

## THE QUESTION OF THE CASCADES AND COTEAU LANDING CANAL EXAMINED.

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The interest manifested on the subject of our inland navigation induces me to offer some observations referring to one section of our system of canals.

No better opportunity than the present could offer itself to draw the attention of our Legislature and of the commercial community to the necessity of making a strong effort to put the navigation of the St. Lawrence in the most perfect state of efficiency.

It has, in fact, become a question of political and commercial necessity, that we should lose no time in taking the necessary measures to improve our system of canals on the St. Lawrence, if we wish not only to compete with our neighbours in obtaining that large share of the Western produce trade that it is so desirable that we should obtain, but even if we desire to retain the advantages which we have already secured in that direction.

It will be admitted that, if we wish to construct on the St. Lawrence a good system of canals, it must be perfect and efficient in all its parts, each section made and located so as to correspond with each other in thorough efficiency, and fully equal to the depth of water that can be obtained from Prescott to Montreal. If one part or section of our system of navigation is deficient and not equal to the other sections, it will not only retard the development of our freight trade; hinder or destroy the success of commercial speculations, but it will also diminish the efficiency of the whole system; limit its usefulness, and induce shippers to seek elsewhere the facilities of communications which we could not offer them.

Amongst the many difficulties to the unobstructed navigation of the River St. Lawrence, between Montreal and Prescott, the Rapids of Coteau, Cedars and Cascades present one of its most formidable obstacles; and, as it is to that section of our navigation that I desire to draw the attention of the Federal Legislature, I will briefly refer to the attempts