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“ The facts learned by a visit to the place where it is proposed to construct the bridge, have now been fully stated, together with the general considerations that have presented themselves in favour of, and against the passage of a law allowing its construction ; and it only remains to add that upon a view of the whole case, it appears clear to the undersigned that the construction of a bridge as proposed, would do the interests concerned in navigating these waters, more injury than it would do good to the owners of the railroad, or the owners of property transported thereon, and therefore he asks to be discharged from the further consideration of the subject.”

The report of Mr. Dart, who has been the active and persevering Agent of the Ogdensburgh Railroad Company in the New York Legislature, has the following appeal, which seems to disclose the whole object of the bridge project :—

“ When completed and fully equipped, the St. Lawrence and Atlantic Railroad will be a greater competitor for western trade with our state canals than all the railroads in our state combined. With proper allowances for equated grades, it can beat any line from Ogdensburgh to the Atlantic ports by more than one-third in distance, time, and the expenses of operation.

“ It is a very proper matter of consideration by the Legislature of New York, whether it be not most expedient to give all possible facility to communication by a line of railroads wholly in our territory in preference to any diversion of trade through a foreign territory.

“ It has been urged heretofore by parties opposing the bridge crossing, that the Canada Ship Canal, (canals capable of passing vessels of five or six hundred tons,) will be extended to the Richelieu River, for passage of the same vessels to Lake Champlain, That these vessels would take the great share of tonnage from western lakes, soon requiring enlarge-