alarm, we must state our belief, that the gentleman referred to, although Chairman of the Board of Rail-Road Directors, and although not disposed to subscribe towards the expense of a preliminary survey of the river, with a view to the construction of a Bridge, will not offer any effectual or fatal opposition to that work should the public determine on executing it; and thus procure, as thus we maintain they will procure, the terminus of the Rail-Road to be made in the present City of Montreal.

Once more, we bid our landed proprietors look to it in time.

Since writing the above, the following has been handed us as the Report of the proceedings of the Board of Directors of the Montreal and Portland Rail-Road, at a late extraordinary meeting. Although we must confess, that the proceedings on the occasion referred to, are so very extraordinary as to warrant us in believing that the report is the work of some wag:—

BRIDGE VERSUS FERRY.

EXTRAORDINARY MEETING OF THE DIRECTORS OF THE ST. LAWRENCE & ATLANTIC RAIL-ROAD.

[SCENE—Railroad Company's Chambers. A full meeting of Directors.]

The President.—Gentlemen, the business that comes before you to-day is of a most important character. It is no less than fixing on a proper terminus for the St. Lawrence and Atlantic Railroad. It is a subject to be approached with caution, and to be decided with impartiality, and a due regard (ahem!) to the interests of the Company of which we are the legal representatives. My own opinion has been formed with care—with prudent foresight (hear). I have never disguised my opinion—it is that the terminus should be fixed directly opposite to the City of Montreal. By that, I mean that a ferry boat or steamer, leaving the present wharves, should sail direct across. The advantages of such a direct communication with the opposite shore are so many and so great, that I should just be taking up the time of the meeting by enumerating them. The matter, of course, is in your hands, gentlemen; and I have no doubt you will all act, as I am doing, under a sense of public duty.

1st Township Member.—(Aside.) What is your opinion of this? The President speaks very fair. There must be a great advantage in a direct ferry, eh?

2nd Township Member.—(In a whisper.) Why, I don't know: the President has property directly opposite the city.

1st Township Member.—(Forgetting himself, and with a start, aloud.) The devil!

Mr. Malt.—Mr. President, I quite agree with you, and I am sure we are all agreed, that the subject under discussion is an important subject,—most important. On that we are all agreed. At the same time, while I go thus far with you, I cannot go further. I have decided objections,—specific objections, to the terminus being made opposite to the city. Mr. President, I would look to the future: I would have the terminus placed opposite to what is to be the city. There cannot be two opinions about that. I say, Longueuil is the place for the ferry, and opposite Longueuil is the place for the terminus. I will never agree to any other ferry or any other terminus. We are acting for the public. (A laugh.)

1st Township Member.—I was out before, but I smell the rat this time.

2nd Township Member.—(Aside.) Did you ever?

3rd Township Member.—(Aside.) No, I never!

Mr. Mail.—Mr. Chairman, I rise to support my friend Mr. Malt. No man can say our interests are at all identified. My official position, my pursuits, exclude all such idea. I, at least, am perfectly unprejudiced and dispassionate. I approach the subject with a deep sense of its importance. I have listened with deference, Mr. Chairman, to your temperate