

navigation, water-power is abundant, and is available for manufacturing purposes. Communication provided, no sites could be found for manufactories; it would thus induce the settlement of lands and at the favourably situated sites afford opportunity for the profitable emigration of industry and capital throughout the Province.

The cities and towns along our southern frontier opened up, communication with them would diminish the vast extent of wilderness now lying along the frontier strip of cultivated country would be increased in all portions fit for settlement), and would increase the trade in that direction, and the prosperity of the country. The effects would be regarded as local or sectional. From Quebec to the frontier and in the remote interior, the benefits would be sensibly felt, and could not be otherwise than regarded as effects immediately on the line, the effects on Upper and Lower Canada, the greatest would be alike beneficial to both Provinces.

It is believed that this proposed work is one of more importance to the country by reason of the advantage afforded as a means of military defence. The route proposed from the frontier and forming a direct communication between tidewater in the St. Lawrence and the Western Lakes by the very shortest route, gives to it a high degree of importance. Not wishing to discuss that subject further upon particulars in relation to its advantages, the Commission humbly submit merely, that this fact well merits the most favourable consideration, as well on the part of the Legislature and Government of Canada, as of the United States. While the advantages of this route, both to the East and West, are great and general, as regards Canada, the advantages to the Western States would also be very great. The carrying trade between the West and the East can only be secured to Canada by a route superior to those afforded elsewhere, and the route proposed is well calculated to outlay. But their products are only transported to them when means of transport are not available. The proposed work would present advantages superior to those afforded by any other route, and would yield them benefits to that extent which are not enjoyed at present.

The means by which to accomplish the execution of this work, the Commission humbly submit, that, under the circumstances, they believe that a company incorporated under the laws of the Province would be the best course that can be adopted. Provisions such as to fully secure the rights of the shareholders, to make an important thoroughfare, and at the same time to give the necessary powers, for the purpose in view, and to be exercised in such a manner as may be considered best for the interests of the undertaking.

ROBERT BELL,
Chairman.

April, 1862.

Wheat-Meal imported into England from 1853 to 1861.

(Returns of the Board of Trade.)

	Wheat—Quarters.					
	1855	1856	1857	1858	1859	1860
1	837,759	808,294	940,385	664,794	450,847	861,244
2	—	750,459	706,375	612,316	855,660	1,331,146
3	1,876,467	1,114,112	1,725,653	2,269,244	2,627,702	2,336,741
4	246,906	1,279,150	650,734	694,644	36,906	1,499,883
5	14,570	111,818	114,795	100,821	—	183,422
6	—	—	—	—	—	—
7	—	—	—	—	—	41,203
8	72,667,702	4,072,839	3,437,957	4,241,719	4,000,922	5,880,958
9	—	—	—	—	—	612,813

	Wheat-Meal—Cwts.					
	1855	1856	1857	1858	1859	1860
1	—	24,233	—	—	—	17,838
2	1,149,402	712,710	884,204	1,409,963	7,967,825	7,388,054
3	684,126	3,897,017	1,464,807	1,761,795	216,462	2,254,392
4	10,920	304,115	178,077	212,758	118,858	419,658
5	58,766	36,025	—	87,581	11,178	13,956
6	1,904,224	9,970,100	2,178,148	3,856,127	3,828,924	5,086,220
7	—	—	—	—	—	152,937