

information ; and I had also the testimony of the late Captain Childe, a man of great practical experience in his profession, that after a careful examination of Mr. Forsyth's estimates, he found them amply sufficient to cover the whole expense of the Tail-Race and docks, not including the 7 piers, nor the lock to connect with the Lachine Canal, nor the earth filling at 0^v in Mr. Trautwine's plan, and I have the most perfect confidence that Mr. Forsyth's estimate for the whole work of \$2,040,000 is correct and reliable, in which opinion Mr. Forsyth is also supported by Messrs Brown & Watson, who understand the nature of such a work as well as any contractors in the country.

As Mr. Trautwine says, "it appears to me utterly impossible to hesitate between the two plans."

By the one there is no water power, and can be none without a very considerable enlargement of the Lachine Canal. In the other, the finest water power on this continent is made available for public purposes. Messrs. Childe, McAlpine, and Kirkwood, on this subject, remark :

The value of a water-power thus located will be appreciated, when it is considered that throughout the whole grain-growing region of the West, there is almost none, certainly no amount of water-power at all adequate to the manufacture of the immense quantity of the cereals which must be exported from that region.

The value of such a power is enhanced by being located in close contiguity to the dense population along the Atlantic, where the Offal has the greatest value, and it is also increased, because it can be directly reached by Lake-craft without transshipment or drayage.

The whole available power at Blackrock, Lockport, Rochester, and Oswego has already been occupied.

These places are at a great distance from the sea-board.

At Black Rock and Oswego, the Lake Vessels can discharge grain into the flouring mills, and the manufactured flour can be loaded directly from the mills into canal boats. At the other places named, grain to be floured must be subjected to an extra transshipment, the cost of canal transport, and, in many cases, to an expensive drayage.

The plan of the contemplated Harbour of Montreal, provides for a large water-power, with the means of increasing it almost without limit, and is so located, that Lake vessels may discharge their cargoes of Grain designed for manufacture, lying alongside the flouring mills, and the grain