

quence of the works not having been properly gone about, or from private interests having been permitted, through underhand proceedings, to supersede the public weal. The locks, for instance, of some of the canals, were made of a totally different gauge from those of others; so that a vessel of a size to pass through some could not pass through all. These smaller ones then had to be reconstructed, at an enormous expense: exactly the same system of ruinous bungling and penny wise and pound foolish policy having been pursued as that which spoiled the Caledonian Canal in Scotland. Every one at all versed in the statistics of that part of the country knows that that noble work, projected on so magnificent a scale in the outset, was made just to stop short of utility, owing to the locks at one end, from a false economy, having been made just too small to admit vessels of paying tonnage, and that consequently the work had to be done nearly all over again, at an expense of several hundreds of thousands of pounds. And so it has been in Canada. This error, however, has been latterly remedied. A more culpable one, however, was committed in the case of one of the canals, where, for a bribe, it is said, of 30,000*l.*, a wrong report was made as to the proper course for it, and it was in consequence, contrary to all right reason and common sense, engineered on the south or American side of the