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THE SECOND TAY CANAL
IN THE RIDEAU CORRIDOR

1880 – 1940

by

LARRY TURNER

(1986)

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THE SECOND TAY CANAL IN THE RIDEAU CORRIDOR

1880 – 1940

Parks Canada Manuscript Report 295

by Larry Turner

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The goals of Friends of the Rideau are to:

- Enhance and preserve the natural and cultural heritage of the Rideau Canal.
- Increase public awareness and enjoyment of the Rideau Canal.
- Develop strong public support for the long-term well being of the Rideau Canal.
- Promote co-operative Rideau Canal information distribution.

More information about Friends of the Rideau can be found at:

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The concept to digitize several of the important Rideau Manuscript Reports was conceived in 2007 by Ken W. Watson, local Rideau author and historian and Chair of Friends of the Rideau’s Publication Committee, as a method to make these valuable research documents more accessible to the general public.

Mary Ann Stienberg of the Rideau Canal Office of Parks Canada was instrumental in obtaining Parks Canada permission for Friends of the Rideau to make this digital document available to the general public. Thanks to Ellen Manchee of Parks Canada for making the original copy of this report available to Ken Watson for high quality image scanning.

The extensive work of digital document scanning, OCRing, proofing, and formatting was done by **Bob Sears** of the Canadian Canal Society on behalf of Friends of the Rideau. Thanks Bob!

CITATION NOTES

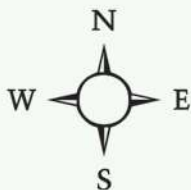
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MANUSCRIPT REPORT SERIES

Shortly after Parks Canada took over the administration of the Rideau Canal in 1972 (previously under the jurisdiction of the Department of Transport) they tasked several of their high quality researchers and historians with detailing various historical/heritage aspects of the Rideau Canal. This resulted in a series of research reports on the Rideau Canal, produced from the mid-1970s through to the mid-1980s.

Intended mostly for internal use, these reports were produced in limited numbers with only a few receiving broader distribution through the History and Archaeology series of books published by the Ministry of Environment (National Historic Parks and Sites Branch of Parks Canada).

A few copies of the manuscript reports were also distributed to “various public repositories in Canada for use by interested individuals.” They used to be found in the local Rideau region libraries (Smiths Falls & Elgin) of Parks Canada. Those libraries were shut down by Parks Canada in 2012, making access to this valuable research material much more difficult for local researchers.

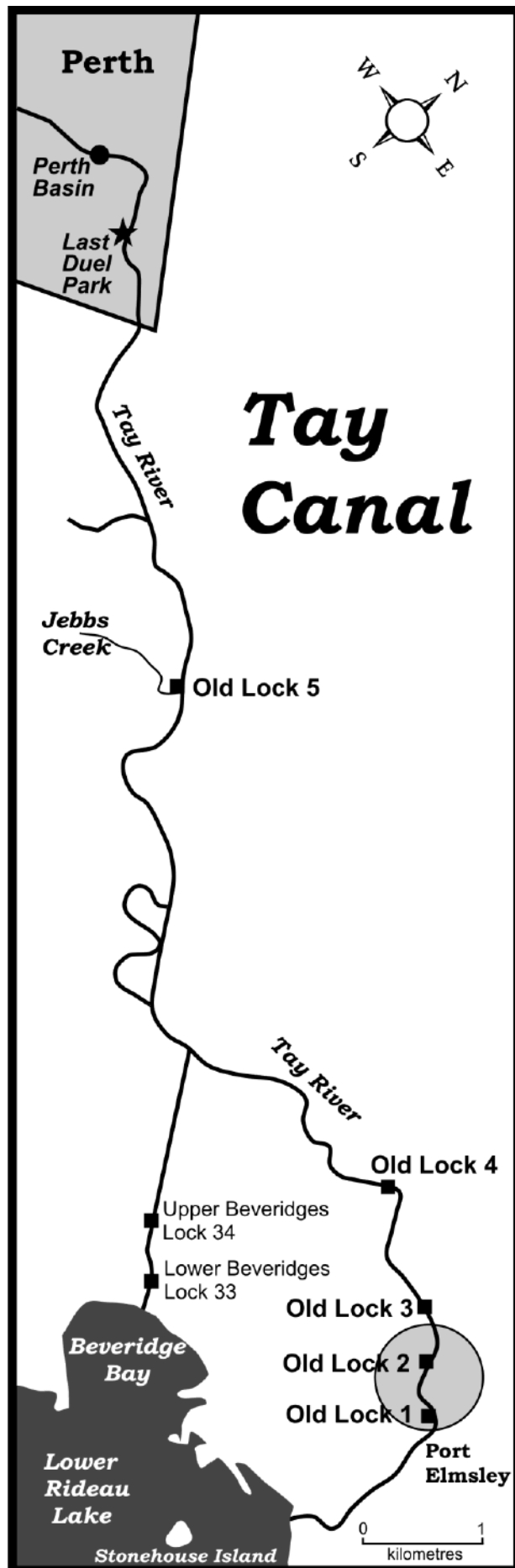


Rideau Canal

National Historic Site of Canada
UNESCO World Heritage Site
Ontario, Canada

- = Town
- = Lockstation
- = Rideau Canal
- = Other Water
- = Rideau Heritage Route





Simplified Map of the Tay Canal showing the First Tay Canal and the Second Tay Canal (Upper and Lower Beveridges Locks)

Map by: Ken W. Watson, 2009

Manuscript Report Series is printed in a limited number of copies and is intended for internal use by the Department of Indian and Northern Affairs. Copies of each issue are distributed to various public repositories in Canada for use by interested individuals.

Many of these reports will be published in *Canadian Historic Sites/Lieux historiques canadiens* and may be altered during the publishing process by editing or by further research.

La Série intitulée Travail inédit est imprimée à tirage limité pour les besoins du ministère des Affaires indiennes et du Nord canadien. Des exemplaires de chaque rapport sont distribués à des archives publiques au Canada, où les intéressés peuvent les consulter.

Bon nombre de ces rapports paraîtront dans la revue intitulée *Canadian Historic Sites/Lieux historiques canadiens*, et pourront être remaniés ou mis à jour.

The Second Tay Canal in
the Rideau Corridor
1880 — 1940

by Larry Turner, M. A.

Microfiche Report Series
Ontario Region
Environment Canada — Parks
1986

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I enjoyed sharing my thoughts on this project with Susan Ashley and James DeJonge, the latter of whom edited the original manuscript to make it more pleasing to read. Jean Giles of Peterborough transformed the written word by means of word processor.

This report is dedicated to my great-great-grandfather Thomas Hicks Sr. (1835-1905) of Perth who put the first motor boat in the Tay Canal in 1901 and who enjoyed many happy summers at his cottage 'Sunnybank' adjacent to the first Beveridges Lock on 'Haggart's Ditch'.

Larry Turner
November 1986.

Introduction

The history of the Second Tay Canal is very much a companion volume to my study, The First Tay Canal in the Rideau Corridor, 1830–1850 (Parks Canada, Microfiche Report Series 142, 1984). In this volume an examination is made of the promotion, construction and use of the Second Tay Canal between 1880 and 1940. Unlike the First Tay Canal which is barely discernible in its ruins and where little documentation survives of its use, the Second Tay Canal is still in use and is accompanied by a wide range of source material in the form of Federal Archives Division papers, contemporary newspaper accounts and the photographic record.

The first chapter creates a link between the private venture of the first Canal and the public promotion of a second Canal. To place the new canal in a local, provincial and national perspective, the second chapter takes account of the post-confederation economic climate in Perth. The third chapter describes the economic and political promotion of the new canal with special emphasis on iron smelting possibilities, phosphate mining, local promoters, outside promoters and the singular force of John G. Haggart as a promoter of a canal that would wear the facetious name 'Haggart's Ditch'.

Chapter four encompasses the construction history of the Second Tay Canal. Like the gradual and piecemeal building of the canal, the chapter is divided into seven parts which include: the planning stage; Beveridges Bay to Perth; the Perth Basin; Perth swing bridges; Tay Canal

extension; Gore Street Bridge; and small contracts. Work was begun in 1883 and the final touches were not completed until 1892. This chapter describes innovations in technology, the construction chronology as well as problems with contracts, contractors, government engineers, and labourers.

Chapter five is an investigation of Tay Canal administration with special reference to the dispute over Sunday lockages, the Beveridges lockmaster and the unique evolution of the Perth bridgmaster into first-rate gardener and park-warden on the canal banks. In three parts encompassing navigation, commercial traffic and recreational boating, chapter six outlines the use of the Tay Canal including its physical limitations and shortcomings, its commercial failure, and the surprising success of recreational activity on the waterway. One aspect of Tay Canal history not discussed was the flooding of lands, and resulting legal difficulties over the nature of the rights and obligations of government and landowners which continues to this day.

The first two appendices record the differing amounts for tenders on two of the Tay Canal contracts while the latter two outline the House of Commons Debates that raged on Parliament Hill in 1891 and 1894 when full disclosure of the cost of construction and the limited use of the Tay Canal called into question the ruling Conservative government and the ubiquitous John Haggart.

Attention should also be addressed to the illustrations

at the end of the report which include maps, plans, postcards and photographs of various phases of the Tay's history. The research and writing of this report were completed in six months. This study is intended for the development of the economic, social and cultural interpretation of the Tay Canal for Environment Canada — Parks.

Larry Turner
December 1986.

CHAPTER I: The Old Tay Canal Lies Abandoned

The First Tay Canal had been long in ruins when a Second Tay Canal was planned in 1882. The very existence of the first canal was a significant factor in the promotion of a second. Although the first link to the Rideau Canal had died of financial, operational and structural failure,¹ the original hopes and dreams never went away. The building of the First Tay Canal served as a kind of prelude and a legacy to the promoters of the new canal. A municipal, legal, commercial and mercantile elite in Perth envisioned in a new canal what should have been as well as what could be.

The old Tay Navigation Company and its canal did not meet a sudden death, but rather slipped, gradually into neglect and obscurity. The Bathurst Courier claimed in 1847 that the company had become bankrupt and the canal had almost gone to wreck.² Shipping on the Tay Canal ceased in 1849, and by 1858 the decay of woodwork and masonry had rendered the original five locks unsuitable for further use.³ During the 1860's Arthur J. Matheson, a son of the President of the Tay Navigation Company, Roderick Matheson, cited the company minute book when claiming that water on the canal could not have been kept high enough to permit lockages after 1854.⁴ The Tay Navigation Company maintained the dams and timber slides along the old canal to raise annual revenue, which in 1866 was \$1200.⁵ However, no attempt was made to repair the locks after a ruinous spring

lumber drive in 1865 and the dams were abandoned in the 1870's.⁶ James Hogg, a son of an old Tay Canal Lockmaster, swore in an affidavit in 1898 that he repaired the dams, locks and timber slides, on the canal up to 1873 but thereafter, the company had abandoned the river. The remaining dams had been kept up by millers when necessary.⁷ Henry D. Shaw, the last Secretary-Treasurer of the Tay Navigation Company, claimed that the main dam for flooding the Tay Marsh back to Dowson's was repaired in 1872, 1874 only to be finally abandoned in 1876 or 1877.⁸ The specific date when the Tay Navigation Company ceased to maintain the works was important because of the legal question concerning the rights of the old company and whether they could be extended for the purpose of the new canal. Henry D. Shaw had promised in 1882 to assign and surrender the rights of the Charter of the Tay Navigation Company "in order to preserve the easement now enjoyed and held by them as to overflowing and the right to enjoy the water".⁹ When Shaw died in 1886 no such resolution had yet been passed agreeing to transfer the company's rights to the Government.¹⁰ The Tay Navigation Company died with Shaw, and the administrators of the new canal merely assumed responsibility for the Tay but had no document to prove it. The failure to secure clear title of the old canal from the company has haunted land claims for flooding and water diversion to the present. The legal argument over the

rightful successors to the franchise and properties of the Thy Navigation Company had a double edged sword. In 1896 old Tay Navigation Company debentures, which had become the property of the old province of Canada in trust for the University of Toronto, resurfaced still outstanding and unpaid.¹¹

The vitality of the Tay Navigation Company gradually declined without any revival except for one occasion. In 1865 Rideau Canal authorities initiated a study to develop a system of reservoir lakes on the Tay River which, if controlled, could supply the Rideau Canal with a more consistent water supply from its large tributary. The following year the canal embarked on a plan to rebuild the Poonamalie Dam at the outlet of the Rideau Lakes as well as a new control dam at Bob's Lake on the Tay River.¹² This activity obviously rekindled a flame deep within the heart of the Tay Navigation Company. Charles Legge, a civil engineer, was asked by Roderick Matheson, President of the Company to make a preliminary examination of the Tay navigation and to report on the best plan for the reconstruction of locks, and the probable cost. Legge's report of 18 September 1866 provides an insightful examination of the existing canal and options for its revival which was estimated at \$40,000.¹³ The idea of a new canal was sufficiently provocative to encourage a petition to the Government of the Province of Canada in 1866 to

relieve the Tay Navigation Company of paying back loans to the Government totalling \$7,764.05. On August 1866 the Legislative Assembly cancelled the Government's claim on the money:

[The] Tay Navigation Company ... which has long been treated as a nominal asset of the Province, and your Committee (Public Accounts) having learned that the River Tay, through which the Canal was originally constructed, had for many years ceased to afford facilities for the navigation of any kind of vessels, and having been informed, that the retention of the claim will prevent the re-establishment of the navigation, they recommend that the claim in question be cancelled and struck out of the List of Provincial Assets in order to enable persons interested in the trade of the Rideau Canal, and others, to restore the navigation for vessels through the Tay River, to and from the Rideau Canal, subject to a condition to that effect.¹⁴

Little is known about the revival of 1866 except that it never went beyond a planning stage. The company reverted to its benign neglect of the canal, though it continued to use it as a viaduct for square timber and saw logs. However, it is important to note the favourable economic climate in Perth before the promotion of canals in 1831, 1866 and 1882.¹⁵

Within the Perth community the First Tay Canal was remembered as a challenge for private enterprise. When the most important promoter of a new Tay Canal, John G. Haggart, wrote to Sir John A. Macdonald in 1890 about an extension to the canal, he commented:

This small addition will finish an undertaking of inestimable value to the locality and one which was greatly needed and which long ago the inhabitants

had tried to accomplish by private enterprise.¹⁶

Yet the First Tay Canal had been built with advantages including the sale of Crown Land on Cockburn Island for canal purposes, and the support of at least two loans from Government, one for £1000 in 1834 and another for £750 in 1837 (of which \$7,743 owing in 1866 was cancelled).¹⁷ In the House of Commons, John Haggart felt that the sacrifice made by an earlier generation in building a canal by private enterprise should be awarded with a public endowment for the construction of a new one. In 1891 he argued:

they put their hands in their pockets in order to do it. Afterwards, when money was being distributed through the Provinces of Quebec, Nova Scotia and New Brunswick and other places for public works and public utility, I thought that one of the oldest counties in Canada had a claim to some assistance, a county which has contributed as much to the public revenue as any other part of the Dominion and had never received any in return. Then I asked the Government to assist in the construction of that work, showing the expenditure that had been made by private enterprise and telling them what benefit would accrue from the completion of this work.¹⁸

In the arguments for a new Tay Canal the old system was never forgotten. A contractor on the new branch canal commented during a farewell speech in 1887 that John Haggart as the key promoter of the venture, "had a good foundation to work upon."

