

anxiety to the neighbourhood and to the Railway Company. The inhabitants feared that the waters of the St. Lawrence would flow into the Chambly Basin.

It would be granting a very dangerous power to concede authority to carry out a scheme such as proposed, when the result of it must be to increase the overflow of the river.

I will not dwell on the position of the South shore lands below the Victoria Bridge beyond saying that as the level of the river is sometimes only a few feet below the South shore, it follows, that with "all the main ice of the River "St. Lawrence passing down the South channel instead "of passing through the Harbour," (this is what Mr. Bateman says), such ice will gorge the South channel to its bottom; and as its bed is of rock the pressure on the sides would tear away the shores or dam the back water and overflow the adjoining lands.

The construction of levees would not prevent the ice scaling the shores and Railway works; whilst the water backed up by the rising ice would pour into every local channel and ditch with disastrous results.

As to the damage by ice to the Victoria Bridge by throwing all the water into the South channel, the Bridge structure is a strong one and may be considered able to take care of itself. But as ice has been known to pile up and strike the tubes and climb over the approaches, I certainly advise the Company to resist any scheme tending to increase the height of water at its site.

The winter and summer discharge of the St. Lawrence is varied by rain fall, winds, melting of snow and blocking of ice. Ice is the chief factor in producing these fluctuations.

It commences forming early in winter under the surface ice and piles up until it gorges the channels. The river discharge has either to clear away the ice or raise its own level. It does the latter because with the ice so