

trade into Canadian channels, the State of New York would paralyse all our efforts to maintain that trade by reducing her canal-tolls. For these and other reasons, which I shall refer to hereafter, Mr. Trautwine advises the citizens of Montreal "to confine their attention to the improvement of their present harbour, and "to lay aside all dock projects for years to come;" and that any attempt to reduce the present charges on produce by the construction of docks on any scale whatever, must be entirely futile; and if persisted in, *at this time*, will but add one more to the many grand but unremunerative works which have already absorbed such immense sums of money in Canada. Under this conviction, I feel it incumbent on me to caution the citizens of Montreal against embarking in any system of docks, *at least at present*. Should future developments of commerce bring about a posture of affairs different from that which now exists, and one which shall change the unpropitious aspect which the project now wears, it will then be time enough to take the matter up in earnest."

The opinions thus expressed by Mr. Trautwine go to shew that the route from the West through the State of New York to the ocean, must continue to have a decided superiority over the route through Lower Canada;—that the merchants and the great majority of the citizens of Montreal are not fit judges of what is requisite to obtain a share of that trade;—that it is useless to make further efforts at present for such an object, but should "future developments of commerce" "providentially" bring about a different posture of affairs, it will then be time enough to move in the matter. In such a policy I, as a Canadian, and especially as a Lower Canadian merchant, cannot coincide; and although it is a labour I would at present rather avoid, still, the matter is of so much public importance, I deem it my duty to give my reasons for differing with the views thus expressed by Mr. Trautwine.

The question presented for discussion by the foregoing extracts, is not whether Docks should be constructed at Hochelaga, or at Point St. Charles, or on the lands of the Grand Trunk Company, but whether the prospects of trade by the St. Lawrence