

the deepening of the Bay at Valleyfield is found to present difficulties of a more serious nature than those discovered to exist in the proposed canal at the Cedars, let the points be established by Engineers, who have no local interests to serve. The people have too much confidence in the integrity of the present Government, and in the intelligence of its Parliament to suppose for a moment that Mr. Ballarge's report will be adopted by either one body or the other.

If the survey of the localities in question be only entrusted to competent strangers, I have no fears for the result—it will be as it ever has been before, viz: that the south shore is the best, whether considered in point of economy or in reference to trade and navigation. The words of Mr. Killally, as stated before the Special Committee in 1842, may be here repeated—and he spoke them having a perfect knowledge of the subject:—"I am convinced that if twice

the number of Engineers were to make surveys and reports upon the subject, no other conclusion can be come to than that which I firmly maintain, viz: that the line of canal on the south side now in progress, is greatly superior in point of efficiency to any line on the north side."

Before the idea of constructing a canal at the Cedars can be seriously entertained, it must be demonstrated that the trade of the country requires a double chain of canals along the whole of the St. Lawrence—a necessity which may probably be felt at no distant day—but even then, it may not be without interest to consider whether a canal by the "Baird route" via the St. Louis River, from Hungry Bay to the Town of Beauharnois, may not be of greater advantage than a canal on the north shore of the river.

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