

casts the blame upon the other; but I am yet ignorant, if all that could be done has been attempted; indeed, I am not aware of any Act which could entail such deserved censure and justify very strong measures against the Canadian party now in power, than their refusing aid in opening a communication to correspond with what is now being carried into effect in the Upper Province. The obstructions imposed on the intercourse between Upper Canada and the sea by Lower Canada, if separate states, would lead to War, and the imposition of a tax upon British subjects coming to the Upper Province by way of Quebec, is an act which has been sanctioned by His Majesty, upon grounds truly incomprehensible. But I proceed to consider the following measures as essential for rendering the St. Lawrence tributary to all the advantages adverted to, in respect to the vast and increasing trade of the West.

The first is the carrying the Ship Navigation from the Coteau du Lac to Montreal, and that too so as to be ready to receive the vessels which are to pass through that part of the River St. Lawrence, from the Canal from the Galoppes to Cornwall, [described in a note p.10.] The second the making of a Rail-road from Toronto to that part of Lake Huron adapted to, and most convenient for the trade of Michigan; third the making a Railway from Hamilton to the River St. Clair, which would be most suitable for the people not only of Michigan but of the Wisconsin territory; and fourth, the passing of an Act of the Imperial Parliament allowing Merchandize to pass free of duties through the Province of Canada, under such limitations as is usual where transit is allowed, or by making Toronto and other places free ports, so that Merchandize could be Warehoused and exported out of the Province free of duties.