

conclude. Mr. Young wishes to know why I did not include the cost of the Grand Trunk property, when I showed that my plan admitted of extension through it. Mr. Young is probably the only man in Montreal to whom the question would have suggested itself. *My project gives nearly two miles more wharfage than the Point St. Charles one does, without trespassing upon the Grand Trunk property at all.* Ages would elapse, and commercial miracles be performed, before even the most visionary dreamer could predict a necessity for occupying any of that property for Docks. The extension upon it was shown in my plan, merely as confirmatory of my assertion, that my project admitted of almost indefinite extension. Should the Grand Trunk Company, however, desire Dock accommodation on their own property, we have, on page 59, an expression of *Mr. Young's own opinion, that they may be induced to contribute some \$800,000 towards its construction.* Perhaps they would contribute a portion of this in land. The question may possibly be referred to Mr. Blackwell's successor many centuries hence. As to my omitting an estimate of the value of such of the *Provincial* property as my project requires, the suggestion is more ingenious, than ingenuous. My reason for omitting it is stated in my report; and I can only presume, that Mr. Young did not himself quote it, because it is conclusive of the propriety of my doing so. The remarks about my "mills without water;" the excess of my estimate of cost for a 20 feet Lock for the Point St. Charles project, over the 25 feet one in my own, &c., &c., &c., compel me to the conclusion that the pamphlet was not intended for the meridian of Montreal, where the facts of the case are too well known to allow of its producing its intended effect. I trust that any person who feels an interest in knowing the contents of my report, will take the trouble to read it, and compare it with Mr. Young's pamphlet. I understand that it is to be printed in pamphlet form, with the accompanying plans, and I can only hope that it may be circulated as freely as were the strictures upon it. In it, I have aimed at two leading points which embrace the entire subject: namely, to show that it is inexpedient to build any system of Docks *at present*; and that, should the time arrive when Docks shall be considered imperatively necessary to the commercial prosperity of Montreal, or of Canada at large, then the plan recommended by myself should be preferred to the Point St. Charles project, because it is much more commodious, accessible, secure, and cheap. I still entertain the same opinion; and so far is Mr. Young's pamphlet from having the slightest tendency to invalidate either assumption, that it can only be regarded as strongly confirmative of both; so much so as to leave me entirely at a loss to assign any motive for its publication. Even admitting that all my views on the subject of commerce are, as Mr. Young intimates, incorrect; and adopting his opinion that the future increase of Montreal is dependent solely on the future construction of the Caughnawaga Canal, as perfectly sound, I still do not see in what manner the admission can serve to controvert either point for which I contend.

I am, very respectfully,

Your obedient Servant,

JOHN C. TRAUTWINE.

THOMAS RYAN,  
Chairman of Committee, &c., &c.