

My own views on these points have long been before the public; they are the result of much reflection and considerable experience. It is well known that on various occasions, as well in Parliament as out of it, I have expressed my views on the unsatisfactory state of our trade with the west, and of the means by which that trade might be increased. Questions of greater importance, not merely to our local trade, but to the trade of the Province, cannot be agitated. Let it be remembered that the loss to the Province in 1857 from the Welland and St. Lawrence Canals was £217,000, and it will be seen *that the interest on these unproductive works actually paid for the last three years, and which must be paid for the next three years, would be more than sufficient to enlarge the Welland Canal, to build the Caughnawaga Canal, and to improve the Rapids of the St. Lawrence.*

Entertaining these views, it is not to be wondered at if I have persisted in keeping them before the public, although they should be stamped as visionary, and as "vague dreams of the imagination." It should also be remembered that other projects advocated by me, which at first were considered as unfavourably as the Dock at Point St. Charles, have been carried out. I allude to the deepening of Lake St. Peter in the old channel, which was recommended by me in a report to the Board of Trade in 1846, and was at first covered with ridicule, but which was finally adopted, and the Government works abandoned after an expenditure of about £75,000. In the same year, I suggested to the Directors of the St. Lawrence and Atlantic Railroad Company the necessity of bridging the St. Lawrence, and recommended as the best site a point a little below the Nun's Island. I certainly never dreamed of so noble a work as that now being erected. My idea went no further than a bridge of wood and stone. The conception of the bridge in its present form is due to Alexander M. Ross, Esquire, who examined the locality and first mentioned the present mode of construction to me when on a boat on the spot I was trying to point out its advantages. I brought the project before the public at various times from 1846 to 1852, when, at my suggestion, its construction was made the means of a compromise between the Montreal and Kingston Railway and the Grand Trunk Company.