

time to change the plan and put a very large lock at the head of the canal, so that vessels could enter the canal and lock through and go out again safely into the river, thus avoiding any chance of accidents in the rapids. The same thing applies to vessels coming up. However, I might say that these contractors proceeded with the work and handed it over to the government. While the work was going on there were rumours all through that part of the country that the contractors had not carried out their contract, or, in other words, that although they were paid in full for making a channel 200 feet wide, and although they stated that there was 17 feet of water clear in this channel, it was reported that they had left it, after dredging out part of the rock, with only 10 feet of water in the channel. In fact, the whole public believed that to be true. They left it in that way because they believed that no large vessel could ever navigate it safely, and because they had obtained another contract on the Cornwall canal from the government, thus having something to do. However, shortly after I was elected in 1891, parties who were on this work came to me and made statements to the effect that the contractors had left it in this state. The parties who made these complaints were honourable men, two of them government employees, one being in charge of the government vessel on that work. He stated to me that he wished to give me this information, because if any vessels did attempt to run that channel, they were sure to meet with mishaps. I asked him if he would give me the information under his own signature, which he did, and this is the statement he gave :

I, John Stitt, of the village of Cardinal, in the county of Grenville, caretaker of Chain Tug, do hereby declare :

1. That I was caretaker of this dredge during the last season (1888), that she was employed by Messrs. Gilbert Bros. making what is known as the Galops Channel.

2. That I was on the dredge during the time she was working in that season, and constantly and repeatedly saw the soundings of the work done on each shoal taken.

3. That the said dredge went away from the following shoals in said channel, leaving the work in the following way, viz. :

1. On or about July 16, 1888, she was working on North Shoal on cut No. 5, 169 feet east of O—she went away from here leaving a lump on which there was only ten feet of water. She never went back again and took it out, this is situated above what is called 'Island Shoal,' and below Adams Island and north of Caledonia Shoal.

2. On or about October 6, 1888, she was working on Island Shoal on cut Nos. 3 and 4, 250 feet east of O. She went away from here leaving only fourteen feet of water, she never went back again and took it out.

On same shoal 200 feet east of O, on cut No. 7, she went away, leaving sixteen feet of water. On same shoal cut No. 2, she went away leaving sixteen feet and two-tenths.

On September 19, 1888, on lower bar, on cut No. 6½, on three positions she went away, leaving

Mr. REID (Grenville).

ing it within two feet of being grade. On or about July 9, 1888 at the head of Caledonia Shoal there was a large stone the tug Gilbert struck.

On cut No. 8, Island Shoal 35 feet east of O, there is a large stone that was never taken out.

On both sides of the channel the dredge piled the rocks up so that in places there was not over four or five feet of water, these rocks were put there then, could be seen then, and can now be seen at any time.

4. I saw Mr. Rubidge with the steamer 'Alert,' at the Galops during the last three days and have heard he was there resounding this channel and it is currently reported here that he found the channel correct, and if the full depth of seventeen feet with nine feet of water on the mitre sill, notwithstanding these statements, if such have been made by Mr. Rubidge. I positively state the above statements are true, and a proper sounding will show them to be true.

At the time I saw said soundings taken, I made memos. in my book, which are correct. I give this information feeling an unjust claim is being forced on the government.

(Sgd)

JOHN STITT.

Cardinal, May 25th, 1891.

I, Gideon Adams, have read the statements of John Stitt, and fully corroborate them. I have no hesitation in saying there is not seventeen feet of water in all of the new channel in Galops.

I was master of Messrs. Gilbert's tugs during the whole work, and never during the whole contract did Mr. Haycock take one sounding. W. A. Logan seemed to be the man who run the whole work. After the work was done and finally passed, I have struck on the sides of the bank with the tug 'Gilbert,' which only draws seven feet of water, and since the new channel has been made, I have been running the tug down through the channel and repeatedly saw bottom plainly, and I know from my experience that I could not see it if there was seventeen feet of water.

I also positively state that for one season G. H. Logan, a brother of W. A. Logan, who was chief man for Gilbert Bros., and who was getting a commission in the work dredged, took all the soundings and measurements himself (or his men), and no government man in it at all, when as we were informed this work was supposed to be done by W. A. Logan, they were never resounded, so that it was on these soundings, I believe that the government paid for the work.

(Sgd)

GIDEON ADAMS.

In addition there is a long statement, showing the soundings taken and showing that they are not of the proper depth. This was after the work had been completed and taken over by the government.

The MINISTER OF FINANCE. What date ?

Mr. REID (Grenville). May 25th, 1891. As soon as these men made these declarations before me, I appealed to the hon. Mr. Haggart, then Minister of Railways and Canals, for a thorough investigation. I took the stand that if these statements were true and any vessels ever attempted to navigate that channel, they would meet with mishap and perhaps loss of life. Mr. Haggart then gave instruction to Mr. Rubidge to investigate the charges. Mr. Rubidge was the man who had been in charge of this work with engineers under him. However,