There had been an old canal, which had fallen into desuetude [sic] thirty years ago and the new canal simply replaced the old. The new canal would last for centuries.¹⁹

As a key promoter of the new Tay Canal, John Haggart

was pressed into the role as the arch defender after years of complications, construction problems and low usage. For him, the First and Second Tay Canals were one and the same, one built by private enterprise and the other a well deserved contribution by the public treasury. At an Orange Day picnic in 1896, Haggart defended the construction of the Second Tay, emphasizing: "that the Canal was built before he was born and that only lately had the country awakened to think that there was anything wrong with it".²⁰

Thus the old Tay Canal, though lying abandoned, had a way of living on and influencing the character of the new canal. That both canals were remarkable commercial failures is a reflection of the sometimes blind imagination of private and public enterprise.

CHAPTER II: Post-Confederation Economic Climate in Perth

When the First Tay Canal was built amidst the economic boom surrounding the construction and opening of the Rideau Canal, a means to export resources and agricultural products was considered necessary to sustain a wider trading network in a rapidly growing frontier. When the Second Tay Canal was being promoted, the region was recovering from a period of economic recession amidst the building of railways and a new climate of manufacturing potential around the Federal Government's National Policy. The purpose behind both canals was to grant Perth a waterway access to the Rideau Canal, but the second canal was promoted less as a thruway for hinterland resources and more as a guarantor of adequate transportation facilities to attract expected industrial and manufacturing expansion in the town of Perth. To understand what made it possible for a new canal to be built where a former had failed, a brief review of local, provincial and national economic situations is necessary.

The post-Confederation economic climate in Canada was affected by a world-wide recession between 1873 and 1896. The panic in the money markets in 1873 produced high unemployment and low resource prices for some years. The imposition of the National Policy by Sir John A. Macdonald's Conservative government in 1879 helped arrest the economic downturn and created a climate for manufacturing expansion in central Canada.²¹

In spite of the opening of the West, the building of the Canadian Pacific Railway, and the brief accomplishment of the National Policy, the Province of Ontario experienced difficulties in sustaining and increasing population and economic growth after 1873. The population of Ontario increased somewhat gradually by an estimated 25,000 per year between 1871 when it stood at 1,620,851 and 1891 when the census reported 2,114,321. Immigrants who once had stayed in Ontario moved to the American mid-west and Canadian prairies. However, Ontario experienced rural and urban consolidation as available agricultural land in the south was taken up, and by the mid-1880's the province had ten urban centres with populations exceeding 10,000 inhabitants.²² The most dynamic years in Ontario centred around the National Policy and the encouragement it gave to manufacturers and industrialists to expand and develop, especially between 1879 and 1884. The National Policy was introduced by Ottawa in 1879 to create a tariff barrier to protect existing Canadian industries. It encouraged future development in manufacturing that needed some form of tariff protection against British and, especially, American imports. In certain sectors of the economy, like the processing of natural resources, the woolen trade, and manufacturing of agricultural implements, the National Policy encouraged both Canadian investment as well as the foreign investor who was interested in developing industry behind the favourable

barrier of customs duties. Although in a specific area like Lanark County, other factors like railway development and mining promotion would have encouraged the local economy on its own, the National Policy helped create a new climate of progress around the old town of Perth. It was between 1879 and 1884 that Perth experienced an increase in economic activity, and a closer look at this era is important to understand the economic arguments for building the Second Tay Canal.²³

Between 1871 and 1881 Lanark County showed a population increase of only 150 persons to a total of 33,975 by the 1881 census. Between 1861 and 1881, the population growth in the town of Perth remained stagnant, increasing by only two, from 2,465 to 2,467.²⁴ Although there must have been fluctuations during the twenty year period, growth could not be sustained. With a high proportion of marginal agricultural land and a limited timber frontier along the Tay watershed, Perth had little latitude for growth. The Perth Courier admitted in 1872, during a discussion on plans for new railway development through town, that the branch of the Brockville and Ottawa Railway which reached Perth in 1859 had "not accomplished all that was anticipated" and the "great increase of population promised ... never happened."²⁵

While described in a promotional weekly out of Montreal (Commercial Review: Devoted to the Advancement of Canadian

Industries — Vol. V — No. 52, 3 August 1878) as the first important town in Ontario west of Ottawa, Perth was supposedly recognized for its enterprise and activity, and its "spirit of live energy and go-ahead perseverance". The weekly summed up Perth's economic role in 1878:

It is also the centre of many very interesting and important manufacturing enterprises, among which are carriage, furniture and brick works. An extensive woolen mill is located at Glen Tay, some three miles distant, also grist mills, flour mills and cheese factory in the same place; a door, sash and blind factory, as well as an old distillery and brewery, dating back its foundation nearly half a century. There are also some very wealthy firms who have for almost the same time been engaged in general trade, and bartering for farm and dairy produce, which is shipped by them in fall and spring to the exporting markets.²⁶

However, in an equally promotional publication, the Historical Atlas of Lanark and Renfrew Counties by H. Belden and Co. published in 1880-81, there is a more realistic account of Perth's place in Lanark County. The Atlas maintained that Perth's greatest prosperity occurred in the decade following the building of the Rideau Canal but with the exhaustion of the timber supply in the vicinity, the trade receded from Perth "as it has from many other places similarly circumstanced".²⁷ Perth was described as one of the most substantial and "healthy" towns in Ontario. The Atlas also noted:

To one more acquainted with the activity and push of western life, the place on first site looks "slow", but a closer acquaintance will invariably - confirm the idea above expressed of its prosperity and generally satisfactory condition.²⁸

The Belden Atlas also listed some of Perth's key businesses:

Though Perth cannot by any means be classed under the head of a manufacturing town, yet a number of manufactures of no mean pretentious are carried on here. Among the most important are Lillie's foundry and bolt factory, employing constantly twenty-five to thirty men..., Hicks' carriage works, employing from eight to fifteen hands, according to the season; three other carriage shops, a custom foundry, a steam sash, door and blind factory; steam bending factory, two furniture factories (one steam), two distilleries, a brewery, two tanneries, seven blacksmith shops, and many smaller industries in various line".²⁹

A very significant factor in the promotion of the Tay Canal was the concern for the future, and Perth's place in it. The fear of being left behind in an ever changing world can not be underestimated in contemporary public opinion. With general post-Confederation economic stagnation in central Canada came the awareness that the tide of development was westward to the American and Canadian prairies. Within the Tay watershed a lucrative lumber frontier had shifted north and there were more appealing regions beyond Perth for immigrant, farmer and manufacturer. When discussing the need for the town to offer a bonus to railway promoters in 1872, the Perth Courier warned that a failure to give support would leave Perth "a forlorn, decaying town, forever shut off from direct railway communication from East, West, North or South".³⁰ Against this backdrop of stagnation and decline came overwhelming support for improving business and encouraging manufacturing

by providing necessary facilities for transport. While much of the concern for future growth was translated into the railway fever in late nineteenth-century Ontario, in Perth it combined with a desire for a branch canal as early as 1866 as a placebo for economic woes. The Perth Courier reflected this concern by comparing its prospects with those of neighbouring communities.

Now that Adamsville, Almonte, Appleton, Innisville, Lanark and Port Elmsley already have Woolen Factories either completed or in course of construction, it is high time for Perth to make a move in the same direction, otherwise it be outstripped very soon by its more enterprising neighbours and cease to be regarded as the most important place in the County of Lanark. Surrounded by a section of the country rich in the products of the soil, the forest and the mine; possessing considerable water power, long since rendered available for milling purposes; situated within seven miles of the Rideau Canal, with which at small expense, the Tay Canal could be easily made to afford navigable connection and on the line of the Brockville and Ottawa Railway, of one of whose branches it is the western terminus; and being the key to an extensive and populous district, Perth offers facilities for the erection of a factory, at least equal to any other town in the Province.³²

There was a real sense of competition in Lanark County as communities sought ways to attract the kind of economic base to maintain some level of security. While Perth was the administrative centre of the county with a strong political, legal and commercial elite, it lacked any advantage of a thru railway or access to a canal. Perth was on a branch of the Ottawa and Brockville Railway which duly served its greatest county competitors—Carleton Place

on the Mississippi River and Smiths Falls on the Rideau Canal. The latter towns had emerged as railway hubs and were developing industrial sectors around lumber milling, woolen products and manufacturing. In the 1870's and early 1880's, Perth was determined to compete, and began offering bonuses and special deals to attract the kind of manufacturing and industrial base considered necessary to survive as the "County Town". Part and parcel with municipal incentives was the promotion of improved transportation facilities.³³

In May of 1882 Perth found itself in the enviable position of having two railways and a canal in the process of being planned (and not just proposed). The Perth Expositor reflected the enthusiasm with comments like, "we promise soon to have all the essentials for growth into a large and prosperous town" and that Perth "would be a city in about three years".³⁴ Perth was first hit with railway fever as two competing railways linking Toronto and Ottawa were actually begun in Perth at approximately the same place in 1882.

Contractor H. J. Bremer of Montreal was building a section of the Toronto and Ottawa Railway between Perth and Bridgewater (Actinolite) while Perth contractor Hugh Ryan was building a section of the Ontario and Quebec Railway between Perth and Sharbot Lake. There were 800 men on the T & O line in May of 1882 and 600 men on the O & Q in October

with 270 in Perth on the latter construction in August of 1882.³⁵ The Perth Expositor declared "we are going to have railroads all over the County"³⁶ but beneath the surface lay the machinations of the Grand Trunk Railway and the Canadian Pacific Railway. On 1 April 1882 the T & O Railway was taken over by the Midland Railway which itself was leased by the Grand Trunk Railway. The competition proved too much and the Midland Railway abandoned its construction schedule between Perth and Bridgewater in December 1882, while the Ontario and Quebec Railway continued on, to become the Ontario division of the Canadian Pacific Railway by January 1884.³⁷ When all the dust had settled in the railway competition, 1882 had proven to be a memorable year in Perth construction history. By 1884 the CPR had established a line between Toronto and Montreal via Perth and Smiths Falls and rumours were spread of future Perth connections on railways from Cornwall to Sault St. Marie or from Gananoque to Perth.³⁸ With the arrival of the Canadian Pacific Railway came the unprecedented victory for Perth of offering the most agreeable site and terms for the building of the CPR car shops. The town granted the CPR twenty-five acres of land extending from the station to the Tay River. The company built twelve buildings to be used for manufacturing passenger, freight, dining, kitchen and sleeping cars as well as flat and box cars for the CPR rolling stock.³⁹ Employment levels created by the factory fluctuated between

200 and 400 depending upon seasonal and economic variations.⁴⁰ In July of 1883 the Perth Expositor proclaimed the great advantages the town had made over the last two years. During that summer the economic boom had created a housing shortage in Perth although the housing industry was trying to keep abreast of the situation with the construction of a variety of dwellings from stately new homes near the town centre on Drummond Street to tenements for workers on Craig Street.⁴¹ The development helped the population of Perth to grow from 2,467 in 1881 to 4,101 by 1887. The railway, therefore, provided a dual benefit to the town of Perth. It provided a transportation link with the rest of the province and its car shops, located in the heart of the community, employed an average of 200 men who took home \$65,000 a year in salaries.⁴²

With all the railway development, real or imagined in Perth at this time, which according to the Belden Atlas would allow Perth the additional facilities to make it a railway centre of "considerable importance"⁴³, one must wonder where the promotional input came for the construction of a branch canal. Even the Belden Atlas did not lament the decline of the first Tay Canal into "utter destruction and decay".

