

through freight could be effected, amounting to 15,840,000 tons for the season, or 7,920,000 each way. But this is not a fair calculation; for 1st, the lockages could not be effected, and second, the tonnage is too low,—the propellor, "Her Majesty," having navigated the St. Lawrence Canals, measurement 550 tons, and carrying capacity 16,000 bushels of grain (equal to 484 tons.)

The St. Lawrence Canal navigation is adapted for an entirely different class of vessels; and it appears that barges carrying 26,000 bushels of wheat have passed down from Kingston to Montreal, the equivalent being (at 33 bushels to a ton) 787 tons. The capacity for canal-craft might thus be about 800 tons. But taking 750 tons as a basis, with a more moderate estimate of lockages of *four* per hour during 210 days (the minimum season of navigation,) the through movement would be 15,120,000 tons; or a downward transportation of 7,560,000 tons, equal to 249,480,000 bushels of wheat; and an upward movement of general merchandise equal to 7,560,000 tons.

IMPROVEMENT OF INLAND NAVIGATION.

The Canals.—The question of new Canals, and of improving the existing ones, has long been agitated. The principal new works which have been projected are: The Toronto and Georgian Bay Canal, the Ottawa and Lake Huron Navigation Scheme, and the Caughnawaga and Lake Champlain Canal. The necessity for enlarging the Welland Canal is clear. It is contended, however, by many, that any plan for improving the navigation should contemplate, ultimately, the passage of sea-going vessels drawing 12 feet of water, from the Upper Lakes through the entire chain of canals to the ocean.

Mr. Page, Chief Engineer in the Department of Public Works, made a report to the Provincial Government in January, 1860, in which he estimated that to give 10½ feet water in the St. Lawrence Canals, the cost of deepening alone would be \$1,028,000,—as follows:—

Williamsburg Canals,	\$182,000
Cornwall Canal,	250,000
Beauharnois Canal,	150,000
Lachine Canal,	446,000

The cost of enlarging the Welland and St. Lawrence Canals, to a uniform depth and lock-capacity (size of locks, 250 feet long, 50 feet wide, and 10 feet deep,) would probably be about \$12,000,000, or very nearly as much as the original cost of these works.

The expense of the Toronto and Georgian Bay Canal is estimated at over \$22,000,000. One statement concerning the Ottawa and Lake Huron navigation project was that it would cost \$24,000,000,—but by a revised estimate, the amount was put down at \$16,000,000. It is calculated that the cost of the Caughnawaga Canal would be a little over \$4,250,000.

An Important Cut-off.—It was long ago proposed to connect Lake Ontario with the western extremity of the Bay of Quinté by a short canal; the land required