

"Thence to Archibald's Point, distance $3\frac{1}{2}$ miles, the natural channel of the river presents no impediments to the navigation of steam-boats of the class contemplated to be used; in truth, this is the most placid part of the stream from Prescott to Cornwall. I come now, Sir, to the point, Archibald's, where it has been proposed to leave the river, in order to pass the Long Sault. As the Canadian channel of this rapid does not afford a safe or convenient passage, even for descending boats, it becomes necessary to construct a canal to accommodate both ascending and descending trade. Therefore my calculations from said point to Cornwall, are based upon a canal of 100 feet width at bottom, and banks sloping according to a base of 2 feet to 1 foot vertical. From this point to Cornwall, $11\frac{1}{2}$ miles, several plans have been suggested and considered, only two of which have been deemed worthy of particular examination. Mr. Clewes proposed cutting across said point and passing up the valley of Hoopes' Creek, $\frac{3}{4}$ mile; thence following a depression of the country, and dropping into the stream at Brownell's Bay. See plan No. 1 of this work. This plan I have examined, and have prepared minute calculations of its cost.

"The other plan examined, is to follow the river and its shore to the same point. I will now, Sir, compare these two routes or plans, to their union at Brownell's Bay. The route by Hoopes' Creek, is three miles and 72 chains, in the course of which there occurs 1,461,000 yards excavation.

"The river route follows the natural channel of the river, which affords a good and easy navigation one and a quarter miles further down; thence I make a canal on the bank of the river to the said bay, distance two miles and 44 chains."

The point I wish to make with regard to this proposal and this report of Mr. Mills is, that his estimate of the number of yards of excavation was made for a channel 10 feet deep, and that, singular to say, the estimate which is made to-day for a channel 16 feet deep, through precisely the same ground calls but for one hundred or two hundred thousand yards more. The inference is plain that Mr. Mills purposely over-estimated the expenditure upon that proposed plan, in order that his plan might be adopted. Here is what he says:

"You will perceive Sir, by the above comparison, that there is little difference in distance (counting the distance on the river from said point to the commencement of the river work $1\frac{1}{4}$ mile), but that there is $1\frac{1}{4}$ mile less distance to be improved, therefore less distance to keep in repair, and also that there is \$122,618.89 in favor of the river route."

I have shown you, Sir, the reason why Mr. Mills adopted that plan, and I propose to show you how, as the construction went on, every day developed the inaccuracies and the utter want of safety in that plan as proposed. The commissioners appointed by the Parliament of Upper Canada were not satisfied with the plan proposed by Mr. Mills, nor were they satisfied with his estimates or his location, and they asked His Excellency, Sir John Colborne, to lend them the assistance of Captain Cole, then at the head of the Royal Engineers in this country, and they consulted also Mr. Fleming, an engineer of repute, and Mr. Thomp