

depth of water, for vessels of the largest tonnage to go to Montreal, care is taken that like accommodation is not to be given to such vessels for business at this port.

MR. PERLEY has stated that the Lake St. Peter improvements when completed will afford safe passage for a vessel drawing 27 feet. She will be able to go to Montreal, lay at the quays, jetties or wharves there, discharge and take in her cargo. In this city, which was the greatest sea port of the Dominion, the cradle of refinement, of education and business when Montreal as regards shipping was in its swaddling clothes, this old city, notwithstanding the bright things expected for it, is not to be provided with any such accommodation. We spend money here to a very large amount, but care is taken that it be spent in a way not to secure that accommodation for vessels of a large draught of water that has been provided for them to go through Lake St. Peter.

Reflect now for a moment and call to mind Mr. Perley's remarks when he said that, if the plans adopted ten years ago had to be adopted now, they would be of a very different character. Such reflection will lead you, I am sure, to concluding what it is possible the requirements of ten years hence may call for. By taking warning from the blunders of the past you may save yourselves from falling into like blunders again. Unfortunately for the country we are always subscribing to a greater extent than we ought, to the miserable doctrine of "Cows far off wearing long horns." One needs, forsooth, go across the herring pond, ignore our own scientific men, and seek Engineers in the old country. The result of that folly ought to be a warning to us and what we should determine upon now, in my mind, resolves itself into this, that the people of Quebec, represented here to-day, should not be satisfied, with a second class article. Should not be satisfied with any plan of completing their docks other than the very

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