But, as later proved the case with the Rideau, the Tay River Canal had served its purpose, and in the natural order of things was bound to succumb to greater improvements, and enterprises more suited to the tastes and requirements of modern communities.⁴⁴

But the Tay Canal did not succumb. Amidst the passion of railway fever there was a renewed interest in canal schemes contemporary to the 1880's. John P. Heisler has pointed out that the revival in canal works was mostly centred on the problem of providing cheap transportation for the shipment of grain from the expanding area west of the Great Lakes. As such the decade of the 1880's saw the renewal of works on the Welland and St. Lawrence Canals as well as a new Canadian Sault St. Marie Canal.⁴⁵ However, canals beyond the mainstream were also seriously considered, resulting in the construction of the Tay and Murray Canals and the survey of a branch canal from the Rideau Canal to Gananoque as well as to Devil Lake.⁴⁶

The arguments put forward in support of a new Tay Canal emphasized the benefits to the future development of Perth rather than the utility of a canal to the town's existing economic activity. It was in two major areas — the promotion of industrial development around the future of iron smelting and the optimistic portrayal of the region's mining heritage, especially with regards to phosphate — that the idea of a branch canal had its origins.

CHAPTER III:

The Economic and Political Promotion of a New Canal

At the beginning of the 1880's a brighter economic horizon for Perth provided the impetus for the promotion of a Second Tay Canal. Aside from the general advantages that a branch canal offered to trade and commerce, the thrust for a new waterway centred around the provision of suitable transportation facilities for expansion in the mining sector and especially as a means to attract an iron ore blast furnace. In combination with the protective tariff on manufactured goods as a provision of the National Policy, the elite of Perth saw the advantages of a branch canal in lieu of encouraging local enterprise and growth.

Like the construction of the Tay Canal itself, the promotion of the venture passed through a number of stages over the years. After the first leg of the canal was under construction there were already campaigns for further extensions while work was in progress. The promotion of the Tay Canal was an exercise that spanned the entire decade of the 1880's, with the initial decision to build the canal followed by various recommendations as to where it should end. The primary thrust for the promotion of the Tay Canal was economic but the political affairs of one man in particular ultimately led to the canal being facetiously called 'Haggart's Ditch' by media and politicians. The role of John Graham Haggart as local member of Parliament must be

thoroughly canvassed to understand the intrigue behind the building of the new canal. Likewise a number of Perth's commercial, legal and political elite played a role in the promotion of the Tay Canal. Indeed each of the Mayors of Perth for the decade of the 1880's was responsible for the canal's promotion during the construction period. As the promotion carried on through the decade the rhetoric became less characterized by optimism and idealism and more concerned with defending what had been done. In the latter case, the contractor of one part of the canal, Angus Macdonald, became the most virulent defender of the Tay Canal.

Although there is presently little indication of Perth's early role as a centre for south shield mining in south-eastern Ontario, the general optimism of the mining frontier greatly influenced the contemporary perception of Perth as a potential site for smelting works, especially when the National Policy provided the incentives for development.

Iron Smelting

During the latter half of the nineteenth century, iron ore became an increasingly important resource, essential to industrial growth and the construction of railways and bridges. An important factor in the promotional effort behind the Second Tay Canal was the plan for constructing

an iron smelting complex in Perth. The original petition for the Second Tay Canal from merchants and residents of Perth to John Haggart in 1880 emphasized the need for proper facilities for transportation to encourage the mining and smelting of the region's supposedly inexhaustible supply of iron ore.⁴⁷ In 1882, Mayor Francis A. Hall went a step further in his letter to Haggart, reinforcing the need to develop cheap water communication for moving iron ore deposits as well as large quantities of coal to town for smelting purposes.⁴⁸ On 24 April 1882, just two weeks before the original announcement in the House of Commons of a plan to construct a new Tay Canal, John Haggart wrote to the Minister of Railways and Canals, Sir Charles Tupper, emphasizing even more clearly the necessity of building the canal to serve the interests of iron ore smelting in Perth:

During a visit to my constituency I find them greatly exercised as to the intention of the Government in reference to the Tay Canal. I found that a Company so as in process of formation for the proposes of erecting smelting works in Perth the ore to be obtained, in the neighbourhood where there is the largest deposit (extending over 50 miles) and of the finest quality to be found in the Dominion. This Company will not undertake the works unless the Canal is built for the reason that they could not become their own carriers and would be unable to make terms with the Railways for want of water competition. The construction of this work will repay to the inhabitants about and near it annually (triple) what the interest on the sum expended and tend to develop an industry which requires but little assistance to become the most important industry in the Dominion.⁴⁹

Haggart did not reiterate that the canal was a

prerequisite to iron smelting in Perth when he was asked by Sir Charles Tupper to publicly expand on reasons why the canal was needed. On 8 May 1883 in the House of Commons, Haggart identified the need to reconstruct a canal originally built by private enterprise in a community he felt was deserving of public works.

There is the traffic of the town of Perth and smelting works will be erected there which require this canal. In the back section of the country, as we all know, there are the largest deposits of iron ore in Canada, as well as of phosphates of lime. It will also enable freights to be cheapened in the bringing in of coal for the purpose of smelting iron and for other works intended in that section.⁵⁰

Neither the protective tariff of the National Policy, bonuses offered by the town of Perth nor the special access to a new canal were ultimately sufficient to attract a blast furnace to Perth. With so much emphasis put on the need of a new canal for iron ore interests, when the plans for smelting were cancelled, Haggart's case in the House of Commons looked very weak. Indeed the planned termination of the canal at Haggart's own Mill in the heart of Perth looked more suspicious without the iron lobby. Haggart had to "eat crow" in Parliament on 12 August 1891 when defending himself against charges of misleading the House:

The statement that I made at the time was that it was the intention of some parties in the vicinity to induce the construction of smelting works for iron and other, ores, and that, if the canal was brought up to the town of Perth, it would facilitate the smelting of those ores in that town.

At that time there was a large traffic going to the town of Perth, and I then believed that it was the intention of several parties to erect smelting works and to bring ore into the town of Perth to be smelted there.⁵¹

In defence of John Haggart, there was a serious attempt at least to plan and cost out a smelting plant in Lanark County. On 6 October 1880, Frederick A. Wise reported to the Department of Railways and Canals:

I am informed by Mr. Watson, managing director of the Canada Iron Mining and Manufacturing Company, that it is the intention to establish smelting furnaces in the neighbourhood of Perth, and that with your canal in operation iron ore or "pigs" could be laid down at Kingston for fifty cents a ton less than via Brockville and the St. Lawrence. One smelting furnace with yield from 2,500 to 3,000 tons per annum, so that in the absence of the lumber trade altogether, it would require but a small number of furnaces to yield a handsome traffic for your Canal.⁵²

In a few scribbled notes on a dossier connected with a Tay Canal file, Chief Engineer of Canals for the Department of Railways and Canals, John Page, commented on 8 April 1882 that it was by no means clear "even if the mines were fully worked, that the produce of the mines would be taken to Perth for shipment" and that likely, the iron ore would "find its way to Kingston by railway".⁵³

Again in defence of the politician John Haggart, there was a natural magnetism in the mineral resource potential of the Rideau locale and he, like the Perth community, remained optimistic about the region's mineral potential. The failure of Perth's mining potential to pan out in the

production of iron ore or smelting, did not dampen Haggart's claim in 1883 that future smelting works would be built, nor make them less valid even in 1891.

The iron smelting issue resurfaced locally in 1886 but by this time some of the town's elite may have realized the futility of attracting iron smelting interests. Haggart may have had second thoughts at a public meeting held in Perth on 10 April 1886 in which the Mayor proposed to ask the government to extend the Tay Canal as far up the river as Christie's Lake and to petition for a preliminary survey. The meeting of one hundred ratepayers was addressed by mining promoter, W. J. Morris and Tay Canal contractor, A. P. Macdonald. Residents of Perth heard about the need to find an outlet to market a bed of the best quality iron ore about twenty-four feet deep, aggregating twenty-four million tons, lying undeveloped near Christie's Lake. If the canal was extended, mine owners were prepared to work the deposits and establish smelting and car wheel works at Perth, employing 4,500 workers in total. Even the Perth Courier described these figures with a fair degree of incredulity. When the meeting was addressed by John Haggart and Edward Elliot, neither gave any great encouragement of government aid for the practicality of extending the Tay Canal. Macdonald called them "cold-water men", annoyed at their want of enthusiasm. Although many signed a petition for a trial survey of the proposed route, the government's

response was that the citizens of Perth must show ample reason for the extension of the canal.⁵⁵

Angus Macdonald reiterated the region's mineral potential in a farewell speech to the people of Perth in October of 1887.

Sir William Logan had reported that there were in the neighbourhood of Christie's Lake...tons of the best iron ore in the Dominion and a canal would prove of the utmost advantage in developing the enormous mineral wealth of the vicinity.⁵⁶

In spite of Haggart's cool response to the original extension of the Tay Canal to Christie's Lake in 1886, Macdonald urged that:

Mr. Haggart, was entitled to great credit for what he had accomplished in connection with the canal, and his influence would, in no doubt, be used to secure its extension.⁵⁷

It is important to put the iron ore potential into context with the area and the times. The southern extension of the Precambrian Shield into eastern Ontario was comprised of a rugged upland of ancient igneous and metamorphic rocks. Bordered by the Rideau Waterway in the east and the Crowe-Moira River watershed in the west, south shield mining was characterized by scattered, shallow deposits of a wide range of mineralization. Iron mining emerged more successfully around Marmora and Madoc before Confederation but in the 1870's, several small iron mines were opened in the Rideau area, the oldest deposit dating from 1858 at the Chaffey's mine near Newboro. Several thousand tons of iron ore were

removed from the Playfair or Dalhousie mine a few miles north-west of Perth where between 1867 and 1871 the ore was hauled by winter road to Perth, shipped by rail to Brockville and by canal and lake boat to Cleveland. Some of the ore may have been barged down remnants of the old Tay Canal.⁵⁸

In spite of poor markets and prices in the 1870's and the marginality of some of the deposits, iron ore was mined in Frontenac County and shipped out via the Kingston and Pembroke Railway. Iron mining picked up momentum in northern Lanark and Renfrew Counties in the early 1880's with mine sites near Calabogie and Almonte. Local papers were quick to promote new finds. The Perth Expositor described the Lavant mine in 1880 as the "Golanda of Canada" and stated in 1882 that two new iron mines were proof "that in the rear of Frontenac there is vast wealth awaiting development".⁵⁹ The eternal optimism of the mining frontier fueled grand designs, hopes and promises.

When the Province's Royal Commission into the Mineral Resources of Ontario heard testimony in 1888 and 1889, several Perth mine owners and promoters spoke of the potential for iron ore development in spite of old and new difficulties with transportation, technology and the quality and size of deposits. W. J. Morris spoke of two wide ranges of hematite iron ore in Lanark County while R. C. Sherritt noted the early success of the Playfair mine and its

proximity to Perth. J. S. Campbell spoke highly of the Calabogie Mining Company with himself as President and other Perth residents as principal shareholders, including Edward Elliot, William Hicks and Peter McLaren. Prospector Thomas Royce stated that there was plenty of ore in Lanark and Renfrew and "all that is wanted is development".⁶⁰

More importantly, a submission made to the Royal Commission by W. H. Wylie of Carleton Place included a report filed in November 1883 by John Birkinbine of Philadelphia concerning the practicality of erecting a charcoal smelting furnace in Lanark County. Estimates for a total cost per ton of iron were \$12.85 and for the capital required to acquire lands, develop mines and smelt the ore were \$200,000. The venture would be successful with an output of 30 tons of pig iron per day or 9,000 per year showing a profit of \$2.25 per ton of iron. The significant attraction for smelting was the excellent supply of wood for fuel.⁶¹ The publication of the Report of the Royal Commission in 1890, undoubtedly helped to support the notion that iron mining and smelting would be possible as an industrial resource base in the Perth area.

As the mining frontier pushed ever northward and larger deposits of iron ore were discovered, the risks involved in south shield mining made it less and less economical. The dreams of growth and prosperity through mining and smelting enterprises evaded eastern Ontario. In a recent publication

on the history of mining in Ontario, Diane Newell summarized the failure of the iron potential in the south-east:

It is clear that lack of adequate transportation was not to blame for the failure of iron-smelting in this district. Canals and railways bringing access to the iron deposits were plentiful. The difficulties lay with the small size of most deposits, the poor quality and inappropriate type of most of the ores, the instability of prices, and, by the early 1880's, new American sources of supply.⁶²

One cannot blame John Haggart for being swept up originally into the mystique of iron mining. He was never forced to defend his letter to Tupper insisting that there would be no development of iron ore mining and smelting unless a canal were built, but as the primary reason for building the Tay Canal faded away, the losses, overruns, and failures came to rest heavily on the shoulders of the member for South Lanark.

Nor could the town of Perth be blamed for the enthusiasm in wanting their own iron smelter. The National Policy had provided a suitable climate for development of pig iron, but in 1882, Kingston, London and Belleville were also losers in attracting foreign owned blast furnaces to their towns. The latter had even given fifteen acres, a right of way for access, water frontage and a ten year tax exemption to an American firm promising iron smelting facilities.⁶³ In the rush to ensure growth around an industrial or manufacturing base, could Perth compete with other communities with a promise of a new branch canal?

Phosphate Mining

The second most active mining operations in south eastern Ontario after iron mining were associated with apatite or phosphate of lime. Phosphate, in a ground up form, was important as a fertilizer, and the most active period for mining was the late 1860's and early 1870's. With mining centred around the town of Perth, and much of the ore shipped by way of the Rideau Canal, civil engineer Charles Legge pointed out in his report discussing the advantages of rebuilding the old Tay Canal in 1866, that phosphate would be a major export on a new branch canal. The Rideau area apatite deposits were small, shallow and scattered but there was enough of a demand to see a local market develop with the arrival of the Standard Fertilizer and Chemical Company at Smiths Falls in 1886 and a large investment into phosphate mining the following year by the Anglo-American Company which introduced deep level mining and compressed air drills at a site near Perth. When the Second Tay Canal was first being promoted at the beginning of the 1880's there was reason to believe that a new facility for carrying heavy freight, like a branch canal, would encourage further development in the mining industry. However, the optimism of the early 1880's faded with the effective elimination of phosphate mining at the end of the decade when competition from new American deposits commanded

the market. Although a new demand for mica, which was found in conjunction with apatite, developed as an auxiliary product in the old mines around Perth, it did not have the potential to justify the building of a branch canal.⁶⁴ Like the concept of the Tay Canal creating a "new era in the history of Perth", the mining sector also thrived on unbridled enthusiasm and potential. There was an interesting juxtaposition of descriptions of the new Tay Canal and Perth's "rich mining district" in the local publication, Hart's Canadian Almanac or Canadian Farmer's Almanac for the year 1889.

