

"It is a favorable feature of the river plan, that for so great a part of the distance you occupy the river, consequently that you have so much less canal in danger of derangement and requiring repair. The works in contemplation will certainly be safer at either extremos of the height of the floods than at any point between (considering the location as it respects the line the same); consequently, if the works are not quite up, then the nearer they are to the point of the water subsided the more safe they are. Upon the inland route you will observe that your works are not only up, but out of the way of danger from ice and flood. By these remarks, I wish not to disguise the fact, that there may be accidents and that there is danger of breaches and interruptions in the use of similar works, whatever be their situation and whatever be your forecast and precaution; but in the case before you, the probabilities of interruptions, derangements and expense of repairs in the one, hardly deserve to be named when considering the other.

"The river plan appears favorable, when considering the first expenditure."

And mark what he says:

"But before you pronounce it the economical, the judicious, and altogether the best plan to be pursued, you must consider what it accomplishes and what you have got for your money. In the first place, you have got an imperfect improvement, and one which does not secure the ends contemplated; secondly, the works and construction of the improvement, the business, the commercial operations of the whole country are jeopardized upon an unexpected and oft-occurring casualty, which may be avoided for the sum of £25,000 or £30,000; thirdly, in case of repairs being necessary they must be done at greater expense, and the same advantage cannot be taken of the season for repairs. These are matters which are perfectly within the comprehension of your board, and I hope they will receive the consideration which they deserve."

If a more emphatic or a more positive contradiction could be given to the report of Mr. Page by Mr. Mills, to whom he appeals, I should like to hear of it.

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MONDAY, March 18th.

Mr. BERGIN. When the House rose at six o'clock on Wednesday last, I was discussing the manner of the construction of the Cornwall Canal, the foundation upon which it was constructed, and the materials with which it was constructed, and I quoted to the House the opinion of Mr. J. B. Mills, the engineer, as to the want of safety of a bank constructed along the river, and the necessity of constructing an inland canal. I now come to that portion of Mr. Page's report of the 27th February last, in which he says:

"It is quite true that the volume of water that passes down the 'Sny' is very small compared with the main body of the River St. Lawrence; at the narrowest place immediately below the rapids, the sectional area of the waterway at the lowest stage of the river is about 600 square feet, all of which passes through the dam at Moulinette and the