

for them to take if they would enter the Cornwall Canal with safety. We all remember the terrible accident to the *Passport* two or three years ago, by which the Richelieu and Ontario Navigation Co. lost an immense sum of money, and it was a miracle that a large number of lives were not lost also. Why did this accident occur? Because there were no range lights, no buoy or no beacon on the north side of the Cornwall Island. Mariners to this day are ignorant that there is a fine channel from between Pelos's and Colquhoun's Island. There is a safe channel, a deep channel and a straight channel running directly into the mouth of the canal, but they have had no information given to them, and they have gone on ever since that day using the only channel known to them, a channel on the north side hugging the north shore and crossing in a current to be caught in the eddy and forced upon the stone pier on the south side of the entrance to the canal. I charge that the accident to the *Passport* is not the only accident which has happened in consequence of the carelessness (to use the mildest possible term) of the chief engineer. Only the other day, comparatively speaking, the steamer *Passport* was wrecked at the foot of lock 19, when the captain had his thigh bone broken. He escaped with his life it is true, but several men were seriously injured. What brought about that accident? It was the improper construction of the weir at that lock, which was constructed many years ago under the direction of Mr. Legge. Mr. Page discovered long since that that weir was not only improperly located, but that it was improperly constructed. In his report of 1874 he pointed out the danger to navigation from that weir. He might have had occasion to point out a greater danger to navigation but for the close and watchful attention of the superintendent of the canal, who saw that the swash from this weir was constantly wearing away the bank; had it not been for the superintendent we would have had a breach in that bank at the foot of the lock as we had a breach the other day at another portion of the canal. Mr. Page himself was perfectly aware of this and during all these years, although it would not have cost a single dollar to this country to have altered that weir—because every day the men upon his scows were hauling earth away to strengthen the banks in the portions that appeared to them to be weakened at the time—and they could have taken that earth and constructed a new weir during these fifteen or twenty years; the weir would have led down straight into the canal, and the water would not have interfered with any