The Tay Canal is now completed to Perth, and opens up a water-way direct to Montreal, and via Kingston to all Western and American ports on the lakes and works, a new era in the history of Perth, making it a central distributing point for all the surrounding country, with unsurpassed freight connections either by rail or water.

Perth is the centre of a rich mining district, the deposits of Mineral Phosphate (Apatite), Magnetic and Hematite Iron ores, Gold, Silver, Mica, &c., &c., are all being developed, and are found in largely paying quantities. The Apatite Mines have been worked for years, and are the richest in Canada. Extension Mining Plant, Steam Drill, Pumps, Steam Engines, with all the latest mining appliances, have been added this year, and the output is expected to be very large.⁶⁵

John Hart of Perth continued to publish his own almanac for many years, and as late as 1912, when both the Tay Canal and the mining district had completely faded as potential engines for economic growth, the descriptions were almost identical to those used twenty-three years earlier. The mystique of canal or mine and railway lived far beyond their

utility in the public imagination.⁶⁶

Politics

In all the rhetoric over the promotion of the Second Tay Canal, especially in relation to the potential for iron mining and the production of phosphate, there was one notable individual who questioned the need for such a project. After reading Fred Wise's survey and estimates of February 1882 on the proposal to build the Tay Canal, Chief Engineer of Canals, John Page, wrote some comments in the margin of the report on 8 April 1882. He claimed that the mines in North Burgess Township would in all probability be served at a nearer and more convenient place on the Rideau Canal than Perth. Page felt that iron ore would quite likely find its way to market via the Kingston and Pembroke Railway. He claimed that lumbering could not justify a branch canal either as it was so limited in the Rideau area that materials for the repair of the Rideau Canal had to be acquired from Ottawa. Taking into account the comparatively small revenue from the entire operation of the Rideau Canal, Page could only conclude, "I fail to see that the expenditure of probably not less than \$150,000 required for the purpose of resuscitating the Tay Canal works would be at all warranted under the most favourable circumstances in which the project can be viewed".⁶⁷

The marginal notes of John Page could not stop the momentum behind the decision to proceed with a new Tay

Canal. The power of John Haggart especially, and a number of key supporters, could not be underestimated in the political reality of the day.

John G. Haggart

John Graham Haggart served as Member of Parliament for the Constituency of South Lanark a total of forty-one years between 1872 and 1913. As a friend of Sir John A. Macdonald, a cabinet minister, from 1888–1896, a leadership hopeful in the Conservative Party in 1891 and 1895, John Haggart carried considerable weight on Parliament Hill. Indeed his promotion of the Second Tay Canal was so effusive that J. W. Bengough, cartoonist in the Toronto weekly Grip, made a caricature of Haggart with a pick in his hands working on the Tay Canal to Perth.⁶⁸ Presented to the public in June of 1883, the cartoon entitled "Our Working M.P." would stick in the mind of opponents who by 1891 were calling the Tay Canal "Haggart's Ditch".⁶⁹

There was even an island named after the Haggarts in the middle of the Tay River where John Haggart Sr., a Scottish stone mason, had settled in 1832 after having worked on the Rideau and Welland Canals. The Haggart name was early attached to Perth business enterprise as John Sr. purchased the settlement's first mill, and despite a disastrous fire in 1841, was able to establish flour, oatmeal, fulling and saw mills by the Tay River. Soon after

the birth of John Graham Haggart on 14 November 1836, John Sr. began work on the Haggart-Short stone house which was a masterpiece in contemporary stone masonry in a Regency style.⁷⁰ (See illustrations 7 and 9).

At the age of eighteen, John G. Haggart had control of the property and by the late 1850's began pursuing a political career starting as a town alderman. Haggart went on to serve three terms as Mayor of Perth in 1861-62; 1863- 64 and 1871-72 but he failed three times to win a seat in the Legislative Assembly. After Confederation, Haggart's patience paid off and he was nominated over another young Perth businessman, T. A. Code, to succeed Alexander Morris as South Lanark's representative in Parliament. Morris, the son of the First Tay Canal pioneer, William Morris, was at this time the newly appointed Lieut. Governor of Manitoba. In the federal election of 1872, John G. Haggart sustained the seat for the Conservatives with a majority of 914. However, 'in the elections of 1874 and 1878, Haggart's majority was reduced to 420 and 320 respectively.⁷¹

In the political climate of late nineteenth-century Canada, patronage and plunder went hand in hand. Sir John A. Macdonald as Prime Minister was a master at providing licences, railways or situations when the political need arose.⁷² In 1887 Macdonald was confronted by a proposal for a new railway in Nova Scotia prior to an election. When he questioned its ability to carry enough traffic to justify

construction, the MP. for the area replied "Traffic be damned! I want the road to carry me back to Parliament".⁷³

In Haggart's case the issue was a canal. One month before the federal election of 20 June 1882 plans to construct a new Tay Canal were announced in the House of Commons. Although Macdonald would later lament in 1885 that "The country is impoverished by consenting to expenditure which is unnecessary and fruitless",⁷⁴ some of this expenditure had its desired effect. In the election of 1882 no one could oppose Haggart and the Tay Canal. The member for South Lanark was returned by acclamation.

The Conservative paper in town, the Perth Expositor, marvelled at Haggart's ability to marshal surplus revenue in government coffers for public works like the Tay Canal which it claimed would be of "great benefit to the community".⁷⁵ When more money was voted for the Tay Canal in Parliament in 1883 the Expositor claimed Perth was indebted to Mr. Haggart, who "constantly urged its necessity in Government" and who had always campaigned for "extensive use of the Rideau Canal for importation of freight and shipment of grain".⁷⁶ In fact, the Tay Canal project assisted Haggart in winning the next general election in 1887 which he won with a majority of 882. Prior to the 1887 election, the Expositor told residents to reflect over the "material advantages" brought to Perth by Haggart, who was a "man of which few have such influence in the House".⁷⁷ This was not

just hyperbole. John Haggart entered the Macdonald Cabinet in 1888 as Post Master General which the British Columbia Home Journal would later suggest was a result of Macdonald's realization of Haggart's "executive ability" over the "stupendous undertaking" of the Tay Canal which was "floating the largest row-boat built in Lanark County".⁷⁸

Although the construction of the Tay Canal would go far over-budget, the political issue that resulted from the final extension of the Tay Canal would never have surfaced with such vehemence had Haggart's profile not been so closely tied to the canal. Haggart had actively promoted an extension of the Tay Canal to the old Perth Basin before the 1887 election, and again in 1891 prior to a federal election he arranged for another extension beyond the basin. As the Smiths Falls Rideau Record reminded voters, "when it comes to a Tay Canal or a Curran Bridge job, then money and votes count and don't you forget it".⁷⁹ Haggart was re-elected in 1891 with a majority of 630 and the Liberal Perth Courier could only sigh that he won with "all the help the Tay Canal and a new post office could give him".⁸⁰

In his biography of Prime Minister John Thompson, Peter Waite typified Haggart in his capacity as Minister of Railways and Canals as an "able administrator and a practical manager" who did not intervene much in debate except where his own department was concerned. According to Waite, Haggart was "Brusque, unpolished, able, he looked

like a well-to-do shopkeeper, his light grey coat thrown comfortably open, his knee against his desk, his thumbs stuck in the armholes of his white vest."⁸¹ Haggart had a reputation for being "raffish" with "an eye for plump and accessible lady typists", presumably as a result of his marriage with Caroline Douglas of Perth who was described as "a bad tempered and demanding woman".⁸² Although Haggart was considered to have leadership potential in the uncertain years after the deaths of Macdonald and Thompson in the Conservative Party, Waite described him as too "Bohemian" for serious consideration.⁸³ Haggart faced his most serious political difficulty, perhaps, after his re-election in 1891. Haggart was so closely tied to the advancement and promotion of the Tay Canal that he was badly mauled in Parliament in August of 1891.

While involved in politics, John Haggart had remained in control of John Haggart & Company, proprietors of the Perth flour mill on Haggart's Island. A new dam had been built on the site in 1883 and modern roller machinery installed in the mill during the spring of 1886.⁸⁴ The extension beyond the old canal basin, recommended by Haggart in a letter to Prime Minister Macdonald in January of 1890, and accepted (under unusual circumstances) just before the election of 1891, put Haggart in a very visible conflict of interest.⁸⁵ By 1891 the Tay Canal, which was promoted by John Haggart and frequently referred to as Haggart's Ditch and which up to that time was carrying little traffic except for a large steamer named the John G. Haggart, was now being extended to Haggart's Island where a turning basin was to be

constructed at Haggart's Mill. The resulting explosion in the House of Commons is referred to in a following chapter. However, there can be little doubt that John Graham Haggart was the most influential supporter, political and otherwise, of the Second Tay Canal.

There is ample evidence to suggest that John Haggart was merely using the tools of patronage and influence at his disposal, which was expected of a contemporary politician, especially if graced with the opportunity of sitting on the government side of the House. Even if his loyalty to Perth may have been superseded by an even stronger loyalty to his own interests, the apparent conflict of interest would not deter Haggart's long career as local Member of Parliament. John Haggart was not only the key person behind the Second Tay Canal but his life was immersed in canals. His father had been a canal builder his son, Duncan, was a champion sculler in the early days of recreational boating until he died of typhoid fever while working in the law office of D'alton McCarthy in May of 1885.⁸⁶ John Graham Haggart himself was appointed Minister of Railways and Canals in January 1892 until the Conservative defeat of 1896. Haggart was still an opposition member for South Lanark when he died 13 March 1913.⁸⁷

Haggart's promotion of a new Tay Canal centred around three main themes. He was convinced that a new canal would secure for Perth, and his riding, an iron smelting

operation. The political advantages of directing public funds toward the construction of a new canal helped ensure his re-election to Parliament. Finally, the construction of the Tay Canal benefited his own milling interests in Perth.

Local Promoters

Not unlike the First Tay Canal, a large number of Conservatives were involved in promoting the Second Tay Canal. However, the local opposition that formed around the management of the Tay Navigation Company responsible for the construction of the First Tay Canal, did not form around the construction of the Second Tay Canal which was undertaken by outside contractors, using federal funds and supervised by Rideau Canal engineers. Except for controversy over the flooding of lands, the building of the Second Tay Canal was distanced from local politics by the federal government's participation. The Tay Canal could not be opposed in Perth despite the considerable local opposition to its most ardent supporter, Tory M.P. John G. Haggart. However, the local Conservative newspaper, the Perth Expositor, emphasized the interrelationship between the Tay Canal and the fortunes of the Conservative Party in Ottawa.

In 1887, the Expositor complained about the manner in which the Liberal Party had undertaken the construction of the Rideau Ferry Bridge following their victory in the federal election of 1873. The Perth taxpayers were

apparently forced to pay an additional \$2,500 of the total cost when the federal government reduced its grant to the project by that amount. The Expositor noted that money for the bridge was not provided until Sir John A. Macdonald was re-elected in 1878:

If Mr. Blake were to succeed in defeating the Ministry they would try the same thing again on the Tay Canal, and cut down the work so as to practically deprive Perth and the surrounding country of the cheap freight which the Canal will give us.⁸⁸

John G. Haggart certainly used the Tay Canal to advantage in the elections of 1882, 1887 and 1891, and local Liberals were in trouble when the Tay Canal came up for criticism in August of 1891. The Perth Expositor attacked the integrity of Alexander Kippen, a former Liberal candidate, when he guided a group of Liberal members of the opposition in Perth to check out the Tay Canal extension in 1891. The Liberal Perth Courier defended Mr. Kippen.

The insinuation that Mr. Kippen furnished the information that led to the questions in the House on the Tay Canal business is we are assured, wholly incorrect, and is a figment of the writer's [Expositor] brain. Several Liberals in Perth are accused of the same thing by impertinent government supporters, but they can afford to laugh at mere conjectures. The Tay Canal and its extension are too well known all over the country, and at Ottawa, to justify any guesses at specific sources of information.⁹⁰

The strong local support for the Second Tay Canal made it difficult for the Liberal Party or other critics with the community of Perth to call the project into question.

Haggart's conduct and the Tay's construction costs did reach the national scene, but it did very little damage in Perth. A number of local Conservatives were highly supportive of the project, especially in arranging for endorsement on the town Council. It is also not surprising that most were either town councillors themselves or mayors of Perth. Some of the individuals mentioned below were consecutive mayors of Perth: W. H. Radenhurst 1875-78; Edward Elliot 1879-80; Francis A. Hall 1881-82; A. J. Matheson 1883-84; William Meighen 1885-86; William J. Pink 1887-88; T. A. Code 1889-90; William Butler 1891-92.

