

On the other hand, it may be stated with reference to the changes proposed by the "Engineers,"

1st. That to throw the point of separation between the old and the new canals into the heart of the Village of Thorold would lessen the efficiency of both channels of trade, and would add considerably as well as unnecessarily to the cost of the works.

2nd. That by crossing the Welland Railway near the middle of its maximum grade, the traffic would be so interfered with as to render the road practically worthless as a means of safe communication.

3rd. That by increasing the lift of the locks, the risk of accident, as well as the cost of the work, would also be increased without any benefit to navigation that would warrant such a course.

4th. That the filling and emptying of the locks in the manner suggested is not necessary or required, as it can be done as expeditiously as circumstances will warrant, without entailing upon the navigation the risk inseparably connected with tunnels and their equipment.

In short no advantage could be gained by adopting any of the suggestions of the "Engineers," but on the contrary there is good reason to believe that if they were followed a less efficient canal would be constructed, and that too at an additional cost of full (\$2,000,000) *two millions of dollars.*

I therefore beg respectfully to advise that the line from Marlatt's Pond to Port Dalhousie, as located on the ground, be adopted, and that the works be carried out agreeably to the design contemplated, and for which Tenders have been publicly invited and received.

I have the honor to be, Sir,
Your obedient servant,

JOHN PAGE,
Chief Engineer, Public Works.

OTTAWA, 6th March, 1873.

MY DEAR SIR,—I learn that the Canal Commissioners recommend a deviation from the Government line at the village of Thorold, which will cross the Welland Railway at about the centre of its eighty-four feet grade. If this is so it will be perfect destruction to the road, as the grade is nearly three miles long, and the difficulty, and at many times impossibility of stopping trains in descending would seriously reduce its capacity for carriage of freight and render it dangerous to the life of passengers; and in ascending, it is found that when a train is once stopped great power is lost in getting under way again.

The Great Western now use the Welland between its Main and Air Lines, and at the present moment fourteen regular trains pass over that portion daily, besides specials; during the season of navigation the number will be much greater.

I feel it my duty, as Manager of the Welland, to bring this matter officially before you, and respectfully beg, that before adopting the proposed change, you will well consider the damage the road will sustain by it.

Yours truly,

THOS. R. MERRITT,
Chairman.

Hon. H. L. LANGEVIN,
Minister of Public Works,