

with. The Welland Canal was one of the competitors with the Erie Canal, and the railways of New York, and, perhaps, those of Pennsylvania, and he regretted that the period of the completion of the enlargement of this canal was to be delayed. An enormous sum had been spent on this work, and this would lie idle for some time, returning no interest. One of the most important sections seemed to be that between the Mountain at Thorold and Port Dalhousie, and he was informed by an engineer of the very highest standing, that there was great danger of the outlay between Port Dalhousie and the top of the mountain at Thorold being lost, owing to the washing of the banks, to the constant action of the water and the peculiar nature of the clay and soil, and the action of the frosts. These influences would do exceedingly great damage to the locks, bridges, and other parts of the basin. He was also told that the lock at Port Dalhousie had been found not to have been properly based, and that there was evidence that this work had sunk. He was sure that the tardy letting of the aqueduct, was a most serious thing in connection with the enlargement of this canal. This had been done some time in August or September, and he was informed that the old aqueduct could be made to answer a purpose, though not the purpose for which the enlargement was intended. He regretted exceedingly, in the interests of the country generally, and of those engaged in trade, that, when this matter was brought up in the House some six or eight weeks ago, and the statement was made that these works would be completed in a year or eighteen months, the hon. member for Lincoln, who was a practical business man, had corroborated the statement that this work would be done in a very short time, and also endorsed the action of the Government in this respect. In these days of rapid transit, when the most constant vigilance was necessary to prevent the loss of a little portion of the carrying trade, it was unfortunate that the most important of all public works—and he did not except the Intercolonial Railway—the key of the whole system of navigation upon which such an enormous sum had

been expended, should have been so far delayed as to threaten the loss of this trade, which they had been seeking and were willing to make such great sacrifices for. The policy of the late Government in this regard had been wise; and this Government would have been wise had they pushed forward this work as rapidly as possible to successful completion. The period of great depression in trade and of stoppage in railway construction, when labour has been begging for employment, was peculiarly favourable for carrying on this work. Under the circumstances, they had reason to complain of so much tardiness, and of the condition of the Welland canal, which was very much like that of the man who built the roof of his house without having built the lower stories or laid the foundations at this canal was very nearly completed at each end. Large outlays had been made upon it, and he believed that the greater part of the most expensive masonry between the top of the mountain at Thorold and Port Dalhousie was now finished. The money was no doubt paid over; and these works were earning nothing, while they were exposed to damage. The public interests had suffered seriously in this connection. There were reasons for supposing that these works had been unnecessarily delayed. He was surprised to have his hon. friend (Mr. Norris) approve of the statement that this canal could be completed in a year or 18 months, when he must have known that this statement was misleading. It had been pretended that it was possible to get navigation by way of the Lake Champlain and the Champlain Canal to New York; but this was utterly impossible. The Champlain was a small canal belonging to the State of New York; the larger proportion of the population of this State was interested in maintaining the navigation of the Erie Canal. The Commissioner who had gone to Washington prepared to sacrifice Canada's interests to obtain reciprocity, had wished to stipulate for the use of the influence of the United States Government, in order to secure the enlargement of this canal by that State; but all who knew any thing about the matter laughed at this state-