

plan which the chief engineer is following to day to repair that bank, the whole of it will be in the river by the middle of June. Why, any man of common sense—a man does not require to be an engineer to understand it—knows that if you throw great blocks of frozen earth into the water, this material cannot possibly knit together or consolidate. This earth is thrown in on the top of stone, there is no effort made to pulverize it, and when the frost comes out the mass will explode and the whole run into the river. A man does not require to be an engineer to know that, and I say, and am speaking with full knowledge when I say, that there never was a more mismanaged work than the repairing of that breach in the months of October and November last, and I charge that the Chief Engineer of Canals allowed most valuable time to elapse after the repair of that break. Then was the time when he should have taken the utmost precaution to have strengthened the bank and prevented it from ever falling away. During many weeks he had very fine weather, after the rainy season, during which the bank could have been repaired. He could have employed any number of men, and have put in solid dry earth, not the frozen material he is using there to-day, and in three weeks at the outside, long before the frost came, he could have made a solid and fairly strong bank, which would have lasted this season at all events. But he did not choose to do so, and the result will be as I predict. I now propose to direct the attention of the House to the dangerous state of this canal in other respects. The entrance to the canal is a tortuous, difficult and dangerous one. A tug when entering is obliged to steer over to the north shore of the canal in order to get within the pier. As she does so the current catches the hindermost barges of her tow and they are swung out to the stream, and whilst they are swinging to the stream she makes her way across from the north shore to get inside the pier which is on the south side of the canal, and then her barges swing back. They are caught there by the eddy, swung across again to the pier, and very often barges have sunken at the pier, and sometimes have broken away and drifted down to strand on Crab Island, or some place in the neighborhood. This causes great loss, and the underwriters are obliged to pay large sums of money in consequence. This is not a matter of which the chief engineer ought to be held entirely innocent, because he knows the condition of the river, he knows the state of the current and the eddies, he knows that the entrance is too narrow, he knows that there are boulders at the entrance to the channel on which vessels have grounded, and he knows, moreover, what