

of the great Ottawa Valley. With this improvement completed, Lower Canada would at least have an equal chance with Oswego or Buffalo, and if the inhabitants of Quebec and Montreal, added the facilities and conveniences for trade of which their ports are so susceptible, there can be no doubt that a very large share of the import and export trade, both by sea and the Eastern United States, would flow through the St. Lawrence, as the best, cheapest and most rapid channel, especially as these ports, during the winter months, have a decided superiority over Buffalo and Oswego by being less distant by railway to the ocean.

I have written earnestly on this subject, because I am impressed with a sense of the great importance of the subject to the people of the Dominion, and of the necessity of prompt, vigorous and decided action in the premises. This Caughnawaga Canal will prove to be the most important link in our great water route from the West, and should Lake Champlain be also connected with the St. Lawrence *via* the River Richelieu and Sorel, then a vast trade, not only in lumber, would be opened up and through it, but coal, gypsum and other products of the Maritime Provinces, for vessels of 1,000 tons could be water borne from Nova Scotia, New Brunswick, Prince Edward Island and Newfoundland, on to Lake Champlain without breaking bulk. It would also play an important part in the development of the inexhaustible mineral resources of the country bordering on Lake Champlain; for, in thus opening up a new route through the St.