

he abandoned his proposed plan of a river canal from French's Rift to Cornwall, and insisted upon the construction of that portion of the canal by the inland route. Fortunately it was for Canada that he had the good sense to abandon even that much of his proposed river canal. Those who knew Mr. Mills, those who have any knowledge of the public works that he constructed, will tell you that he had a weakness for following the sinuosities of the river and building all his improvements upon its banks or as near to the banks as possible, his desire being to show that by superior engineering skill he could overcome natural difficulties in a way they could be overcome by no other engineer; and owing to the overweening self-conceit of this engineer, the commerce of the country has been imperilled and actually stopped more than once, with the disastrous result which we all know followed the break in October last. In the subsequent report, Mr. Mills made the usual statement which he made every year during the progress of the construction of the canal:

"Although I have no doubt of the safety or permanence of the work."

Now, why should he, above all men, refer to the safety or the permanence of the work, if he did not feel in his heart of hearts that the work was not safe or permanent, and it could never be made so on the plan he had laid down. His consulting engineer, Mr. Wright, also had the same bogey before him at all times, and he too felt called upon, because of the reports which were made to the commissioners by the assistant engineer every month, to insist upon the safety and the solidity of the work. Speaking of that section of the canal, notwithstanding what the Chief Engineer of Canals may say, and notwithstanding what those who are wedded to his opinions may say—for I have heard one or two engineers say that they think that portion of the canal from the guard lock to Brownell's Bay may be made safe—notwithstanding what they say, I shall be able to show from the reports that that portion of the bank is built upon a bad foundation, that it was improperly constructed at the beginning, and is to-day in a most unsatisfactory condition, and at any day may be swept into the river. This is what he said about section No. 1:

"From the first, and throughout the whole course of my duties in the service of your board, economy, permanency, and despatch, so far as they are relatively consistent, have been grand objects to which my attention has been directed; and in any proposition relative to construction, wherein plans are projected or changed, the above considerations have been in view, and they were in full view, when I proposed said piers on section No. 1. The following is simply the circumstance in which the suggestion originated: In prosecuting the work along a sec.