

along the river, was made of the poorest material, anything that they could get; but they put on the inside, to keep the water in the canal, a face of 8 feet of the best material they could get, and that they made with carts and laid longitudinally. It is now a little more than half a century ago since the Cornwall Canal was constructed. During a great many years that sound, good face which was put on with carts saved the rotten outer banks of the canal, and prevented their being carried away; but after half a century, the wind, the sleet, the snow, the agitation of the banks of the canal by vessels going through, and by the natural wear and tear, this eight feet of good bank has been obliterated, and there is not to-day six inches of good face on the whole length of that canal from the head of the Sault to Mille Roches. And we are asked, Sir, to admit that a sound, and safe, and proper bank could be made by taking the soft material from the bottom of this canal by dredges and lifting it with derricks and throwing it over to the outside of the river; and we are told that any plan that we shall adopt in opposition to this, will cost a very much larger sum of money. Before I get through I shall be able to show you that the estimates prepared by the chief engineer, that the contracts which he has entered into, form but a small portion of the expense that will be necessary for the safety of the canal under the plan that he proposes, and I shall show it from his own reports. He says:

"For two miles along the bank of the Sault Rapids, the soil is of strong clay and gravel, with stone and boulders imbedded in it, and is admirably adapted for making a strong and permanent embankment between the canal and the swift current of the river, the outer edge of which is well protected by the boulder stones taken out of the excavation of the canal."

This, he said, is Mr. Keefer's opinion. Mr. Keefer was not employed on that portion of the canal, and he spoke from memory, but Mr. Keefer nowhere said that the foundation upon which that bank was built was a safe and a proper foundation. On the contrary, we have the evidence of Col. Philpotts, of Mr. Mills, and of Mr. Wright, that this section No. 1 was the most difficult of the canal, because of its shifting sands, its hidden springs, and the shelving bottom. He objects to the plans which are proposed for dams across the head and foot of the canal, and says:

"It is not stated whether it is contemplated to place the dams at the narrowest part of the 'Sny' and use the present towing path with a bridge over each of the openings of the channel; or to place the dams obliquely, and in a position that would make them correspond as nearly as possible with the line of those parts of the island and canal bank with which they connect."