And yet, Sir, it seems to me a curious sort of mental obliquity on the part of the Chief Engineer of Canals who could recommend that the north portion of the south bank should be taken away, and almost in the next paragraph admit that if he did so the bank would be destroyed, and recommending that the enlargement must be made from the north side. It is quite evident that he knew himself that the proposal he made, that the contract he let, was upon false premises, and could not be safely carried out. He says:

"This conclusion has been arrived at by ascertaining from some of the old contracts how the banks of the St. Lawrence Canals were intended to be formed, and it is unlikely that they would be made much different from the manner therein described, which is as follows:—All the best earth for making tight banks must be placed in the front or middle part of the same, that of inferior quality in rear. In forming the bank, the earth, if carried by carts, must be laid in courses not exceeding 12 inches, and all the best material must be placed in the front or middle of the bank. The information received from various reliable sources leads to the impression that certain precautionary measures were adopted in preparing the seats for some of the banks; all of them were, however, no doubt formed as above stated."

Now, the chief engineer is incorrect. That bank of which I have spoken, from the present guard-lock called now the head of the canal to Brownell's Bay, was constructed, not with carts, the greater portion of it, but with hand barrows. The earth was deposited transversely to the bank by the laborers, and so soon as the bank had risen to a height over which they could no longer dump the earth from the barrows, they laid down inch boards across the bank, and the boards were laid down so that the barrows might not sink into the soft clay, and that the men might be enabled to wheel their loads easily. What was the result? Every three feet of bank formed a sluice-way? The result of the construction was, when they abandoned the barrows, and the boards were split and of no further use, they were allowed to remain there, and to-day this part of the bank of the Cornwall Canal and during all these years, has been tapped by the sluice-ways which act as channels for the water, sucking it in and sucking it out, to the destruction of the bank. This is not a matter of which the chief engineer can be ignorant, because I have it from the superintendent of the canal on more than one occasion, that in repairing the banks they have come upon portions of the old boards and planks, and although there was better material on the face of the bank, the part of the bank which was constructed with carts was constructed of good and durable material. The core of the bank, which ought to have been made of the best material, and the southern portion of the bank, that which is