

Samuel Keefer, Esq., C. E., while Deputy Commissioner of Public Works in 1861, also made a survey and report of the same (see Report Select Committee, appointed to enquire into the cause of the diversion of the trade of the West, published by order of the Legislative Council in 1861, page 5).

With regard to this improvement, the benefit to be derived therefrom is so fully set forth in the Reports above alluded to, that it is needless for me to enter into the subject, I would merely remark that if vessels could pass safely drawing 11 feet, a great saving in time would be made in the downward trip. The first Rapids below Brockville, viz.: Gallops, Rapide Plat, Farren's Point and Long Sault might be easily improved, but the Coteau, Cedars and Cascades (avoided by the Beauharnois Canal) and the Lachine Rapids being the most difficult to run when a vessel is loaded, I am doubtful if Insurance Companies would take the risk, unless at very high rates.

ST. LAWRENCE RIVER, from Montreal to Quebec.

With regard to this portion of the River St. Lawrence, I do not think the Government should be taxed for deepening the River below Montreal so that vessels drawing 24 feet could reach that city, as it is a matter in which the merchants there are alone interested, and its Corporation should make the improvements, for if the Locks on the Canals above are enlarged as proposed, the large Propellers and vessels now navigating Lake Erie would be enabled to deliver their cargo at tide water, say Three Rivers, Quebec, or any of the lower ports on the St. Lawrence, or at the Sea ports on the Bay of Fundy. say Amhurst, Truro, St. John, N. B., &c., (provided the Bay Verte Canal were finished) take in a return freight of molasses, sugar, or other West India products, or coal, or sea salt, at very small additional expense over her usual daily expenses; and no greater risk than when navigating the Lakes, as they would have a comparatively sheltered navigation all the way, not having to venture out into the open Atlantic.

To attract this trade, however below Quebec, the lower St. Lawrence must be well lighted, reliable charts, with printed sailing directions given to all vessels using this route, showing the description of light, bearing, distances, shoals, reefs, &c., to be avoided, the same as is now done on the Upper Lakes, the American Government having made a