

plain—supposing that you could induce it to undergo 90 feet of unnecessary lockage—it would either descend by the rapids direct to Longueuil, or if it passed down the Canal, it would do you no more good, than it would do to Beauharnois or Cornwall.

The same arguments which are used for the Champlain Canal will apply to the improvement of the rapids, between Coteau du Lac and Montreal,—with this additional consideration, that the whole benefits of this expenditure would tell upon both the Sea and the inland trade of this City. When we reflect that our largest Mail Steamers every day descend from Prescott to tide water without passing through a Canal or Lock, it is wonderful that we should not sooner have inquired into the causes which prevent all boats, freight as well as passenger craft, descending by the river, and thus reduce the time and cost of bringing cargoes to the seaports. I can speak from personal knowledge when I say that the impediments to this unrestricted navigation of the rapids, by all boats which may reascend the C  nals, are utterly insignificant when compared with the effect to be produced by their removal. The improvement of the rapids and the construction of the Ship Canal to Lake Champlain are works of the very first importance, and would produce greater results from the expenditure required, than any other works in the country, perhaps upon the Continent, and certainly are more worthy of the consideration of the Legislature than such speculations as the Sault Ste. Marie Canal.

We have now taken a cursory view of some of the leading enterprises which Montreal should promote in order that she may build up her commerce upon a more solid and enduring foundation than one based upon commercial legislation. Legislative measures are certainly the cheapest modes of relief, but when they are contested so as to partake of the character of class legislation, they are ropes of sand. Nothing can be more dangerous,—nothing more hostile to the best interests of this City can be