

interests of the trade and commerce and navigation of this country, that we should not only minimise the expenses of transport, but we should also economise time, and by doing this necessarily lessen the charges attendant upon a great length of time being consumed in making the passage through a given portion of the canal. On this ground alone I think we are justified in calling the attention of the Government, and asking them to take some other advice in addition to that which they now possess. I want further to call attention to the disingenuous manner in which the chief engineer speaks of the construction of the dam. He says:

"Those who have given careful attention to such matters and are free to deal with the question on its merits,—"

I scarcely understand that phrase. My opinion is that every man in this country is free to deal with this question on its merits.—

"—will scarcely fail to observe that dams of such a height, made otherwise of moderate dimensions in the ordinary way, of the class of materials of which some of the banks are represented to consist, would not be likely to receive a favorable impression of their security."

Why should they be constructed in that way? Why should they be made of the material of which some of the banks are represented to consist? Why should they not be made of good material and be properly made? How, then, can he presume to condemn a work because of his own proposed construction of it in any but a proper and satisfactory manner?

"In fact they might reasonably be led to the conclusion that the adoption of the proposed means to meet uncertain risks might result in others quite as perplexing, if not even of a still more formidable kind, unless precautions were taken other than usual for even banks of the height required."

That would certainly be the case; and it would be his duty to see that they were properly constructed of good material and placed beyond a chance of breaking away. He, further, says:

"At places where the present banks are close to the margin of the river and the water alongside more than five feet in depth, a rough class of narrow crib-work will be placed to keep the bridge material in position until it is consolidated. The whole of the banks are afterwards to be well protected by a facing of stone."

It is said of a lady's letter that the gist is nearly always in the postscript. So it is in this document. We have before us his estimate of the cost of the construction of the works