

warehouses on the banks of the river, it in no way detracts from the scheme of docks at Point St. Charles." This opinion expressed in 1853 has been more than confirmed, and when the North Shore Railway to Quebec is completed, and the railway extended to Sault St. Marie, and this Sault crossed by a bridge, Minnesota, Wisconsin and other western States will thus be tapped and the produce, and minerals of that region brought by rail to Michellaga Bay, by a route about 500 miles shorter than any other. The subject is far beyond the interest of either the east or west end of Montreal, as it is one in which the interests of the whole Dominion are concerned, by the saving and cheapening of charges on commerce, and whatever tends to promote the general interest will best conserve all other interests. Familiar as I am with all the advantages and capabilities of the different receiving points on the lakes and the Atlantic—I have no hesitation in declaring that I know of none which possesses the extraordinary advantages which may be made available at Montreal, as a great *entrepôt* for trade, and 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 in the most comprehensive way, in perfecting our canal system, upon which there has been for many years so much unanimity of mercantile and professional opinion.