

States. Two projects to that end are before the public: the one to connect the Georgian Bay with the City of Toronto, preliminary surveys of which have already been made, attesting it to be a work of great, though by no means insuperable difficulties; and the other to connect Lake Huron with the Ottawa, a project to which Mr. WALTER SHANLEY, one of our ablest Provincial Engineers, has given his adhesion. But it is quite evident that neither of these schemes, important as they unquestionably are, can for a single moment compare with that projected in 1833, to which reference has been made. The first, in addition to the immense expense of the work, \$25,000,000, owing to the heavy cuttings that require to be made, and the great engineering difficulties that must be surmounted, offers but problematical advantages as a national work. That it would prove of very great advantage to the City of Toronto, and divert much of the Western trade through that City, is undoubted; but when that has been said, the main argument has been advanced that can be advanced in its favour. It opens up no new country; and the produce once on Ontario, *via* Toronto, stands equal chance of finding its way to the Atlantic through American as through Canadian channels. The second proposal, that of connecting the waters of Lake Huron with those of the Ottawa, stands deservedly high as a national enterprise. If constructed, it would open up an immense section of country, now absolutely useless, and it would have the effect of placing Canadian channels far before any other for the conveyance of the Produce of the West to the markets of Europe; advantages which cannot be overlooked in the construction of this National work. But the heavy outlay required on such a work, is likely to retard its completion for many years. The route *via* Peterborough and the Trent, while offering advantages almost equal to those of the Ottawa Canal, as regards the opening up of the Country and the development of the trade by the St. Lawrence, is so much less expensive as to offer much greater prospect of immediate construction. The advantages of the Trent Route were thus epitomised in a letter recently addressed by W. S. Conger, Esq., to the Chief Commissioner of Public Works:

"First.—It is shorter and more direct than any other—except the Toronto and Georgian Bay, which, from its great cost, may be set down as impracticable from Chicago and the Sault Ste. Marie to the seaboard, whether *via* Montreal and Quebec, or Portland, or New York.

"Secondly.—It passes through a rich and fertile country, and presents fewer engineering difficulties, and could therefore be constructed for a much smaller sum than either of the other proposed routes.

"Thirdly.—Being at least two degrees further South than the Ottawa Route, it would have the advantage of being open for two or three weeks longer every season.

"Fourthly.—Its terminal harbors would be large and commodious—particularly that at the mouth of the Trent—having on one side the Bay of Quinte, and on the other, by a short and comparatively inexpensive cut, the Presque Isle Bay—the safest and most commodious harbor on Lake Ontario, thus affording an easy and safe entrance to Trenton from Lake Ontario and the River St. Lawrence."