

have heard the evidence and the schemes of all the old residents who have been interested for years in watching the ice-floes, it will not, therefore, be in any position to decide upon the future course of the city in relation to security from floods. Much of the evidence, and all the "schemes" will want severe "sifting," such as engineers only could give to them, and it is no disparagement to say of the honorable gentlemen of your committee that, in the absence of the qualification alluded to, they will find their duties little other than burdensome, and in the event ineffective for a final decision.

The expense of a scientific enquiry could not be very great, in view of the extreme urgency of the case, and it is to be earnestly hoped that a commission of experts will be appointed in the premises. In Britain and in Holland, great works of protection have been in existence on the great waterways for centuries past, and on the Mississippi the subject is constantly receiving attention, and many important "levees" have been built; although, if our American neighbors would take up this question as a whole, and complete their banking as rapidly as might be, they would be immense gainers, for it is a work that should not be attempted in dribbles.

Asking your patience for these hasty notes,

I remain, Dear sir,

Very respectfully yours,
HENRY HAMMING.

St Vincent de Paul, 21 Janvier 1886.

Monsieur, — Permettez-moi d'attirer votre attention au sujet de l'inondation afin de faire connaître mon opinion. Premièrement, l'inondation est causée par les "frazies" qui entrent sous la glace aux pieds du courant, formant une masse solide du fond à la surface dure qu'on appelle la voûte; cette voûte doit s'étendre du pied de l'Île St Hélène allant au Nord, gênant la descente des eaux de manière qu'il n'y a pas assez d'espace pour le cours habituel; l'eau refoule dans les places basses, et ce n'est qu'après que la glace est montée en haut de la ville que les "frazies" diminuent alors l'eau reprend son cours.

Monsieur, voici un projet que je vais vous proposer :

Je ferais aux eaux basses creuser un chenal au Sud de l'Île Ste. Hélène de [600] pieds de large par [30] de profondeur, et construire une dame ouvrante à tous les [25] pieds, une autre à la tête de l'Île et une digue solide, et vous aurez par ce moyen un fort pouvoir d'eau qui pourrait être utilisé, et quand le chenal du Nord serait bloqué on pourra ouvrir au Sud et je crois que cela fera beaucoup pour empêcher l'inondation.

Votre très humble serviteur,

DIDYME MEILLEUR.

Pilot.

GEORGE W. STEPHENS, M.P.P., appeared before the Committee and said :—

The question of inundation has occupied the attention of the Council at various periods since the year 1866.

During the term of the late Mr. McQueen, City Surveyor, and while I held office, various remedies were discussed, and instructions given that in future the levels of all new buildings should be given above high water mark, and a plan was adopted of raising the grades of the streets. This was done in many instances.

There are two ways of getting rid of the inundation difficulty.

1st. By sluice gates and receiving tanks at the outfalls of the main sewers, pumping the sewage during the stage of high water.

This could be done by establishing three pumping stations, one above the Mill Race, Point St. Charles, one at the Custom House, Point à Callière, a third at Colborne Avenue.

Intervening small sewers to be connected to the main sewer inferiorly.

The Point St. Charles district could be done very cheaply, as the aqueduct embankment, with a little repair, already affords protection to this district between the Canal Bank and the river side.

An experiment could be tried immediately with this section. The cost would be inconsiderable.

The second remedy is to raise the streets throughout the inundated districts above flood level by depositing thereon the ashes of the City and the earth procured from excavations.

The expense could be met by a local assessment.

Under the local assessment by-law of Toronto, construction or reconstruction, (but not ordinary repairs or maintenance of drains, sewers, roads and sidewalks, or for levelling, grading, paving, bridge-building curbing, sodding, or planting, street sweeping lighting and watering) are charged to the parties immediately benefited thereby. This plan is adopted for the most part throughout American cities. The adoption of this system would prevent what is called ward grabbing. The reason why our older wards are neglected, is that the taxes raised from them are largely spent in developing the unimproved parts of the suburban wards, most of which contribute lightly and draw heavily on the common revenue. If new works were, as they should be, charged upon the locality directly benefited, a large sum would be set free over the city for general purposes.

The water in the St. Lawrence opposite the city will rise to flood-height as long as there are batteries or shoals for the ice to lodge upon and weather which produces

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