

fect confidence to the future success of our Canadian railways, and to the belief that a double track of rails would be necessary to do the business which would flow on to them, if the policy I suggest was carried out, in the development of the route of the St. Lawrence and the great natural position of Montreal.

It is time to draw this letter to a close; and in doing so I cannot but express regret, at being forced to differ so widely from the views of Mr. Trautwine, in respect to Docks, and as to the capabilities of Montreal, as a point for concentrating a large portion of the Western Trade. I have no doubt, that in expressing his views, as he has done, he acted from a high sense of duty, but with the documents placed before him, I think he should have hesitated before dissenting so widely from all the eminent engineers, whose opinions have been given on the points in dispute, after long and intimate acquaintance with the trade of the West. More especially should Mr. Trautwine have so hesitated inasmuch as his line of professional duty had not previously directed his attention to that trade, or of the merits of the various routes in competition for the vast and increasing products of that region of country. Mr. Trautwine has not, as I understand, ever visited Buffalo, Chicago or the Western States, and it was most difficult after a visit of only a few weeks at Montreal, to understand, as well as most dangerous to speak authoritatively on matters which formed the especial study for years of engineers of equal eminence, whose views directly conflicting with those set forth by Mr. Trautwine, were endorsed by the members of the Board of Trade, after much consideration and long active mercantile experience. I cannot however, regret the discussion which has already arisen, and will yet arise on the merits of the projects of our Harbour improvements, and I trust that some of the "gentlemen of large commercial experience, and habits of close observation," who agree with Mr. Trautwine's views will be induced to support these views before the public, and point out the errors in the opinions expressed in relation to Docks at Point St. Charles, and as to the trade of this port, and in the many facts and arguments by which these opinions have been supported.