Now the present summer discharge through the St. Mary's channel may be taken at one hundred millions of cubic feet per hour; therefore the promoters intend passing through this channel say four fifths of its present discharge.

The present velocity of the St. Mary's channel is stated to be $8\frac{1}{2}$ miles per hour, and its future velocity is calculated by Mr. Bateman at 5 miles per hour.

How this result can be arrived at I cannot understand, because it is self evident that a reduction in speed of $3\frac{1}{2}$ miles per hour is not to be gained by a reduction in the discharge of say 150 millions of cubic feet of water per hour.

Mr. Bateman also says, that an additional quantity of 85 millions of cubic feet per hour is to pass through into the ' arbour; thereby with what will pass through the sluices, increasing the discharge into the Harbour to 935 millions of cubic feet per hour, exclusive of the Lachine Canal. These 85 millions are to come around the foot of St Helen's Island and must consequently pass up stream to get " through into the Harbour."

I cannot believe that thinking men will be carried away by this theory; but will take the broad practical view that running water around the foot of St. Helen's Island up stream into the Harbour is not practicable.

The down current through St. Mary's channel of 850 millions of cubic feet would overpower the 85 millions at Ile Ronde in its endeavour " to pass through into the Harbour," and in order to pass the 850 millions of cubic feet of water per hour down the St. Mary's channel, it must be evident that the present current cannot be materially reduced, and if the current is materially reduced, say from $8\frac{1}{2}$ miles per hour to 5, as Mr. Bateman says, then it can only be done by decreasing proportionately the quantity of water passed through the channel which means the lowering of the water in the Harbour and passing more water down the South channel