

ed as follows:—  
attention of the  
the City Surveyor  
the river, and in  
ated that he was  
very extensive

en already taken  
which causes the  
me to be located  
nde and Victoria

Surveyor that it  
t up with dyna-  
ch might not be

is Committee re-  
the City Surveyor  
more extensive  
vey, in his opin-  
to blow up the ice  
explosive, as an  
structed to make  
n if the obstruc-

ing of Point St.  
water backing up

VID M. GOULD.

appeared before the  
follows:

dy streets, I re-  
water rose to a  
mpelled to drive  
is winter, I know  
h I lived in 1847  
attained during  
account of the  
at locality. This  
water rose to a  
d in those times,  
s showed it only  
here it was three

the streets of St  
ed. It would not  
the level of the  
step in the right  
ng the frequent  
rapings from the  
e taken from the  
of water pipes in  
ld be used to do  
d be requested to  
d the same could

nbbling down and  
made to it;—the  
ge is twelve feet  
Point St Charles,  
n it, for the sim-  
nkment is suffi-  
revent the water

from overflowing the bank. And now, for a  
remedy against the frequent floods at Point  
St Charles, I would suggest that the present  
bank of the tail race on the north east side be  
raised at least three feet, commencing at the  
wheel-house, thence to the river, and then  
extend it to Victoria Bridge and from there  
to Mill street, and then place a sluice gate at  
the outlet of the tunnel at that point which  
could be regulated to close or open by the  
rise or fall of the water, then to place a  
pumping engine or a turbine wheel to pump  
the sewage over the bank into the river if  
necessary. The same plan could be adopted  
for the other outlets in the city.

The Harbor Commissioners should raise  
the revetment wall from Black's bridge, to  
the Canadian Pacific Railway depot or there-  
abouts.

Alderman Laurent.—If the streets are  
raised, will not the proprietors claim damages?

In answer to this question I say that, as far  
as I am concerned, personally I shall not  
claim damages, and I would prefer to step  
out on a macadamized street than to have to  
step into the water.

I would further recommend that the levels  
of the water at present be taken, and that the  
streets should be raised according to the  
present level of the water only. By doing  
so there could be very few houses that would  
require to be raised; some could be raised  
bodily, and more could be raised by placing  
an extra joist of 10 or 12 inches on the first  
floor.

I would recommend also legislation to  
protect the city against damages caused in  
consequence of the raising of the streets,  
also to exempt proprietors and others from  
any expense in consequence thereby.

I am of opinion that prompt action should  
at once be taken; I do not approve of any  
expense for surveys being made, as I consider  
that the Corporation possesses sufficient en-  
gineering skill to carry out the scheme as  
far as the city is concerned.

D. TANSEY,

Point St. Charles.

Mr. Thomas Webb, of the City of Montreal,  
testified as follows:—

I have resided in St. Ann's ward for over  
thirty years; we have had water almost dur-  
ing the whole of that period. There have  
been numbers of plans got up to prevent the  
rise of water in that ward, but they never  
succeeded so far. I took the trouble of  
visiting this year's flood, being well ac-  
quainted with every inch of the flooded  
district, and I saw that a great improvement  
had been made by raising the streets. When  
I was a boy, I lived near William; where I  
saw eight feet of water various times, this  
year I find quite dry and free of water.  
In the premises that I occupied, with this

year's flood we would have had about 4½ feet.  
At present there are but 10 inches in the  
premises.

Our city drains into the river; therefore,  
the water returns by the same way it goes.  
Anchor ice gets in under the ice, and chokes  
up the channel.

If you have a survey of the river made  
between Montreal and Bout de L'isle, you  
will find that there are three different levels.  
There are large shoals opposite the Hudon  
Cotton factory, and anchor ice generally  
settles there.

If Isle Ronde was removed, as has been  
suggested, Longueuil would undoubtedly  
greatly suffer by it.

Our first trouble commences at Bout de  
L'isle. If the river is low in the fall, we are  
sure of high water, as the river here is en-  
cumbered with small islands, and the channel  
is crooked. Three nights' frost causes the ice  
to form sufficiently strong to cross; then  
the drift ice commences to choke the stream;  
then at Longue Pointe another rise by the  
anchor ice at the Hudon Cotton factory, by  
the long shoals, causes the water to over-  
flow the city. To remove the islands, Isle  
Ronde and St. Helen, would do no good. They  
talk of abutments of use in the river; there  
were 4 or 5 built where the bridge crosses,  
by the advice of some engineers, to retain the  
ice in the Laprairie bay. They proved to be an  
expense and for no purpose, so they were  
broken up and carried away by the ice; that  
proved their great service.

I would say: remove those small islands  
below Boucherville island,—that would give  
more room to form a greater passage and  
prevent the choke here; then if the river is  
high in the fall we are not in so much danger  
of being troubled, as the passage is increased  
thereby.

THOS. WEBB,

196 St. Antoine street.

COTE DES NEIGES, MONTREAL, Jan. 20, 1886

ALDERMAN STEVENSON,

SIR,

I understood that a meeting of the Inunda-  
tion Committee would be held in the City  
Hall on Tuesday last at 3 p. m.

Under that impression I wrote the letter  
left at your house on Tuesday night, intended  
to have read same myself, and made certain  
corrections that it seemed unnecessary to  
write down. The most pertinent that occurs to  
me just now is after the words "Craig St.  
Tunnel" I should have said: A separate  
tunnel could be made to run parallel with  
the river a few feet inside the revetment  
wall, and by this means drain Point St.  
Charles, Griffintown, etc., in fact, all sewers