

We do not think that Mr. Page's plans are such as the magnitude and importance of our system of navigation demand: while the statements by which he endeavours to support them are some of them incorrect, and some exaggerations, both we fear only calculated to mislead.

In conclusion we beg to state, that if the report submitted to you by the Board of Engineers in reference to the enlargement of the Welland Canal, be not adopted, we hope there will be no objections to our making that fact publicly known, as justice to ourselves requires that we should be relieved from all responsibility connected with it, if this great work is executed on Mr. Page's plans, which we have, after careful examination, considered insufficient.

We have the honor to be,

Your obedient servants,
(Signed,) C. S. GZOWSKI.
" SAMUEL KEEFER.

Mon. Hector L. Langevin, C. B.,
Minister of Public Works,
) Lawa.

(No. 18739.)

DEPARTMENT OF PUBLIC WORKS,

OTTAWA, 28th March, 1873.

GENTLEMEN,—I am directed to acknowledge the receipt of your letter of the 26th inst., containing remarks on Mr. Page's report on the changes suggested by the Board of Engineers, in his plans for the Welland Canal, as called for by my letter of the 22nd inst.

The Minister desires me to call your attention to that portion of Mr. Page's report which refers to the crossing of the Welland Railway on an 83 feet grade, and to which no allusion is made in your remarks. The Government would like to have also your opinion on that particular subject.

I have the honor to be, Gentlemen,

Your obedient servant,

(Signed,)

F. BRAUN,

Secretary.

Messrs. Gzowski and Keefer, C.E.

OTTAWA, 31st March, 1873.

SIR,—In compliance with your request of the 28th instant, we will now add the following remarks in reference to the crossing of the Welland Railway, by way of supplement to our letter of the 26th instant.

A swing bridge upon any line of railway is an inconvenience to the traffic, yet with a well constructed bridge, and properly equipped railway, and a compliance with the statute regulating the passage of trains over such bridges, there can be no danger to life and property, and but very little inconvenience.

Mr. Page's plan is to cross the Welland Railway where the grade is level, at an angle of 64 degrees. The line through Thorold would cross it at its maximum gradient of 83 feet in a mile, and with a slight alteration, without changing the grade, it would cross it at a right angle, the most favorable angle for the purpose; so that as regards the horizontal angle of this crossing the line through Thorold is much more favorable than the line through the gorge.