William H. Radenhurst was the son of Perth lawyer Thomas N. Radenhurst (1803-1854) who was a solicitor for the Tay Navigation Company and a friend of the Morris family in spite of his reform politics. William was born in Toronto in 1835 and was called to the bar in 1861, after which he served many years in Perth as a barrister-at-law. He was frequently at the disposal of the Rideau Canal in negotiating land deals and financial support for the Second Tay Canal.⁹¹

Edward Elliot, whose father hailed from County Antrim, Ireland and who settled in North Elmsley in 1818, was born near Perth in 1844. After serving the the law office of Brockville Lawyer W. O. Buell, he was called to the bar in 1869. Over the years he shared law partnerships with W. W. Berford (whose father W. R. F. Berford was on the Board of

Directors of the Tay Navigation Co.), Francis A. Hall and J. N. Rogers. Edward Elliot chaired the farewell banquet in Perth for contractor Angus Macdonald after the first contract of the Tay Canal was completed in 1887.⁹²

Francis A. Hall (1843–1904) of Scottish background was born in Perth in 1843 and studied law with W. M. Shaw before being called to the bar in 1868. After Shaw died in 1868 he ran an independent law office with the exception of the years 1875 to 1878 when he was involved in a partnership with Edward Elliot. He was the most prominent supporter of the Tay Canal as Mayor in 1881 and 1882 when he prodded John Haggart and the Department of Railways and Canals for action. His was the key signature on a letter to Haggart sent 15 March 1882 urging the construction of a new canal. By the late 1880's he and a family member, perceiving the recreational potential of the Rideau Canal, made preliminary plans to build a resort hotel at Jones Falls.⁹³

Arthur J. Matheson (1845–1913) was a son of Roderick Matheson, an original member of the Board of Directors of the Tay Navigation Company and a frequent user of the First Tay Canal. He was a lawyer by profession and an active supporter of the local militia. A. J. Matheson represented South Lanark as the Provincial representative to the Ontario Legislature between 1894 and his death in 1913. He was the co-chairman of the farewell banquet given by Perth to Tay Canal constructor Angus Macdonald in 1887.

William Meighen (1834–1917) was born in County Derry, Ireland in 1835 but his family came to Perth three years later. He and brother Robert became partners in their older brother's merchant house in 1867, forming Arthur Meighen & Bros. the largest commercial house in Lanark County. The Meighens were major exporters of grain and produce as well as butter and cheese. William's name or the name of his company headed three petitions concerning the Tay Canal; the initial petition of 27 March 1880; the supportive petition to Haggart by Mayor Hall on 15 March 1882; and the petition to extend the canal to the old Perth Basin on 12 July 1886.⁹⁵

William J. Pink (1843–1922) was born in Northfleet, County Kent, England, in 1843 and he arrived in Canada in 1858. After leaving Quebec in 1862 he worked as a journeyman cabinet maker until establishing the Perth furniture factory in 1871. Pink's factory developed into the largest manufacturing firm in furniture in Lanark County, supplying regional as well as local markets. His specialty was fitting and furnishing churches, schools, lodges, offices and stores. Pink was very active promoting the extension of the Tay Canal as far as Christie's Lake and was instrumental in arranging \$9,000 in the Town funds for granting the right of way and other services for the Department of Railways and Canals when the Perth Basin was being rebuilt.⁹⁶

Thomas A. Code (1854–1937) initiated the woolen industry in Perth in 1876 after having moved from Innisville. A year later he moved his custom carding and spinning mill to a site adjoining Haggart's grist mill. In 1880 the Code mill was doing \$10,000 worth of business. Although T. A. Code was described moving to new premises to do custom role carding and spinning in 1883, some of his operation may have remained at the mill, giving him added incentive to promote an extension of the canal when he was Mayor of Perth in 1889, 1890. Although T. A. Code and John G. Haggart had fought for the Conservative nomination for South Lanark in 1872, their shared interest in Perth would have guaranteed their common interest in the Tay Canal a few years later.⁹⁷

William Butler (1827–1905) was Mayor of Perth in 1891– 92 but little is known of him except that he served a long term as councillor in town. However, during his term as Mayor, he made public funds available in support of the Tay Canal extension, especially for the construction of a new Gore Street Bridge.⁹⁹

The former Mayors of Perth mentioned above all served two terms except for William Radenhurst who served for four terms and John Haggart who served for six. They were all in positions which enabled them to support the advantage of a new branch canal both on a local and a national level, the latter of which was especially important as the funding and

construction would be largely managed by the federal government. Excluding Haggart, these eight mayors consisted of four lawyers and four businessmen.

Three other Tay Canal promoters should be identified along with the town Mayors and the Member of Parliament. They were Thomas Brooke, Senator Peter McLaren and J. T. Henderson.

Thomas Brooke was born in Halifax in 1809 and settled with his family

family in Perth in 1818. He was employed as a clerk and a salesman in a Perth mercantile house until 1836 when he became a general merchant on his own account. He himself had utilized the First Tay Canal in his business although he retired in 1849. In 1850 he embarked on a new career of municipal service starting with official Clerk of Drummond Township. By 1873 he was also the clerk of South Sherbrooke and Oso townships in Frontenac County as well as clerk of Lanark County and the townships of Bathurst and North Burgess. By 1887 he had been clerk of the Town of Perth for thirty years. He was a guest speaker at the 1887 farewell banquet for Angus Macdonald, a contractor on the Tay Canal and since his subject to speak on was local history, it would not have been surprising had he spoken about the Tay Navigation Company and the First Tay Canal.⁹⁹

Peter McLaren was a celebrated lumber king in Lanark County and on the Tay, Clyde and Mississippi Rivers. Born in Lanark County in 1831, he went into business for himself

in 1857 and eventually developed a mill complex around Carleton Place where by 1887 he was a partner in the Canada Lumber Co. Ltd. with W. C., John C. and A. H. Edwards. Although not a politician, he was elevated to the Senate by Sir John A. Macdonald. He won a major constitutional victory for the Conservative Party's concept of federal control of rivers and streams in a celebrated court case against Lanark Liberal Boyd Caldwell which was carried to the Privy Council in Great Britain. In 1891 the Senator was accused with John G. Haggart of manipulating for their own benefit the extension of the Tay Canal to Haggart's mill where both owned property.¹⁰⁰

J.T. Henderson was born in Belleville, Ontario, in 1835 and established a mercantile house in Perth in 1861. Henderson was the owner of Thuresson Place, a stately building erected in 1878, representing the beginning of a building boom in Perth that would last to the mid 1880's. Henderson was prominent in the campaign to petition for the 'building of a new canal.'¹⁰¹

There would have been many others in Perth actively involved in lobbying for a new canal. Those represented above were the most active and prominent.

Outside Promoters

A chief actor in the promotion of the Tay Canal who was not involved in the original push to get it built was a partner in the first contract to build the canal. Angus Macdonald was a partner with Frank Manning in A. F. Manning & Co., the winning bidders on the contract to erect the Beveridges Locks and develop the Tay channel to Craig Street in Perth. Although involved in a bitter dispute with the government over the nature of the contract, Macdonald was an enthusiastic supporter of the Tay Canal, its extension to Christie's Lake and indeed, of all canals in general. In response to a negative article written about the Tay Canal in the Fenelon Falls Gazette (Manning and Macdonald were also involved in building the Fenelon Falls Locks on the Trent Canal at this time) Macdonald made a passionate statement on behalf of Perth and area residents and described his image of the use of canals in a letter to the Gazette Editor:

Sir, — Having seen an extract from your paper, in which you refer to the "Tay Canal," of which I am one of the contractors, and give some remarks I am said to have made respecting the same, and which are not consistent with my well known opinions on the value of canals to the country at large, as well as to the immediate sections they traverse, I ask you to grant me a little space to express my views. As to the Tay Canal: About the year 1832 a company was organized to utilize the river Tay and to overcome the various falls and rapids by locks, and thus connect the town of Perth and its surrounding country with the Rideau system of navigation, which had been opened a few years before. This canal was in use for over thirty years, and during that period was the chief means

of transport of supplies into a large and important region of country, as well as being the outlet of the lumber, potash and grain which was exported, and was foolishly allowed to get out of repair when the B. & O. Railway was built, under the then impression of the people of Perth that, having a railway, the canal was no longer needed. They soon, however, found that Smith's Falls, only 12 miles distant, being on the Rideau as well as on the railway, was able to obtain better terms by as much as 20 per cent, the year round than Perth, which had only the railway to depend on. You speak of this canal being of no value, but I say that it will be the means of supplying many of our towns with lumber and building stone 25 per cent cheaper than they now obtain them. In the matter of building stone alone a large trade will be developed, as there exist in this vicinity immense deposits of the very best freestone, much superior in our climate to the Ohio stone, and equally beautiful and as easily worked. In addition, there are numerous deposits of phosphates and iron ores, which are now worked on a small scale, and, when cheaper freights can be had by means of this canal, will doubtless be much more extensively mined. I, for one, do not like sectional jealousies, for I know that what benefits one section of the country must more or less directly benefit the whole; just as the Trent Valley Canal, which I am sure every thinking man in the county of Lanark would like to see built, because though it would not be of any direct benefit to that county, it is of importance to the Province at large. Let me ask if Ottawa would yet have been built, had it not been for the construction of the Rideau Canal? or would Kingston have become as important as it is but for the same enterprise? The Rideau Canal was built in 1820, and, though we have so many railways, a strong agitation is being made to enlarge it, as the requirements of the country demand it; and, small in comparison with some others as its traffic is, it has yet repaid itself many times over to the country by its influence in developing what would probably yet be a little known region had this canal not been built....All our canals, although not yielding a direct surplus to the people, yet have repaid themselves many times over to the country, and have placed us in an enviable position to our American neighborsLooking at the past, we know that canals are always of benefit to the country. They furnish not only means of easy and cheap communication, but they afford, both directly

and indirectly, employment to numbers of men, who with their families become residents and contribute to the general resources of the Province. Canals also drain swamps and render lands which would otherwise be useless of great importance, and at the same time they husband in their reservoirs the waste waters of numerous small streams that would otherwise be lost, and make them of value, not only for navigation but by creating valuable waterpower, and also improve the health of the country to an extent that cannot be calculated. Various trades also spring up along the lines of canals, where otherwise they could not exist, such as the trade in ties, firewood, building stone and minerals of various kinds, such as are now lying dormant in the valley of the Trent, awaiting the opening of the canal and the consequent facility of moving them cheaply to the markets where they are in demand. Many industries also, such as mills, foundries, &c., are created in proximity to the water-powers which are provided by canals, and villages rapidly grow into towns where but a few years before was a howling wilderness....It is now well understood that the cost of transporting a bushel of wheat for one thousand miles by rail would be equal to its value, while the distance by water transport would only be half this amount. I have now given full expression to my opinion on canals, and can only say that I trust the local jealousy of one section against the other may soon die out, and that we may all rejoice to see our common country prospering.¹⁰²

During a farewell banquet given in his honour in September of 1887, he raised the issue of competition with railways as a key factor in building the Tay Canal and having it completed properly. In a more defensive tone than his 1885 letter to the editor, Macdonald expounded his theory of canals as paraphrased by a journalist:

It had been said that the canal would prove useless. He denied that. In the first place it checked high freight rates. Coal, for instance, was \$1 per ton cheaper in Perth than last year. Though no freight had yet been carried on the canal, the mere fact of its existence had had the effect of reducing railway rates. He admitted that

the canal would not pay commercially and directly, but it would pay the people of Perth and the neighbourhood by lowering freight rates. Canals would always antagonize railways and bring down railway rates because they could carry freight at half what it cost railway companies. It was therefore a decided advantage to the people of Perth to have the canal completed.¹⁰³

It would almost be remiss not to profile Fred Wise, Superintending Engineer of the Rideau Canal from 1872 to 1894, as a promoter of the Tay Canal. However, as the duty bound servant to the Crown and the Department of Railways and Canals, he was, responsible for all five stages of the Tay Canal to be built properly and to specification. Other than some heated disputes with contractors over the nature of the construction, Wise seldom volunteered any personal opinion on Tay Canal matters. If he remained neutral in a discussion over the costs and benefits of a new canal he was not able to hide his pride when on 29 August 1890 he steamed into the Perth Basin on the government tug Shanly, on a tour of inspection of the recently opened canal with a party of ladies and gentlemen on board.¹⁰⁴

CHAPTER IV: Construction of the Second Tay Canal

Part I: The Planning Stage

The Second Tay Canal was constructed in stages. There were five separate contracts held by five different contractors. Except for the swing bridge contracts in Perth, which ran concurrent with canal contracts, each construction phase was fully complete before another commenced. When the Tay Canal was completed from Beveridges Bay to Craig Street there, was not yet confirmation of a proposed basin in the centre of Perth. Likewise the extension on the Tay River beyond Gore Street Bridge to Haggart's Mill was considered after the completion of the Perth Basin. In this piecemeal manner of construction it took nine years between the first work at Beveridges Bay in 1883 and the completion of the Gore Street Bridge in 1892. Yet the canal when completed was little more than seven miles in length and cost almost half a million dollars to construct. In light of the initial petition by Perth merchants and residents in March of 1880 which estimated that the system could be built for \$60,000, as well as an 1882 report by Fred Wise which put the cost at \$132,450, it seems all the more remarkable that the canal cost as much as it did.

Initial Planning

As a result of the petition from Perth of 27 March 1880

and active lobbying by John G. Haggart in Ottawa, the Department of Railways and Canals requested a feasibility study for a new Tay Canal from Superintending Engineer of the Rideau Canal, Fred Wise. A report was presented to F. Brown, Secretary of the Department on 6 October 1880 outlining the costs and benefits of building a new Tay Canal out of the ruins of the old Tay Navigation Company Canal. He concluded with a description of two alternatives:

First/To rebuild it on the line of the former one following the river Tay — This route will involve the construction of five wooden or composite locks, the rebuilding of the Dams; and in order to get five feet of water, a considerable amount of Rock excavation on the reaches between Perth and Lock No. 2, a distance of 6 1/2 miles.

The height of the old dams could not be raised without flooding a large amount of land, the increased depth must therefore be obtained by excavating the bed of the river which is a sand stone rock.

Secondly/To erect a dam across the River above Lock No. 2 and build a new Canal down to the Rideau Lake....This route it is contended will only require the construction of two locks to lift to the reach between Lock No. 1 and No. 2 making three locks in all, The Rock excavation will be common to both routes.

