

*for the general good, and with a feeling of self-reliance to extract from all measures or works for the general good, every possible advantage, and to develop to the largest extent every local facility for trade which she possesses. It has been shewn, that the Western vessel loaded with produce for export, by sea, must meet the ocean vessel in the harbour of Montreal to exchange cargo, if immediate shipment is necessary; but suppose immediate shipment is not the object, but that the Western or other owner desires to store the cargo, it is not thereby placed in a worse position by the Canal being at Caughnawaga, than if the Canal was at Longueuil or St. Lambert. The lockage into Lake Champlain, through the Lachine and Caughnawaga Canals, would be exactly the same from the Port of Montreal, as from St. Lambert direct into Lake Champlain. If the water power of the St. Lawrence were made available by the construction of the Point St. Charles Docks—property of all kinds could there be stored twenty-six feet above the present harbour, and consequently with fifty-two feet less lockage into Lake Champlain via the Lachine Canal, than from St. Lambert or Longueuil.*

The time will soon come when these facts will be generally recognised as true, and the wonderfully advantageous position of Montreal for transacting the business of the interior generally acknowledged and acted on. This result can be accelerated or retarded by the narrow or enlarged views which the merchants of Montreal, and of the Province, may take of their position. There is no other ocean port on the continent similar to Montreal. There is no other where there is almost an illimitable water power. The St. Lawrence falls, in seven miles above the harbour of Montreal, no less than 46 feet. It is calculated that in Great Britain one million of tons of coal are consumed every year to create the same motive force in steam, which is afforded by Mr. Legge's scheme of docks at Montreal, and which is only a small part of the available power. Again, the port of Montreal is 120 miles nearer the Upper Lakes than any other seaport on the continent. Would it not be well, then, to have a little faith in these great natural advantages, and by their developement command the trade, rather than seek to force everything to Montreal, whether right or wrong? If the Canal from the St. Lawrence into Lake Champlain were