

England States generally, could procure fresh flour at all times, and cheaper, as I have shown, than it could be obtained at Oswego, Rochester, or other milling points in the State of New York. Mr. Trautwine again says :

"Let us assume therefore that the enlargement of the Welland Canal locks will be effected ;—and that by this means Western flour and loose grain may (as shown by Messrs. Childe, Kirkwood, and McAlpine) be brought to Montreal at 17 cents per barrel of bulk, less than it can to New York by way of Oswego. Also, that of the entire quantity of these articles, now exported to foreign countries from our North-Eastern ports, namely, about one-third of all that is sent eastward to them or to Montreal, (or say a bulk equal to four millions of barrels annually,) Montreal shall secure to herself the shipping of two-thirds, or a bulk equal to 2,666,666 barrels. This is, at least, 2,000,000 more than she now sends down the St. Lawrence. She cannot expect to receive much of the *non-exported* eight millions of barrels, because they are required chiefly for local consumption along their line of transportation ; and in districts more accessible from New York than from Montreal. And even in case the *entire* 4,000,000 of barrels exported should pass through the latter city, I think we may assign the excess over 2,666,666 barrels to the Grand Trunk ;—so that the docks could not, under any circumstances, be expected to receive a greater proportion than what I have assigned to them ;—especially if the Caughnawaga Canal project ever be carried into effect."

Messrs. Childe, Kirkwood, and McAlpine not only say that flour can be delivered in Montreal 17 cents less than it can be delivered in New York, but they also state, and Mr. Trautwine does not attempt a contradiction, that flour can be delivered in New York 8 cents less via the route of the St. Lawrence and Lake Champlain than by any other route, which is confirmatory of an opinion expressed by the Harbour Commissioners, "That the "St. Lawrence route, as a means of transport between Europe, the "Eastern States, Western Canada, and the Western States, has "not yet been fully developed ; that if the Welland Canal were "enlarged, so as to admit the passage of vessels of 800 tons, and a "canal constructed to connect the St. Lawrence with Lake Champlain, and suitable facilities created in this port, so as to shorten "the stay of the Western and the Ocean vessel, and thus reduce "the cost of insurance, storage, and price of handling property, to