This route appeared to me to be a feasible one; the objection to it however is the existing mill privileges now in operation at Lock No. three, four and five which are of considerable value.¹⁰⁵

Fred Wise had reported on 6 October 1880 that \$750. would cover the cost of a sufficient survey to give an intelligent estimate of the cost of construction. The funds were provided in the Supplementary Estimates for 1881-1882, and in the late summer of 1881, Fred Wise, with another

engineer named Wright, began a survey of the Tay from Rideau Lake to Perth.¹⁰⁶ The Perth Expositor reported that Wise was impressed with the idea to run a short cut to Beveridges Bay. This scheme would require only two lock-keepers instead of four or five, and the expense of construction and maintenance could be kept down. The Expositor reported:

The great advantage of the short cut is that boats could call at Perth, and return in about three hours, while they could take double the time on the old route.¹⁰⁷

On 17 November 1881 the Perth paper noted that Wise was nearly finished his survey. The Expositor reported that if a canal was to be built, the old route would probably be shortened by some channel cuts through marsh and around bends. A steam dredge would be necessary and the work was considered easy from an engineering point of view and "capable of being accomplished in one year".¹⁰⁸ When Wise presented his report to the Department of Railways and Canals on 3 February 1882 it was not surprising that he favoured the short cut to Beveridges Bay. The deviation, Wise argued, would avoid the expense of building four locks on the old route, with accompanying dams, the purchase of water rights as well as extra channel excavation. Wise concluded that the deviation would best suit navigation interests and he estimated the approximate cost of the canal with a cut to Beveridges at \$132,660. compared to a route on the old channel to Port Elmsley at \$132,450.¹⁰⁹

In recognition of the survey activity going on along the old canal channel and at Beveridges Bay, the community of Port Elmsley submitted a petition to John G. Haggart and the Minister of Public Works on 30 June 1881. Signed by thirty-five residents in the area, the petition reminded Haggart and the Minister that Port Elmsley was still important as a receiving and shipping point on the Rideau Canal. The petition outlined Port Elmsley as a village with local railway and road connections, postal and telegraph installations as well as a continuing interest in Rideau Canal Navigation. They argued that a government dredge should be deployed to clear an old Tay River channel of chips and sawdust which had obstructed navigation to town.

We the residents of the above place and surrounding country feeling the necessity of removing hindrances to the speedy ingress and exit of steamboats and barges to our port, do hereby request that you will be pleased to order that the channel of the river Tay from our wharf to the mouth of the River should be dredged without delay...¹¹⁰

The old Tay Canal locks had started in Port Elmsley and residents feared that the new Tay Canal survey may suggest an alternate route for canal access. By September of 1882 their fears had been realized and another petition was sent, this time to Sir Charles Tupper, Minister of Railways and Canals:

[We] have seen with some anxiety that (it] is intended to divert the canal from its old course and pass by what is know as the village of Port Elmsley where there are erected two saw mills, a grist mill and a large woolen factory and where

vessels from the Rideau Canal have for many years been in the habit of landing for freight...[the] Tay Canal ought to be rebuilt on the old route by way of Port Elmsley and that it being built this will have a beneficial effect upon the trade and prospects of Port Elmsley as well as Perth...¹¹¹

The decision to make a cut at Beveridges Bay and bypass Port Elmsley had the double effect of reducing the community's role in new canal development and access as well as threatening the water supply which fed its, mills on the Tay River.

On 20 May 1882 the construction of the Tay Canal was announced by the minister of Railways and Canals in the House of Commons. However, the Tay Canal survey was extended for purposes of estimating costs, determining specifications of the precise route and preparing cross section plans of the river. On 1 September 1882 Fred Wise informed A. P. Bradley, the new Secretary of the Department of Railways and Canals of his progress: "I hope to finish the survey by the end of this month and the work is exceeding labouris [sic] owing to the dense swamps and the loweness of the river banks".¹¹²

When the survey work was finished in early October, Fred Wise and John Page visited the proposed route.¹¹³ On 10 November, 1882 Wise submitted another report which recommended again, the Beveridges Bay diversion. He was concerned that mill dams above Perth on the Tay River could have some effect on water supply and recommended that the

Federal Ministry get command of the whole river. The time spent surveying the river had created delays in preparing detailed specifications for the project, but it appeared that the government was ready to prepare tenders with the information at hand in November. All that was required was the confirmation of the route.

On 23 December 1882, plans and specifications were prepared and a notice to contractors printed up to seek tenders to build the Tay Canal from Beveridges Bay to Craig Street in Perth. The new Tay Canal would look just like the old Rideau Canal with similar lock design and identical dimension.¹¹⁴

Part II: Beveridges Bay to Perth, 1883–1887

The Project Commenced

The first and largest contract for the construction of the Tay Canal was characterized by difficulties from the beginning. A notice to contractors asking for sealed tenders was posted on 23 December 1882 with a deadline set at 24 January 1883. Plans and Specifications were put on view at the Rideau Canal Office in Ottawa. The preamble of the specifications outlined the scope of the work to be done on the canal between the town of Perth with the Rideau Navigation at Beveridges Bay on Rideau Lake.

The contemplated works embrace the excavation in rock and clay of an entrance into Lock No. 1 at Beveridge's Bay, building of entrance piers; excavation and construction of two lift locks; building side walls where directed; excavation in rock and clay of the reach between Locks 1 and 2; excavation in rock and clay from Lock 2 to the Tay River.

The construction of a dam, with waste weirs and saw-log passage, across the Tay River and the construction of a water-tight clay dam across the low ground to the south of the river; also the deepening of the Tay River at certain places within a distance of 6 miles up to the east side of Craig Street, in the town of Perth, and the excavation of several short cuts across certain bends in the river, if so decided upon.¹¹⁵

The specifications required fourteen sheets of foolscap to print and provided details for every phase of the construction process. The information was so detailed that no one could be expected to misinterpret the requirements, as for example in the description of mitre sills in the Lock:

The mitre and main fills are to be connected by straps of wrought iron $3\frac{1}{2}$ inches wide, and five—

eighths (5/8) of an inch thick, let in flush, fastened with bolts and arranged as shown in plan. The holes through them must be punched so as to retain the full strength of the iron; they are to be secured alternately to the timbers of the platform and the rock by means of rag bolts and fox-wedge bolts, 1½ inches diameter. In addition to the bolts through the straps, there are to be three fox-wedge bolts on each side of the mitre sill, passing at least one foot down into the rock.¹¹⁶

The printed forms of the tender, also available for contractors at the Rideau Canal Office, listed sixty items where rates and prices had to be affixed. After completing such a form, contractors had to include a bank cheque for \$1,000, which could be forfeited if the party tendering declined to enter into contract under the terms stated. On 25 January 1883, Department of Railways and Canals officials opened twenty-two tenders for the Tay Canal contract.¹¹⁷ To the consternation of officials, all the tenders considerably exceeded the estimated cost. The lowest tender was \$186,444 and the highest \$370,296. Most of the contractors, fourteen to be exact, bid conservatively between \$232,000 and \$299,000. (See Appendix I) William Davis and Sons, who would later bid and receive a contract on the Tay Basin, gave their estimate at \$275,636, which was ultimately the real cost of the construction after arbitration, while the highest bid, which was more than double the lowest bid, would prove a figure much lower than the contractor ultimately claimed. The range of bids reflected a serious shortcoming with public works contracting. Knowing that the lowest tender with paid up security and a good reputation

would likely get the contract, the winning contractor likely bid low to eliminate competition from inexperienced bidders or from reliable contractors who knew the cost and hoped for such measures as extra work claims and arbitration to settle the final, actual cost of construction.¹¹⁸ This state of affairs is exactly what happened although the ultimate arbitration award fell far short of expected claims. The winner of the contract and the lowest bidder was the A. F. Manning and Company, contractors from Toronto, who had received the contract to build two locks at Fenelon Falls on the Trent Canal from October of 1882 to 1885.¹¹⁹ The Company was a partnership between Alexander Francis Manning and Angus Peter Macdonald. One of the members was described by Railways and Canals officials as having "a great deal of practical experience as a contractor".¹²⁰

Owing to the discrepancy between the government's estimated cost of construction at \$150,000 and the winning tender at \$186,444, Sir Charles Tupper as Minister of Railways and Canals had to explain the matter to the House of Commons on 8 May 1883, and wait for a vote of supply before the tender could be accepted. Tupper gave the total estimated cost at \$240,000.¹²¹ An Order in Council was also required on 28 May to explain the discrepancy in costs as well as a delay in awarding the contract due to failure by the contractors to provide a security deposit within eight days of the contract award.¹²² Finally, on 21 June 1883

the Perth papers reported that the contract had been signed. Messrs Manning and Macdonald had visited the site and a gang of workmen were already quarrying stone for locks and putting up blacksmiths shops, powder houses etc. at Beveridges Bay.¹²³ The paper also noted that some members of the Perth community participated in the project while celebrating Dominion Day at a Rideau Lake picnic in 1883. Singing, boating and croquet was not enough for the recreationists:

The operations on the new canal were viewed, and each member of the party used the pick, shovel etc., freely as a matter of curiosity, and we think it would have amused (Mr. McDonald) [sic] to have seen them at work.¹²⁴

Angus Macdonald would remain on the site to supervise the construction work. In terms of construction technology much of the excavation work on the Tay Canal differed little from techniques used in building the Rideau Canal fifty years earlier. The tools of pick and shovel, used by the picnickers, would have joined the carts and waggons, horse derricks and teams of horses in the labour intensive method of contemporary lock construction. However, the construction of the Tay was subject to a number of labour saving devices as a result of advances in steam technology. The steam drill was a contribution arising from improvements in the prospecting and mining sectors, as would be the steam pump, but the significant tool of modern canal construction was the steam dredge. While work on canals had been

traditionally labour intensive and would continue to be so, technological development allowed piecemeal advances in machinery, especially in excavation, water removal and dredging, that would save thousands of hours of work on a construction site.¹²⁵

On July 12th the Perth Expositor described the contractors as thoroughly understanding their business. Macdonald had thirty-five men employed on excavations and a further one hundred were expected to be required.¹²⁶ Two derricks had been erected which were horse powered mechanisms for raising and lowering construction materials used extensively on heavy construction sites. Those used on the Tay were capable of raising a cubic yard of stone weighing two and a quarter tons.¹²⁷ Later in the construction a steam derrick was introduced to the site but the horse was still useful with conventional machinery. Men on the Peerless steamboat were clearing drift wood at the entrance of the canal, waiting for the arrival of a dredge, which had been sent for from Toledo. Another priority was boarding houses and offices.¹²⁸ Whereas the contractors supplied temporary buildings for their workers on the site, the Rideau Canal undertook to build the lockmaster's house which would be used to house the resident government engineer for the duration of the construction schedule. Built in Ottawa in sections, like a pre-fabricated home, the house was hauled to Beveridges Bay and erected in mid-

August, 1883. It stood two stories high and measured 16' x 30'.¹²⁹ It would be ready for assistant engineer T. D. Taylor to take up residence before winter.

In his first report to John Page, Chief Engineer, Canals, Superintending Engineer for the Rideau Canal Fred Wise described four derricks erected alongside the excavations for locks one and two, a dam across the lower end of the bottom lock pit and two horse pumps keeping the pits dry. Seventy-four men and thirty-two horses employed on 11 August would increase to one hundred and forty-five men in construction and quarrying by November.¹³⁰ The horses began to receive some competition when a steam drill was delivered to the canal works in September and a steam pump was employed in draining Lock 1 by October.¹³¹

Macdonald was lucky to find nearby, a veined purple shaded sandstone at the farm of Luke McMullen on the south side of Otty Lake, a short distance from the construction site.¹³² Early in the new year another quarry on the farm of Simon McVeety in North Elmsley would provide a whitish-yellow free sandstone which was judged better than Ohio varieties.¹³³ However, further quarries near Port Elmsley and one at Portland had to be worked to supply the necessary stone in 1884 and later.¹³¹

As winter approached, work on the canal was confined to rock excavation, quarrying and the sledding of stone to the lock sites. One hundred men were still at work in late

November.¹³⁵ The first year of construction on the new canal had begun with a flourish and work was concentrated around the new cut between the Tay marsh and Beveridges Bay on Lower Rideau Lake. This excavation would make possible a short-cut avoiding the old Tay route past four old lock stations near Port Elmsley. Although work progressed well and new steam machinery took its place beside old methods of construction, a level of anxiety was raised into the new year.

The year 1884 started with the first of many claims for extra work by the contractors, over the period of construction. On 20 February 1884 they wrote Fred Wise to explain their inability to deepen the Tay River by underwater or submarine work as they could not float or move boats with drilling or dredging machines in the shallow water, especially near Dowson's farm. The solution proposed by the contractors was the erection of coffer dams, a watertight enclosure used for obtaining a dry foundation for canal excavation and construction.¹³⁶ In reviewing the proposal, Chief Engineer of Canals, John Page, recognized the advantage of using coffer dams.

