

not more, but the site would be still worse ; first, on account of its closer proximity to the shoals and the rapids of Coteau ; next, on account of the greater difficulties and the greater amount of expenditure necessary to obtain by excavation a channel of communication across a strong current, from thence to the deep navigable channel of Lake St. Francis ; and again, on account of the greater difficulties for vessels coming from above to enter that lower pass. (See testimony of Messrs. Asselin, Prieur and Rinfret.)

No propeller with a long tow could enter it with a strong westerly, north or north-westerly wind, and because there is no anchorage ground.

The want of anchorage facilities and bottom is so much felt on the south side that vessels that have to beat against a strong wind, or that are not ready to cross to the south by day time, when there is appearance of a dark night, remain moored at the Coteau Landing piers during the night, to wait for a favorable opportunity of reaching in safety the entrance channel of the Beauharnois Canal. I will now ask the projectors of the deepening of the present channel, or those who propose excavating another broader channel, either in the line or by a lower line, if in any of those two cases the lake ice would not be drifted into the bay in larger quantities than now ; if the ice would not take as early if not sooner than now ; if it would not remain as late, if not later than it does at present, and if the canal would not be closed as early as now each fall, and opened in the spring as late as now.

NO MORE DAMS ACROSS THE RAPIDS SHOULD BE BUILT.

As the enlargement of the canals will require, above all things, a greater depth and a more abundant supply of water than may be needed at present, in the event of the Beauharnois Canal being enlarged, the increased depth of water necessary to be obtained for a channel from the western extremity of the canal to the navigable channel on the north side of Lake St. Francis, must be obtained either by the excavation which I have already described, or by constructing more dams across another section of the river, above the Coteau Rapids. There is no alternative between those two expensive and extreme means. The cost of such an excavation under water, for such a distance, through solid stone and large boulders, would be immense, apart from the inconveniences to the navigation in such a narrow and tortuous channel.

With regard to the construction of additional means of raising the water by new dams, the public accounts will show what have already cost, the damages caused by the erection of the present dams, apart of the claims which might be presented in future. It cannot be denied that the construction of additional dams across