

colonial Railway, enabling us to have access to winter ports on the St. Lawrence or the Maritime Provinces; the enlargement of the St. Lawrence and Welland Canals; the construction of the Ottawa works, necessary to open the navigation between the Lower St. Lawrence and Lake Huron; the construction of the Central Canada Railway, and the improvement of all our internal lines of communication.

Secondly. Such a modification of our Fiscal system as will enable our consumers to obtain the necessities of life, food and clothing, at the least possible cost, and

Thirdly. The adoption of such Tariff regulations as would leave the St. Lawrence comparatively if not positively free, so as to encourage shipment of our whole imports thereby, and to confine it exclusively to British built and registered shipping.

It does not appear advisable to legislate specially for measures of this description. During the progress of trade contingencies will be constantly arising to which tariff regulations must be adapted, so as to meet each particular or especial case, and they necessarily possess an elasticity which could not be obtained by mere legislative enactments. The Council of the Board of Trade, therefore, dissents from the opinion that the trade between these Provinces and any other country can be regulated by mere legislation.

As the navigation of the Ottawa is open between this city and Montreal, and by the Rideau Canal Lake Ontario can be reached, the amount of Tonnage on those lines is a subject of considerable interest. The Trade and Navigation Returns for 1865 give 239,530 tons as the quantity passing St. Ann's Locks, and 323,141 tons as the amount passing the Rideau and Ottawa.