This mode of effecting the object although attended with considerable expense they represent as the most economical and only practical way of doing the work; they therefore claim that they should be allowed for the additional expense, they are unavoidably put to, in executing the work in a satisfactory manner.¹³⁷

Although Fred Wise agreed that the use of flying coffer

dams was the best means of proceeding with the excavation, he questioned their arithmetic for extra work and rejected their claim for \$28,000. He also pointed out:

It must be supposed that when Messrs. Manning and Co. tendered for the work, that they had thoroughly looked into the question how this excavation was to be done. It appears however that their price is not sufficient for doing it by submarine work or by the process of using flying coffer dams.¹³⁸

The contractors wanted to be paid for the extra work of constructing the coffer dams at two and one half dollars per lineal foot as well as a dollar an hour to keep the steam pump working in these excavations, day and night, all week long including Sundays.¹³⁹ In an Order in Council dated 24 December 1884, the government granted only two dollars per lineal foot for an estimated 6,700 feet of coffer dam construction, totalling \$13,400 in approved extra work.¹⁴⁰ No extra money for steam pump use was allowed, but the rate of dredging material at the entrance or outlet of the canal at Beveridges Bay was increased from 23¢ per cubic yard to 55¢. In the latter case, Manning and Macdonald wanted it increased to one dollar a cubic foot because they claimed the material to be removed consisted of boulders, stumps, sunken timber and masses of rock, which necessitated the use of deck scows and hand shovels instead of more efficient dump scows in the work. Although it did not meet their demands, the increased dredging allowance secured by the contractors reflected a liberal interpretation of the

Specifications¹⁴¹ and Fred Wise disagreed entirely with the contractors arguments for extra money in dredging, claiming that they exaggerated their difficulties and were simply doing the work improperly:

The excavation is shelly marl, easily dredged, a ridge of boulders, about 15' wide was met at the shore end of the excavation but amounted to nothing, a few stumps, and logs were encountered, as was to be expected. The contractors have been working off and on for the last two months [Aug.& Sept.] with a dredge alone and keep shifting the material in lifts to get it beyond the line of the cribwork, the consequence is, that the material is now so mired up with water, that it so turns in on them as fast as dredged, and where a steamer could come up to the Derrick a fortnight ago, she cannot now come within two hundred feet of it. Unless proper dredging scows are procured, and the material moved and dumped in the Lake as specified no satisfactory job can be made.¹⁴²

1884

The heavy winds and snows and drifting of January had reduced the work force to five or six mechanics and from thirty-five to forty-five labourers in the new year and much of their work involved clearing access to the construction site.¹⁴³ When all the snow melted the contractors had to stave off severe flooding in March of 1884. Twenty of the eighty-two labourers on the site as well as foremen tried to direct the water away from the lock pits. Fortunately in just ten days the water dropped three feet below flood level.¹⁴⁴ On 7 April 1884 the contractors had 3 foremen at the upper lock along with an engineer, 2 blacksmiths, 7 stone cutters, 53 labourers, 4 derrick hands and 2 teams of

horses. There were 2 foremen at the quarry along with 2 blacksmiths, 9 stone cutters, 20 labourers, 2 derrick hands and 2 teams of horses.¹⁴⁵

During the early part of the year, contractors faced difficulty arriving at satisfactory wage agreements with their labourers. On 11 April a master stone cutter with several other cutters arrived on the site to start shaping stones. The next day, the Resident Engineer's construction log book noted that no arrangement had yet been made with the stone cutters except that they would charge by the foot until a fixed rate could be set. While an agreement was finally reached in the next week, the contractors faced a full scale walk out of the other employees on Tuesday 15 April.¹⁴⁶

According to the daily work journal for 1884, the labourers went out on strike at 10 a.m. with a demand for the payment of wages. Macdonald promised that his paymaster would be there the next day, at which time thirty-eight men were paid off. However, forty men remained idle and refused to work on Thursday and Friday, interrupting the whole works. An entry in the work journal complained (they] "do not seem to know what they want, some desiring higher pay and others short hours".¹⁴⁷ The two Perth papers reported it differently, the Expositor claiming the ringleaders were merely discharged, and the Courier noting that the men had stopped working after Macdonald had refused to raise their

pay from \$1.12 1/2 a day to \$1.50 per day.¹⁴⁸ Most of the strikers were allowed to go, according to the Courier but the contractors promised a pay raise on 1 May. This raise did not come into effect until 15 July when labourers wages were raised to \$1.40 per day.¹⁴⁹ The contractors' offer of higher wages appears to have been a necessary move to keep their employees from seeking work elsewhere. Although it is difficult to estimate boarding costs and other employment expenses on the Tay Canal, other sites in the region offered higher and lower wages at this time. For example, at the Gillies Brothers timber shanties in the Ottawa Valley a common labourer made only \$15 – \$16 a month and a log cutter between \$22 – \$26 a month in the winter of 1884 while a gang of Italian labourers working on the railway near Perth in August of 1883 received \$1.40 per day.¹⁵⁰ Owing to a local labour shortage caused in part by the railway construction, the workers on the Tay Canal may have seen a chance to gain an equitable increase in wages and may have left for better paying jobs elsewhere when the wage increase was not forthcoming. However, the men were replaceable. The contractors compensated for the loss of their manpower and the shortage of local labour by importing workers from outside the region. Using their contacts they were able to hire some Italian workers initially and, later, on 5 July a group of twenty-six men from Toronto were taken on.¹⁵¹

The workers were supervised by a number of foremen who

were in charge of gangs at various stations and with various responsibilities such as quarrying, dredging, rock excavation, hauling, clearing, blacksmithing, carpentry, dam construction and the operation of steam machinery.¹⁵² Angus P. Macdonald, a partner of A. F. Manning and Co., represented the contractor on the site. A number of other Macdonalds, probably all related, served as foremen including William, John, A. H., and D. J. Macdonald, the latter of whom was a nephew and was described as a 'walking boss'. Even Angus' son George P. Macdonald worked on the construction site. The only recognized foreman who was not a Macdonald was D. Doran, although Jerry Sullivan was a dam overseer and the master mason was a man called Matheson. Although Superintending Engineer of the Rideau Canal, Frederick A. Wise, was ostensibly the engineer in charge for the government, a great deal of the day to day work was laid out by his assistant T. D. Taylor, as Wise was busy with the day to day affairs on the Rideau. Two other government officials were employed under Taylor. The mining promoter W.J. Morris was the government overseer on Tay Canal construction while a Mr. Cunningham was in charge of overseeing the masonry.¹⁵³

In the first week of May in 1884 there were men working in four sections or stations including 8 foremen, 5 mechanics, 30 stone cutters, 84 labourers, 1 steam pump operator and 7 teams and 6 derrick horses. By 12 June there

were ten separate stations spread over the works with 12 foremen, 13 mechanics, 24 stone cutters, 140 labourers, 14 teams of horses and 4 separate horses. In July, a gang of men was sent to work at Dowson's, first to build boarding houses and prepare for excavation including the building of a coffer dam. A new steam pump arrived as did the dredge Samson coming in tow of the steamer Peerless on 25 July. Carpenters were immediately put to work to build scows to serve the dredge and the Peerless supplied the necessary wood to feed the steam drills, pumps and dredge now busy on the works. In the summer of '84 the steamer Welshman brought another relatively new ingredient to modern canal making — 300 barrels of cement delivered at Beveridges Bay on 13 August.¹⁵⁴

With work sites spread around from quarries, locks, dams as well as channel excavation near Perth, Macdonald's workforce was stretched. He told the Courier in August that he could have used more men, but he had more than he had room for.¹⁵⁵ When Macdonald toured the site with Frank Manning, his partner, in August, there were 310 men at work and it was believed that the canal could be completed by October in 1885. The contractors reported on 28 August:

We commenced this work on the 18 July 1883 we have all the stone cut for both locks, and commenced building in Lock No. 2 — and will be ready this fall for laying foundations in Lock No. 1 — We have excavated about 30,000 yds. of rock and 50,000 of earth, and have on hand all our foundation timber for Locks and crib work.¹⁵⁶

The foundation and flooring of the locks on the Tay Canal provided both some interesting parallels with and departures from the Rideau locks. Lock 1 by Beveridges Bay was found to have a suitable and sound rock base to allow a natural bedrock floor as had been the case with approximately half of the locks on the Rideau Canal. However, Lock 2 was typical of an American wood floored lock design with the sleepers passing completely under the lockwalls, and a floor consisting of two layers of sheet planking with the joints overlapping.¹⁵⁷ Although eight of the locks on the Rideau had been constructed with wooden floors, the sleepers did not pass entirely underneath the chamber walls which had resulted in structural problems at several of the locks. No tunnel sluices were built at the upper gates and both upper and lower sills were built at the same level, enabling both the upper and lower sluices to be built into the gates. The specifications called for foundation timbers of pine, 12 inches square to be laid 12 inches apart across the chamber and as far under the walls as 18 inches and scribed to the rock and placed on a bed of concrete. With spaces between also filled with concrete, the timbers were to be covered by two courses of pine plank, the first 3" in thickness overlaid by a course 2" in thickness. The specifications were also clear as to joints, treenails, spikes, segment plates of cast iron and rag-bolts to be used.¹⁵⁸ Unlike the design of locks in the First Tay

Canal, the new canal's lock dimensions and lock walls were similar to the Rideau Canal.

On 5 September 1884 the Perth Courier included an article about the busy pace of construction on the Tay Canal. Looking over the site from the new lockmaster's house the following description was given.

A glance from this point (the house) over the landscape brings out the magnitude of the work. Huge piles of rough stone, from the Canal bed line the banks for a long distance; the fields far and wide are covered with mammoth blocks of sandstone for the locks and piers, and the powerful dredge "Samson" the long excavations, the hive of men at work, and sound of drills, hammers, and implements of other kinds, indicate that the work is being actively pushed and good progress made.¹⁵⁹

However, the annual report given by Fred Wise to the Department of Railways and Canals was much less enthusiastic in the fall of 1884. Wise described only some of the activities. He hoped that one of the locks would be completed later in the season and claimed that only fair progress had been made.¹⁶⁰ Angus Macdonald had hoped that a picnic and dance could be held with the Perth townspeople as the first corner stone was laid with a silver trowel at Lock 1, but the relationship between the contractors and the government engineers had soured enough already to preclude any celebration in the fall of 1884.¹⁶¹ Poisoned relations would continue for the duration of the contract.

The dispute seemed to originate with the request by contractors for extra work compensation concerning

excavation using coffer dams and an increased rate schedule for dredging, which was resolved by the Order in Council granting extra funds on 24 December 1884.¹⁶² However, this was just the tip of the iceberg. On 28 August 1884, the contractors submitted another "appeal for relief" from what they claimed were late and undervalued estimates and from unfair consideration by the government engineers. The complaints were sent directly to the Minister, John H. Pope.¹⁶³ Fred Wise responded to the insinuations in a letter to Chief Engineer of Canals John Page, dated 29 September 1884.¹⁶⁴

The contractors first complaint was that the tendering for the Tay Canal works was done during the winter months thereby compelling them to examine the work area with 18 inches of snow on the ground and a foot of ice on the river. Not knowing the extent and character of the rock, they made inquiries and formed assumptions on the terrain but found afterwards during excavation that the rock was more difficult to handle, especially near the lower end or outlet lock. Fred Wise argued that large masses of rock were evident to anybody who visited the locality and were sufficient to provide a basis for the probable cost of removal. In his opinion it was a simple case of underbidding by the contractors who faced the same conditions for surveying the site as other bidders who had estimated more costly rates for rock excavation.¹⁶⁵

The contractors complained that they were misled into estimating low excavation costs for the area three quarters of a mile above the second lock where tough layers of clay were covered with wet, black muck which could only be removed by dredging. Wise pointed out that the specifications were clear in discussing the muck and clay deposits and that the contractors had wasted and were wasting money by hauling their dredge overland to do the work which could have been done by wheel-barrow and spade. The contractors also complained about receiving no recognition for erecting a special dam, and also displayed apprehension over the cost of further rock and earth excavation as well as unfair pay estimates for work done. Manning and Macdonald maintained that with \$14,000 for horses, tools and plant on the site and a bank draft of \$16,000 for advances due to be paid, the calculation of estimates were well below expected and were not meeting costs. They protested that Mr. Wise had "changed the whole character of the work" and that it would be "utterly ruinous to continue".¹⁶⁶

Fred Wise countered that he had issued estimates on the amounts measured and returned at the contract's rates. He felt that some of the complaints would have led to the government paying twice for all the labour. He claimed the contractors were being hypocritical in wanting deviations in the canal through easy passages rather than attending to

proper specification that would make the canal more efficient. Wise wrote:

In conclusion, I may state, that it is very unpleasant for me to have the contractors continually crying out about their estimates being so small but however much I may regret it, the specification and their schedule of prices for the different items of work, must be my guide, until I get further instructions.¹⁶⁷

With his lengthy career as an engineer for Public Works, Chief Engineer of Canals, John Page, wrote to the Minister's secretary on 11 December 1884 outlining his view of the conflict between contractors and engineers on the Tay Canal:

It will be evident, that the Contractors are dissatisfied with the prices for the different items connected with the excavation of all kinds on all parts of the works and allege that they have in almost every instance been in some way or other misled. In short to carry out their views would be tantamount to acknowledging that the contract has been in some way or other, upset; although it is difficult to see on what grounds such a conclusion could be arrived at.

