

"No puddle wall should be made through the bank, for the effect of puddling is to render the earth more compact, and its eventual settlement will be less than that of the adjacent earth. And by reason of this unequal settlement, in time a vertical crack will be produced, extending along both faces of the puddle wall, and into these cracks rain or seepage water will settle and make it almost impossible to effect a subsequent union of the two masses."

And this, Sir, is what occurred in the Cornwall Canal banks. When it broke away, there were to be seen standing up, like broken pillars, portions of the puddle wall. They had not settled, the other earth had broken away from the puddle and that very puddling had been, to a great extent, the cause of the break. With this I conclude what I have to say upon Mr. Page's report of the 27th of February, and which, I repeat, would not have seen the light but for the notice which I put upon the paper, asking for it. This I have reason to know, because I asked the Minister of Railways to cause a survey to be made from Hooples' Creek to Sand Bridge, with a view to getting an increased volume of water, so that the Cornwall Canal might have a sufficient supply, both for manufacturing and navigation purposes. That survey was made, plans and profiles were prepared, and estimates were also prepared and sent in to the chief engineer, but they were pigeon-holed, and we have not seen them yet. The chief engineer gives it to be understood that any change in the work will cost a very much larger sum of money than that which he now proposes to expend. The same excuse for not building an inland canal was made in 1833, with the result that we have had several breaks, and although in the early days those breaks did not cause much interruption to the trade of the country, and did not cause any very serious damage to trade, yet this last one was so disastrous that the country cannot afford to-day, no matter at what cost, to leave the canal in an insecure condition. Let me compare the estimate which Mr. Page has made with the estimate which I have caused to be prepared, and which I have reason to know is in excess of what the work could be contracted for. Before doing this, let me briefly state to the House the changes which are sought to be made. These changes are: (1) A canal to be made from Archibald's Point through the low ground by Hooples' Creek to Sand Bridge; (2) A dam at the foot and head of Sheik's Island; and (3) the removal entirely of the lock No. 19, and the reduction of the level between Nos. 20 and 19 to the level of No. 18. This would also do away with a guard lock, and as the result we would have seven miles of uninterrupted navigation from Archibald's Point to Maple Grove,