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thorough survey of the Upper Lakes, and distributed *gratis* over 5,000 charts and printed sailing directions within the last three years—and good River Pilots employed.

It may not be out of place here to suggest that a good School for Pilots might be established on one of the Government Steamers which are now employed to carry supplies to the Light-houses, and look after the Gulf Fisheries; holding out inducements for a good class of young men to enter that service.

RIDEAU CANAL.

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As the Locks on this Canal have been very well constructed, although on a small scale, I think the Government should keep it in repair, but do not consider necessary any great outlay on its enlargement. If, however, the Government could lease the Works to a private Company who would bind themselves to keep it in repair, I think they should do so, as under present management it is a serious tax on the resources of the Dominion.

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SAULT ST. MARIE CANAL.

I should most decidedly advise the construction of a Canal on the Canadian side at this point, corresponding in size with that on the American: so that Canadian vessels could pass without any fear of detention by the American Government, as occurred recently in the expedition to Red River. A Canal can be made on the Canada side much cheaper than the one already on the American, as the cut would only require to be about $\frac{1}{2}$ of a mile in length, with good entrances at either end, and if constructed the Locks should be 350 x 75 feet, with 14 feet water, to allow of the passage of the large side-wheel Steamers in the Lake Superior trade, they having greater breadth of beam than sailing vessels or Propellers.

The present Locks on the Sault St. Marie are 350 x 75 feet, with a general average of 12½ feet on the upper and 12 feet on the lower mitre cill, and are the largest on this continent. Notwithstanding their size,