

with the increased facilities afforded to commerce, in drawing it to those Ports? And will not the same results assuredly arise to Montreal? I feel a deep conviction that the proprietors of the property at Montreal and Quebec would be not only great, but immediate gainers, did they even at their own cost, complete that line of navigation, now being executed by the Upper Province, to the Coteau du Lac, from whence I have understood but about 12 or 14 miles of canaling would be necessary from the Coteau to Lake Louis; and I have been informed the adaptation of the grounds through the Seignory of Beauharnois is truly favorable for a Canal. I submit these observations to the Seignors of Montreal and Quebec, with the further observation that the promotion of the internal improvement mentioned, should stand separate from those political questions, which are deemed, as embarrassing principles. I disclaim all interference in one way or another with the distractions which unhappily prevail, having alone in view the pressing forward the true interest and prosperity of the Province, by opening a way for an extended commerce which bids fair to enrich the Canadas beyond the most sanguine anticipations.

NOTE.—All who look upon the map will perceive chains of Lakes, available as channels of communication; to promote such as may be approved, the aid of the Land Bank will be available beyond all other sources. Among the most prominent of these are—from the head of the Bay of Quinte by the Trent to Georgian Bay; next, connecting the Ottawa and Lake Huron. I omitted in my letter to the Lieut. Governor, to observe that a Railway from Hamilton to Queenston, by the Head of the Lake, so as to meet the line to New York, will be all essential to carry the traveller during the season that the navigation closes. The overcoming the obstruction of the St. Ann Rapids on the Ottawa, is truly creditable to the enterprising person who has effected it, as thereby defeating a monopoly of the canaling trade by the Rideau Canal, and were the obstructions to Steamboats, arising from the lowness of the bridges over the canal, from Point Fortune to Granville removed, the importance of that great work would be justly estimated, it is respectfully urged upon those who have the power to investigate the state of those bridges, particularly the stone bridge in Granville.

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