

Renaud, Laroche and other proprietors along St. Paul street, on account of the very small space left for vessels to move in between their wharves and that proposed to be erected.

America, has now no need, as it had half a century ago, of going to Europe for Engineers. Our Pages, Shanlys, Flemings, Keefers, Lights, and others have more to teach than to be taught. American Engineering at the present day, as far surpasses in extent, ingenuity of construction and boldness of conception, that of the Old Continent, as it fell short of it 50 years ago. European Canals are mere pigmies to our artificial waters. American Railroads, in extent, are more than in the rest of the world together and their cost per mile less than one half the latter

Such stupendous works as the St. Louis Bridge over the Mississippi, with 500 ft. spans built without centering from a depth of 120 ft. below the surface of the river, the blasting operations at Hell Gate in New York Harbour : the new bridge between New York and Brooklyn 1600 ft. span, with towers 360 ft. high founded in 80 ft. depth of water, were never even dreamed of in the Old World, and yet we fail to see that men accustomed to deal with the narrow and shallow waters and of the Old Continent, such as the Tees, the Thames and the Mersey, &c., are not precisely the men to be looked to for those broad and expansive ideas which are required in dealing with such rivers as the St. Lawrence and with estuaries of such extent as that opening into it from the mouth of the St. Charles.

In my opinion, and as will be seen by referring to the accompanying plan which I have prepared for the purpose, the main jetty or breakwater which Messrs Kinipple and Morris would place at X Z, as shown by the dotted lines on my plan, I would remove Northward to the alinement of Prince Edward Street as at A B C, thus enclosing fully five times as great an area as contemplated by the above mentioned gentlemen.