

vessel or have done any damage of any kind. Speaking of that weir, Mr. Page says:

"The balance of the supply required for the Cornwall level, in addition to that above stated, is furnished over and through a weir situated at right angles to the lock, a place nearly opposite the lower quoin."

It is almost incredible that a man of the high reputation of the Chief Engineer of Canals should have allowed that weir to remain there during so many years without making any attempt to alter or improve it, knowing full well that it must do great injury to navigation. The report goes on to say:

"It will be obvious that this means of admitting the supply must be wholly inadequate to the requirements, when it is borne in mind that at low stages of the river the water above the guard lock is on the same level as that below it, and frequently, during some years, the river level is not more than one foot over that of the canal."

He says again:

"The reach between locks 18 and 19 is 7,789 feet in length, and the supply to it is maintained in a similar manner to that of the level below, except that the weir is below the lock and in a position which throws the current more directly across the channel. The supply to this reach passes over and through a weir built on the north side, opposite the head of the lock, thence by a raceway which enters a short distance lower down on the same level as that of the canal. It is, however, found that the position and direction of the strong current thus produced are very objectionable to upward-bound vessels entering the lock."

Here, Sir, I have the whole case stated by Mr. Page himself, an acknowledgment made fifteen years ago that this weir was a source of danger to vessels, and more particularly to upward-bound vessels. Now, Sir, let me draw your attention to the condition of the locks, and I will speak first of the lock gates. Except in the two new locks which have been constructed, there is not to-day a lock gate on the Cornwall Canal that is fit for service. These lock gates, the majority of them, have been in use over 20 years, and during that time the gate posts have been worn; the stone in which the gate posts fit, and they ought to fit tightly, has been worn away; the gates have worn away; the heel points or pivots of the gates have worn away, and the sockets in which the heel points rest, and which are made of brass, have become enlarged, and consequently when the gates are opened they sway and swing. They have not a true pivot point on which to rest nor true sockets in which the points can work. That is not all. There is not to-day in a single lock a track on which any gate can run, and run with ease and facility, or which a man can move without the exertion of more than fairly honest effort. Why, Sir, on one of these locks we have had men