

for saving time and charges by machinery,—with a 20 foot channel to sea at lowest water, and with the Victoria Bridge affording an easy means at all seasons of the year for transport throughout New England, there is no place on the continent superior to it. *But none of these results are possible without the enlargement of the Welland and Caughnawaga canals, on a scale for vessels of at least 800 tons, and otherwise perfecting the navigation.* With these works carried out, Canada would be in a position of competing successfully with the State of New York for a share of that vast and ever increasing interior trade.

These improvements could not fail to give greater importance and power to B. America than possibly can be attained if the Lower St. Lawrence is to continue in its present inferior

position as a means of transit. To myself, personally, it is matter of comparatively little moment, whether these views, which I have so long urged on public attention, shall be speedily carried into effect by the Government or not. But as every succeeding year only tends to impress me more and more with their truth, I cannot help thinking that, in view of the vast public and private interests now involved in our canals and railways, it will ere long be a matter of regret that the Government of Canada had not sooner taken action on a subject upon which there has been so much unanimity of mercantile and professional opinion.

Yours, very truly,

JOHN YOUNG.

Montreal, 25th August, 1859.

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