

I said nothing until I got his report. He examined the work, and after examining it he could not take time to write a report but immediately telegraphed to Ottawa. 'Have finished the examination at Galops and have found no truth in the charge.' That was July 6th, 1889. Here is his first report after having made this examination:—

Cornwall, 16th June, 1891.

A. P. Bradley, Esq.,
Secretary Department of Railways and
Canals.

Re Galops Rapids Improvements.

Sir,—In reply to No. 84,792, 13th May, 1891, inclosing a letter from D. J. Reid, Esq., M.P., re the contract with Messrs. E. E. Gilbert & Sons, for making the new channel at the Galops Rapids.

I beg to state, that from the 21st to the 23rd of May last, I was personally engaged in making preliminary tests of the new channel, with this result, that at several points bottom was struck at a depth of sixteen feet (lowest water) but that owing to the limited means at my disposal I found it impossible to ascertain, whether at the point so struck, the bottom was composed of solid rock, or of the debris from rock blasted ~~one~~—this latter I considered most probable—but in order to at once set the matter at rest, I have to suggest, that a further and more searching examination be made at an early date, to accomplish which I purpose applying to the Messrs. Gilbert to assist me, and to furnish their tug the 'Gilbert' together with her necessary appliances for controlling her in the rapids.

The estimated cost of the proposed examination is as follows, viz.:

Tug 'Gilbert,' fully equipped	800 00
Wire cable, 1,000 feet	150 00
Tug 'Alert,' including scows, &c.. . . .	300 00

Total \$1,250 00

The above sum of \$1,250, or so much thereof as may be required, I respectfully request authority to expend, in order that I may be in a position to submit a full report to the chief engineer on the present state of the new channel.

It is proposed to commence preparations at once in order that the soundings may be completed during the present high stage of the river.

I have the honour to be, sir,
Your obedient servant,
(Sgd) TOM. S. RUBIDGE,
Supt. Engineer.

Mr. Rubidge got instructions to go ahead with the examination and expend \$1,250. He then made this report:

Cornwall, 8th August, 1891.

A. P. Bradley, Esq.,
Secretary Department Railways and Canals,
Ottawa.

Re Galops Rapids Improvements—Test.

Sir,—Referring to official letter No. 85211 of the 17th June last, authorizing me to proceed with the work of testing the character of the bottom of the new channel, but limiting the expenditure to my estimate therefor of \$1,250, I beg to report:

1. That all points indicated by Mr. Reid, M.P., where obstructions were supposed to exist, were thoroughly examined by me under the direction of and with the assistance of Messrs. Stitt, Warner and McCartha, employees of the department, and Messrs. G. Adams, formerly employed by the contractors, and F. MacDonell, a young man representing Mr. Reid.

2. That this examination occupied three days and resulted in our failure to discover the obstructions referred to in Mr. Reid's letter of the 6th May last to the late minister.

3. That subsequently, and for several days, I was engaged in sounding with a view to obtain some characteristic cross sections of each of the shoals, in order to represent the present state of the bottom of the channel and compare it with that shows on the cross section upon which the final estimate was based.

4. The channel was further tested to a depth of sixteen feet at low water, by running the tug up and down several times on the range marks without striking.

The result of my testing operations was generally satisfactory, sufficiently so to convince me that the contractors had conducted their work in good faith, and had honestly endeavoured to fulfil the terms of their contract to form a channel 200 feet in width and seventeen feet in depth at low water, and also that the resident engineer and his staff had faithfully performed their duty. Nevertheless, Mr. Reid expresses great dissatisfaction with the test on the ground that it was not sufficiently extended, or was too hurriedly performed to disprove his charges.

For this reason, but more particularly with a view to obtain additional data whereby the contractor's unsettled claims may be intelligently dealt with, I respectfully ask to be authorized to make a thorough survey of the channel and its approaches embracing the banks on either side, and such other portions thereof as may appear to me to be necessary, also to ascertain the strength and direction of the various currents, and to lay down permanent anchorages for buoys, where required, and generally to perfect the ranges and other leading marks, in order to inspire confidence in its safety, and thereby bring the new channel into general use.

I have the honour to be, sir,
Your obedient servant,
(Sgd) TOM. S. RUBIDGE,
Supt. Engineer.

Now, at this time, the investigation was over, and I was complaining to Hon. Mr. Haggart that Mr. Rubidge and his staff were entirely responsible for this trouble, that they had not performed their duties satisfactorily, but had allowed these contractors to go away and leave the channel in this shape; and I demanded and insisted upon a disinterested party being placed there to investigate and make a report which would not only satisfy me but would satisfy the public generally and set the whole question at rest. Accordingly, Hon. Mr. Haggart wrote to Mr. John Kennedy, the chief engineer of the Montreal Harbour Board, and asked him if he would undertake this work of investigation and thus give the public confidence in the channel. Mr. Kennedy undertook the work. I need not read the correspondence, but I will read his report:—