always regulated or occasionally absolutely stopped. The means of doing the latter would afford the dam at Mille Roches to be built on almost a dry foundation, and also the same for the locks at Brownell's Bay, which also would allow to remove any shallowness or impediments of the channel. Pauls or buoys may be afterwards placed to direct the course of deep water.

"As the proposed part of this new route, on the canal, is not yet surveyed, the expense of it must remain undetermined. Until this is done, however, it is clear this proposed alteration of route, from Brownell's Bay, would afford a much better steamboat navigation than an entire canal, and which would be, evidently, many thousand pounds less expensive; also, if well constructed in the dams and locks, the whole would require little annual repairs; besides, this reach upon the river would afford a safe protection for vessels to lay up in the winter months, for the dam here would form a barrier against all movements which might hereafter happen from obstruction of the ice below, and with a very ordinary dam above the works at Brownell's Bay, there could be no danger apprehended on this side, and this last dam would regulate the supply of water as required for the canal basin, as well as for mill purposes, which then might be properly afforded from the dam at Mille Roches.

"Thus far I would decidedly recommend these alterations as superior, both in respect of utility in navigation and towards reducing the whole expense to that of an entire route, as proposed by Messrs. Wright and Mills."

Mr. Mills made a second report, in which he partially admitted all the objections which were made by the other engineers to be correct. He said:

"As such operations in large streams ever leave marks of their effects, I presumed they were to be found along the banks of the river. Accordingly I observed such effects as the tearing up, breaking and scarifying of trees, and concluded that the accounts might be half true, and if so, there was good reason for keeping as clear of exposure as possible in the construction of the works in contemplation. Floods, though free from ice, when they deluge a line of canal with earthen banks, ever cause great derangement and expense of repairs, and it is generally considered by men conversant with matters of the kind in question that such works ought not to be exposed to the danger and hazard of inundation. Thus I view the subject, Sir, and accordingly, I acted As in the course of the past year, I am not aware of any important change in the laws of nature or in the consequences of their operations, I am to presume that the danger of exposing works of the kind in question is as great to-day as it was one year ago—therefore I have not seen any reasons for taking a different view of the said plans and locations."

And yet, admitting the danger that would certainly follow from inundation and from the rapid rush of water at particular seasons, he nevertheless persisted in following out the original plan and location; and when I come to read to you, as I shall after a little while, the report of Mr. Page, Chief Engineer of Canals, made the other day, you will find he attributes the destruction of this bank to the causes laid down by Mr. Mills in this report. He refers again to what evidently was a painful subject to him, Clewes' and Barrett's plan. He, somehow or other, was unable to rid himself of that, and on every occasion in which he got into