

"the lowest possible rates, a vast increase of trade would thereby
 "be attracted to the St. Lawrence, to the great advantage, not
 "only of this port, but to the general public interests."

Mr. Trautwine thinks that docks could not under any circumstances be expected to receive a larger amount of bulk than 2,666,666 barrels, and more especially if the Caughnawaga project ever be carried into effect. It will be seen from my previous remarks, that it is through and by this Caughnawaga project alone that I expect the trade of Montreal to increase. It is by that project alone, that Messrs. Childe, Kirkwood, and McAlpine were enabled to place the route of the St. Lawrence as superior to any other in its cheapness of transit both to Montreal and New York, even to the route through New York, when the Erie Canal is enlarged and doubled in its capacity for trade. Without that project, neither Messrs. Childe, Kirkwood, nor McAlpine, could not, nor could any one else, advise the construction of the contemplated docks, because it would be impossible to show that, with our present means of transport, the produce of the interior could be carried with advantage lower than Oswego. When that project is completed, a channel is opened by which the merchant of the Western States or Western Canada can ship direct to New York, Boston, or the Eastern States, if he chooses, or he can store his property at Montreal, where I hold it can be done cheaper than is possible elsewhere, and have it at a point equally convenient to be shipped to Europe, to the Lower Ports, to Portland, to Boston, or to New York. In what a grand position would this place the merchant at Montreal! He has a channel for navigation open to him on the one side for vessels from sea of not less than 20 feet at the lowest water, with an inland navigation on the other side, extending to the head of Lake Superior, and by and by to the head-waters of the Saskatchewan, with railways to the West and the South in all directions, with a net-work of railways to the East, connecting the Lower Provinces and the Eastern Atlantic States, by a bridge across the St. Lawrence, and also with a line in contemplation to connect the St. Lawrence with the Pacific. By these works, he would be enabled to lay down products at Montreal at a less cost than they can be deli-