

Well, Mr. Page, the chief engineer, when he penned that paragraph, must have reckoned on an entire want of knowledge by the Government, owing to his having concealed from them the true state of affairs, and he must have reckoned on their lack of knowledge in regard to the condition of the banks when he said that three times the length of the dams is the whole distance. Why, the length of the bank that is unsound, and which he cannot make safe by the plan he proposes, is between four and five miles, and the length of the dams which we ask him to construct so as to give us a free inland canal, safe at all times and which will furnish water for navigation and for manufacturing purposes, is as follows: One of about 300 feet and another of 600 feet, or altogether 900 feet, as against the distance of five miles. And we must not forget that the construction of those two dams would give us an inland lake over 15,000 feet long, with a depth at the head of not less than 18 feet and at the foot of 43 feet, an average depth of 34 feet and 1,200 feet wide. Is that not a desirable object to be attained, although Mr. Page says it would be six miles away from the foot of the Cornwall Canal. That is true; but the construction of that dam would give an unlimited water power in the village of Old Mills Roches. It would furnish power for many manufacturing establishments and would give employment to many thousands of hands, whereas to-day very frequently the mills in Cornwall are stopped for lack of water in the canal. Speaking of the water in the canal, let me point out to the Government the dangers of the tortuous entry to that canal. There could be nothing worse. Vessels frequently go against the piers and their cargoes are injured or lost. And we are to be told by the chief engineer of this country that we must construct the canal where defective, and that we must retain the same unsafe and unsatisfactory entrance? Let me call the attention of the Government to the change it is proposed to make in the construction of the canal. We say, and we say it advisedly, and I shall be able to prove it if the best engineering talent be consulted, that Lock 19 should not be put under contract at all, but the head of the canal should be placed at Lock 20 instead of at the head of the Long Sault. Instead of taking vessels through lock after lock and consuming, as they do, from ten to twelve hours in passing from the head to the foot of the canal, by the plan proposed, which will make the canal safe, and so that it can never break away, we shall reduce the time consumed in passing from ten to twelve hours down to four to six hours. Is not this an important matter to be considered in the