

injured for life over and over again, because the gates were so out of gear that it was impossible for the men to handle them. One man is lying to-day a helpless cripple, with an injured spine, and he will be so for all time, having been stricken down in the very prime of life in his attempts to open a gate which two men could not open without difficulty. His little family are dependent upon him for bread, he is powerless to help them. Not far from the canal is another man, a living corpse. In attempting to open the gates, he so over-exerted himself that his bowels were forced out, he was at death's door, and for years past he has had a living death. All these things might have been avoided if the service of the canal had not been starved for years and years. Every representation that has been made with the view of having the service improved has been met with the answer: Wait until the canals are enlarged, and then we will have this done. It is the old story over again: Wait till the horse is stolen, and then lock the stable door. What I have said of the lock gates I may also say of the foundations. The foundations of each lock are rapidly going to pieces. At the foot of each lock, except lock 17—and I will explain why it is not in the same condition in a moment or two—I am speaking now of the old locks—there is a hole from ten to twelve feet deep, and as much in diameter, under the foundations, made by the constant dripping of the water during all these years; and the same would be found at lock 17, but that they found that the bottom was going to drop into the hole two or three years ago, and then they filled it up with stone. Is that a condition in which a great public work like this ought to be? And the mitre sills—well, the less I say about their condition the better. That there is not a good mitre sill on that whole canal—and I do not except those on the new locks—is a fact that cannot be questioned. Now, Sir, let me draw your attention to the method of opening the gates. We all know that a few years ago the Chief Engineer of Canals made a change in the gates. It was not an improvement, because most of the so-called improvements he was obliged to change almost immediately after constructing them. The valves did not work well; complicated machinery was employed, some of which is left. What I maintain is that everything in the shape of machinery in connection with the canal ought to be of the most simple character. It ought to be of a nature that can be comprehended by the poorest intellect. You know the material out of which lock laborers are generally made—not skilled men, machinists or mechanics, but ordinary laborers; and therefore the