

One would suppose that the engineer was speaking of the destruction of the banks from the Long Sault to Mille Roches in the Cornwall Canal.

"This stone naturally rolled to the foot of the slope and practically formed a blind drain which eventually brought about a leak."

Now, Sir, if this had been written of the Cornwall Canal, it would have been a strictly accurate representation of the causes and effects which have characterised that canal. I shall bring only one other authority to show that the banks of the Cornwall Canal are not in a condition to be meddled with in the manner in which it is proposed to meddle with them by the chief engineer, and the authority I shall bring in support of my statement, is that of the chief engineer himself, in his report made in the year 1874, on the navigation of the River St. Lawrence, to the Minister of Public Works. Speaking of the improved canal, he says this:

"From the general appearance of the south bank, together with what could be learned of its formation, there is reason to believe that it would be injudicious to interfere with it in any way. The widening must, therefore, be done altogether on the north side, although the ground is, for the most part, high, and has every indication of being unusually hard."

And you will remember, Sir, that, on Wednesday last, I quoted from the report of Mr. Page, made on the 27th February, that he actually had in contemplation, notwithstanding that he knew the insecurity of this bank of the canal, to go on and enlarge it in the manner proposed. He also adds:

"It may also be observed that the ground on the landward side is fully 40 feet higher than the proposed bottom of the reach. From the depth which the channel has to be sunk, it will be evident that the guard lock must be taken down and a new one built; at the same time a wider raceway formed, and a much larger supply weir constructed. To admit of this being done, and of new structures being placed in nearly the same positions as the present ones, the water would have to be drawn off for one full winter, a state of matters that should, if possible, be avoided, as it would involve the stoppage of all the mills and factories at Cornwall, and thereby throw a great number of persons out of employment. By the selection of another site for the lock and weir, this unfavorable result, it is believed, might be entirely avoided, a better class of work secured, and the outlay very little, if any, increased. There is, however, good reason to believe—"

And I would ask the attention of the Government to this, because it is the severest possible condemnation of the plan which he proposes now to follow—

"—that any place much below the present structure could not be judiciously chosen for the purpose, as the present water-level of the canal is several feet higher than that of the river immediately opposite, whilst the bank between them is of a nature unlikely to retain the water, if the level of the high stages of the river were extended farther downwards."