DOMINION PARLIAMENT. Summary of Proceedings. SDAY, April 9, 1873. HOUSE OF COMMONS.

outine, erritt moved an address for he report of the late Commissioner tmost despatch, so that land Canal the Government wer laying action for a short time, u

been expended was the of the Welland Canadid not wish to proceed information in their process.

ping, it would be a serious injury shipping interests of the country, bour vessels could not trade from Cans American ports, and we had no Cat port on Lake Champlain, and consequently the Western trade, after passing throug canals, must necessarily go in Amavessels destined for that canal, and shi would even give the preference to Ame bottoms, as they could change the detection of the cargoest necessary. If recipr in shipping could be obtained he would hand in hand with the member for Montager and the cargoest necessary.

Mr. Langevin was very glad that the

use way, and that the engineers had had to study very carefully the locality in order to find out the best roate. During the recess the plans and specifications were completed, and after having been examined an order was given to call for tenders. Just at that time, however, a new scheme was brought forward which had the help of powerful in-fluence throughout Ontario. This was Mr. Granville Natament. before incurring the very large expenditure involved in the enlargement of the Welland Canal, obtain all the information which they could on the subject. They therefore decided to refer the whole matter to three engineers, who should be instructed to go into the subject fully, and report to the Government. They accordingly selected Messrs. Growski, Keefer and the Hon. Mr. Mc.-Alpine, an eminent American engineer. Those gentlemen accepted the task, went throughly into the subject, examined the locality and would and the plane, and had all the information which could be placed at their disposal. They reported to the Government that full the would under the committee of the control of the c Greaville's scheme should not be adopted, and that, though it might be a shorter route than that reported by Mr. Page, the obstacles and difficulties that would be met with were such that it should not be adopted, inasmuch as combined locks would be necessary, and to such locks they were all opposed, and deemed them most objectionable, and especially so in the case of the Welland Canal. They further reported that they considered the line proposed by Mr. Page to be the true line, recommending, lowever, a divergence to the left to go through the village of Thoroid. Their respons for this was that the locks would then be of the regular length of sixteen or seventeen feet, and the number of locks might be reduced from twenty-four to twenty. They also reported that without this divergence the line proposed by Mr. Page would necessary supply of water. This report was submitted to Mr. Page, and he reported in reply, showing that the supply of water on the line recommended by him would be sufficient to meet all the wants of the Canal, and pointing out also that, by the change proposed, the Canal would have to cross the railway at a point which was considered very objectionable, inasmuch as the gradient of the railway at that place was eighty-three feet in the mile, so that trains could not be stopped at the drawbridge which would be measure. These considerations were deemed so important by the Government that they thought a supplementary report should be made by the three engineers to whom the first proposed with the provided with the service of the railway at the point of the railway at the proposed with the provided with the provided with the proposed with the pro

stopped at the drawbridge which would be nacessary. These considerations were deemed to important by the Government that they thought a supplementary report should be made by the three engineers to whom the matter had been confided. These gentlement again reported, giving the reasons which they had for the divergence of the line to Thorold. The matter now rested there, the report last mentioned having only been recommend the second of the line to the recommentary of the proper last mentioned having only been altogether in the States said the reviewing the whole subject and reading aftentively all the reports, was to recommend to his colleagues the adoption of Mr. Page's line as originally drawn. Though a delay of two or three months had taken lost, as the enquiries made had enabled the Government to assure Parliament that every care had been taken to find the best line for this work, the cost of which was estimated at something like \$300,000. The hon. member-for Lincoln had also called attention to the vote of money made for the improvement of the