

at Longueuil, or at St. Lambert, it is evident that all the exports from the Ottawa Valley, in timber, &c., and Western Canadian and Western States products must, by such an arrangement, be compelled to go down a stair of Locks, of 46 feet, and from St. Lambert or Longueuil ascend another stair of Locks into Lake Champlain, of 71 feet, (or 117 feet lockage in all,) when *via* Caughnawaga they could get into Lake Champlain with 25 feet lockage. The lumber from the Ottawa, and Western products shipped direct to Troy and Albany, or other markets, would not stop at Montreal, even if the Canal was at St. Lambert or Longueuil. The people of Montreal might see it pass through, but that would be all, for such trade passing through, would not and does not now pay any harbour dues. Engineers, however, say that with the Canal at Longueuil or St. Lambert, it *would never pass*, because the extra lockage on such trade would be so serious an item of increased cost of transport that it would probably give the entire advantage to the Canals of the State of New York, and Canada would thus be unsuccessful in her rivalry with that State for the trade between the West and New England. How much better, then, to respect the unanimous opinion of scientific men on such a point, and say, let the Canal be placed wherever the general good will be most promoted. This is the true policy, for on all property shipped from the West, whether by rail or ship, to be held for a market, there is no point where storage, insurance, &c., can be had so low as at Montreal. With ample water-power to drive elevators, mills, &c., and for manufactures of all kinds, there is no sea port with such advantages; for property so stored and held would be at a point ready for a market either in the New England States, the Lower Provinces,—the West Indies or in England.

JOHN YOUNG.

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