

Montreal will have no privilege taken from her, and will have increased inducements to improve every national advantage she possesses ; this new channel of a great trade will be near, and tend to promote every branch of industry, increasing the inducements to improve the vast hydraulic power in her vicinity, and thereby multiply the sources of her wealth. Viewing the enterprise as in the main designed to improve the value of the St. Lawrence Canals, as well as the Welland—to enhance the value of the great lumber interest of the St. Lawrence and its tributaries—and to improve the facilities of commercial intercourse with the United States, I am constrained (much as I would be gratified to second the wishes of Montreal,) to pass by the Longueuil route, as not the proper one to secure the great object of the projected Canal. In the conclusions to which I have arrived, in regard to the first and second routes, it has not appeared important to regard as material the estimate of the cost in construction. Other considerations are too decided to permit the entering of this as a material element in the comparison.”

In the Annual Report of the Board, in April, 1857, the following passage occurs:—

“The developement of our trade with the Western States is a subject of the greatest importance, and your Council strongly urge the necessity of providing regular means of transit for freight to Chicago and other Western points, without which no successful effort can be made to direct from its present channel the vast trade which our position entitles us to control on the St. Lawrence. From various causes our route has this year attracted more attention abroad, and your Council earnestly hope that the opportunity which now presents itself for the extension of our commerce, will not be lost by our neglecting to afford those facilities which are quite within our control, and the disregard of which has so long strengthened our competitors.

The most urgent demand ought to be made on the Government in reference to connecting the waters of Lake Champlain with the St. Lawrence, and for enlarging the Welland Canal, as imperatively called for, whatever other outlets from the Lakes may hereafter be formed ; and, inasmuch as works of such magnitude involve long delay in construction, it is of the first importance that no more time should be lost.”