It is true that some of the prices are exceedingly low, still they were fixed by the Contractors themselves, and their low-ness was the main reason of the work having been awarded to them.¹⁶⁸

Fred Wise and his assistant, T. D. Taylor were men caught in the middle of an uneasy compromise between private enterprise and public works. The Tay Canal works illustrated the difficulties inherent in the contracting system. In order to avoid charges of patronage and favouritism in the lucrative awarding of public works contracts, government had long developed a system of public

tendering that was calculated to provide quality workmanship at reasonable rates under the appearance of political integrity. The lowest bidder policy was enshrined in contemporary public tendering as long as the bidder could provide adequate security and did not have a bad reputation. With price as the overriding consideration, capabilities and competence were sometimes overlooked as long as there was a low price and a reliable expectation that the work would get done. Although laudable in principal, the system had many conflicts in reality. John Page himself complained as early as 1854 that important works were let out "to parties simply because they [were]...the lowest bidders"¹⁶⁹ and in spite of a tender much too low for work at the Carillon Rapids he felt bound by "an obligation in the part of [the] Department to offer the execution of the work to the lowest tender".¹⁷⁰ Certainly financial difficulties could be expected when a contractor did not understand the cost, but often inexperienced men received tenders simply because they had the lowest bid. In the case of Manning and Macdonald, who were experienced public works contractors, this case could not be made. However, trying to estimate in advance of construction, the price that would be needed to complete the works, had many pitfalls. Accurate costing was made difficult by advances in construction technology which may have saved labour on one hand, yet cost more in maintenance and upkeep on the other. As Ruth Bleasdale has noted,

engineering science was in its infancy and even Sir Sanford Fleming maintained that "mere guesses" were normal and cost projection was difficult. Even Manning and Macdonald's tender which proved far too low was higher than the government's projection when specifications were being drawn up. Either the government and the contractors did not understand the extent or cost of the work required or the contractors purposely bid low to eliminate and undercut competition. When the discrepancy caught up on the work site, conflict and altercations inevitably occurred, leaving the contractors to hope for a favourable extra claims arbitration.¹⁷¹ The claims for extras and strained relations at the work site between contractors and engineers were common features of canal construction projects. Similar difficulties, for example, arose during the construction of the Sault Ste. Marie Canal during the 1890's and at the Peterborough Lift Lock at the turn of the century.¹⁷²

As Superintending Engineer of the Rideau Canal, Fred Wise had his hand on the cash flow, and was thus the most visible and obvious target for contractors feeling the pinch. . . . Wise was ultimately responsible for controlling the quality of the work, ensuring that construction progressed properly and deadlines were met. While his assistant T. D. Taylor as the resident engineer may have been involved in laying out work, inspecting, measuring, and keeping a

general hand on day to day activities at the, work site, Wise was nevertheless in control. Being responsible for the purse strings of the project, Wise drew up monthly estimates of work done for which the contractor was entitled to payment. He had to ensure, through his assistant and overseer, that measurements were accurate and that the contractor proceeded with the work according to specification. Wise authorized payment and therefore tread a thin line between public purpose and private enterprise. With the contractors already in a financial squeeze on account of their low bid, it required only an inadequate estimate or a disagreement on work to be done to set the stage for an altercation. On the Tay Canal a classic conflict was emerging between a manipulating contractor and a suspicious engineer, or just as easily, a suspicious contractor and a manipulating engineer. More likely it was the system that was to blame rather than the individuals caught in the vicious circle of public tendering.¹⁷³

With 1884 coming to a close, excavation had begun at both locks with work being advanced on Lock 2. Work spread beyond the cut and into the Tay marsh and beyond to Perth, scattering the labour force. Although labour problems surfaced early in the year, work progressed rapidly in the summer with more than 300 men active on the construction. Anxiety began to rise between contractors and engineers over claims for extra work with dredging and coffer dams, and more

serious allegations relating to estimates and plans. A combination of technical problems at the work site, high costs for work and impatience with engineers led to continued tension on the Tay works.

1885

In 1885 the contractors were expecting to complete the construction of the Tay Canal to Perth. However, some construction problems and a growing tension between the government and contractors affected the progress of the work. The deterioration of trust and respect on the work site was aggravated by external influences. A brief period of economic growth which, peaked in Perth in 1882 began to decline in 1884. Work would progress more slowly and the financial status of A. F. Manning and Co. would become strained.

Angus Macdonald was himself involved in a major legal suit in Toronto and he claimed in court that he could not pay any financial penalty. Although Macdonald ultimately defended his suit in 1885, he argued that it was his sons, and not he, who were the key factors in the Tay contract and that payments should not be garnisheed from that source.¹⁷⁵ In February of 1885 the contractors were requesting an advance on work done, suggesting very real cash flow problems.¹⁷⁶ Financial difficulties were compounded by a personal tragedy. On 29 January 1885, George P. Macdonald was killed in a dynamite explosion on the Tay works. He was

one of Angus' sons.¹⁷⁷

The contractors continued to push their claim for extra funds and outlined their frustrations with the project. In a letter to the Minister, J. H. Pope, on 20 February 1885, the contractors outlined their problems:

We find it hard work to fight frost, water and bad weather. We are so anxious to complete this work this coming fall which compels us to work this winter to so great a disadvantage, hoping you will grant us if not the whole amount asked, at least \$10,000 which will help the Bank to keep quiet for another six months.¹⁷⁸

Later in October of 1885, Angus Macdonald and Frank Manning wrote to the Minister of Railways and Canals with fourteen charges against government engineers on the Tay Canal:

The Contractors of the Tay Canal respectfully memorialize to ask for an investigation of the Mode and Manner in which they are estimated for work performed and also the classification of said work. Also the remeasurement by some disinterested competent engineer of the work already finished and a checking of the levels as hitherto given from time to time.¹⁷⁹

Less than a month later, on 17 November 1885, another letter to the Minister threw down the gauntlet. There was no point trying to finish the works under the present regime of engineers, they claimed, "unless for the benefit of the government as well as ourselves, they were removed".¹⁸⁰

The memorial of 26 October gave a long list of complaints including incorrect measurements and estimates, misleading work outlines, incompetent engineering,

unnecessary expenses, refusal to release funds, and inadequate payment for work done. The contractors were incensed at having to bear the cost of operating extra water pumps, excessive excavation at below grade and at too low a price. In sum, claimed the contractors, "the Engineers have raised every obstacle possible to prevent them completing the work this season".¹⁸¹

On the original copy of the memorial sent to the Minister, Fred Wise later pencilled "not true" in the margin next to a number of allegations. He replied to the memorial in a letter to A. P. Bradley, Secretary of the Department of Railways and Canals on, 14 December 1885 by defending himself on each of the fourteen charges. Wise wrote that the contractors seemed "careful not to state the true facts" and that not many people would agree with them on a number of issues. By having only their judgement on a number of matters, Wise felt it difficult to respond to the charges. He was most adamant over the insinuation of faulty measurements and insufficient estimates:

I have no reason to question that the Contractors Engineer is quite competent and practical. But as the Resident Engineers office at Beveridges Bay is always open to him, with the plans, levels etc. I think it would have been more practical if he would have kindly pointed out how to make out such a difference. The contractors must remember that "They cannot eat their cake and have it". In former estimates they have been liberally estimated in Backing, cut stone and other material delivered, all of which is now coming out of the Estimates.

As the work, now stands in such an unfinished condition it is quite impossible for any Engineer to give anything more than an approximate

estimation.¹⁸²

Wise also emphasized that he did not authorize the building of lock gates by government carpenters since the works were far from completion. He pointed out that after three winters they had not sunk a single crib for the entrance channel at Beveridges Bay. Wise claimed in his final paragraph.

I have measured and settled up Contractors work amounting to Hundreds of Thousands and never had a word before and in my humble opinion If the Contractors had shown more energy and skill in conducting their work, there would have been no occasion to write long letters perverting the facts, blaming the Engineers, and worrying over approximate estimates.¹⁸³

John Page concluded from the evidence that many of the charges against Fred Wise were of a frivolous nature and some with very slender foundation.¹⁸⁴ One of the frivolous complaints may have been the contractors' stated reason for hiring Charles A. Keefer to prepare re-measurements and fill a gap left by "incompetent" government engineers who had "blindfolded" the contractors on the construction site:

In consequence of the unprofessional conduct of these engineers, we were forced to engage at considerable expense, the services of C. A. Keefer C. E. a son of the well known Thomas Keefer, whose careful measurements amply proved, and that by the cross sections of the Government Engineers 1) That we had been underestimated many thousand dollars and (2) that by a flagrant error in their levelling, [sic] they had caused us to take out hard rock, at very great expense, below grade.¹⁸⁵

The contractors had gone as far as claiming \$3,000 of Keefer's salary on an extra work claim. However, Keefer's

appointment may have had a more practical explanation. Serving initially as a deputy to Angus P. Macdonald on the site, he took over in May of 1885 after the contractor was thrown from his buggy and was forced to recuperate in Toronto from a broken collar bone, two broken ribs and a broken ankle bone.¹⁸⁶ It would appear that Keefer was hired as a result of operational needs by the contractor rather than to fill a perceived gap in government engineering.

Attached to Fred Wise's defending letters of 14 December 1885 in the department files is an interesting and insightful memo scribbled by John Page which clearly alluded to the problems facing the, contractor:

The case so far as can now be ascertained appears to be that in order to get the work in the first instance the contractors took them at extremely low rates; an occurrence it may be observed that is by no means unusual — nevertheless had a moderate share of the faculty, so prominently displayed in fault finding and special pleading, been turned to practical account in the way of constructing and pushing forward the operation, the undertaking would doubtless have been by this time much farther advanced.¹⁸⁷

Reports in the local Perth papers gave no indication of controversy or conflict between contractors and engineers in the construction season of 1885. Work appeared to be progressing well, although a cold winter had delayed activity. The only acknowledgment of difficulty was an admission by 17 July that the canal would not be ready by October.¹⁸⁸ Between 20 December 1884 and 23 March 1885 there had been only eleven days when the temperature had

risen above the freezing point. Moreover, it had fallen below -30°F at least once each month.¹⁸⁹ Eight feet of snow fell on Perth over the winter months and spring floods wrecked havoc with canal construction.

An interesting visitor to the construction site in the spring of 1885 was Professor Alfred R. C. Selwyn of the Canadian Geological Survey as well as Professor Whiteaves who were probably invited by the government overseer and mining promoter W. J. Morris to view a rock formation near Dowson's and at the locks which Morris believed would "upset certain existing theories of Canadian geology".¹⁹⁰ After viewing the "altered" limestone and sandstone, the party moved on to local phosphate deposits.

There were fewer men working on the construction in 1885. On 23 May 1885 5 foremen, 5 carpenters, 9 masons, 2 blacksmiths, 2 engineers, 49 labourers, 6 horses and 4 teams were on the works. There were a number of areas of concentrated work. Men were cutting stone at the quarry and preparing stone for lock wall construction at Lock 1. Rock excavation was taking place above the locks as well as at William's Landing and Dowson's within two miles of Perth, using 120 labourers to build and maintain coffer dams, operate steam drills and the steam pump, as well as set dynamite and clear debris. Work gangs were also preparing crib work at the canal entrance and servicing the dredge plant in the marsh.¹⁹¹

A major project in 1885 was dredging the rock cut from the locks to the Tay River and then excavating a channel through the Tay Swamp. Rock cuts were made at Frizell's Landing and excavation work was completed at Dowson's. At William's Landing, a few miles from Perth, 1,800 feet of rock was excavated and two soft necks of land were cut through both above and below the landing to straighten the channel. A coffer dam was erected at the Craig Street "Red" Bridge and 45 men were put to work excavating a 1,900 foot channel with the help of a steam pump to keep the rock cut dry which worked nonstop seven days a week. By the end of 1885 Lock 2 was completed and ready for gate framing although heavy leakage in the seams of rock underneath one of the coffer dams delayed progress on Lock 1. The cribs for the entrance piers below Lock 1 were all framed and ready for sinking. By September there were 100 men boarding in Perth involved with the Tay Canal construction. On the last day of the year there were still 115 men employed on the works.¹⁹²

1886

The original deadline passed in October of 1885 and a completion date was no longer on the horizon. Progress on canal construction stagnated as the continuing war between contractors and engineers became a protracted dispute. Entering into 1886 an opening salvo was registered by Manning and Macdonald against Wise and Taylor as the dispute

began to escalate into the highest levels of government in Ottawa. The contractor's letter arrived on the desk of Minister J. H. Pope in February of 1886:

There is no doubt, that the Canal is so forward now, that in July next, it would be available for traffic if the gates were placed in the locks, but up to the present no steps have been taken to build them nor is there anyone here at present, who is competent to make a monthly estimate of the work done...From the conduct of the Engineers in charge of this work...we feel that it will be impossible for us to complete the work by September next, unless the Department takes immediate steps in the matter...¹⁹³

Their next letter, addressed to the Prime Minister, begged for justice because of "specific charges of neglect and incompetence...on the part of Messrs Wise and his assistant Mr. Taylor".

These allegations we are prepared to prove; and while refraining from entering upon the well known course of conduct, which practically unfits them to hold a position of public trust and responsibility, we would respectfully but firmly state, that their continuance in their present position, is a source of great detriment to the Government, and to ourselves and that the work can be correctly, and properly completed only by their removal, and the appointment of an Engineer more worthy of your Confidence.¹⁹⁴

These were incredible charges and more would follow. Manning and Macdonald claimed that an investigation was necessary because while they were ready to commence spring operations, the government was still holding back some \$20,000 in back estimates for work already completed. They estimated that they had spent \$52,000 more on the construction than they had received. On April 16th the

contractor was notified by the Department of Railways and Canals that a careful investigation had been made regarding their claims but found them to have no substance. The department recommended that they visit the office of the Superintending Engineer to explain more clearly their concerns regarding the estimate. Manning and Macdonald were incredulous. On 24 May 1886 they wrote:

We are at a loss to see how a careful investigation could have been made, seeing that so far the Department have only had the ex-parte evidence of the parties against whom the complaints have been made, and we have not been called upon to substantiate the charges...¹⁹⁶

The contractors visited the office of Fred Wise as the letter suggested, and the result of the meeting made relations even more hostile. In the letter to J. H. Pope, Manning and Macdonald claimed:

[We] Cannot get any satisfaction from him [Wise] in reference to the work, he orders work done outside of our contract and then refuses to allow for it in progress estimates, he visits the work on an average about once a month, and has not confidence enough in his assistant Taylor to allow him to lay out work, nor does he remain long enough to do it himself.

We now repeat all the charges and complaints previously made, and in addition charge incompetence in Mr. Wise on account of overindulgence in strong drinks and against Mr. Taylor for thorough incompetence and no practical knowledge of his work, as well as habitual intemperance. We positively assert that neither of these men are fit to be in charge of any Public Works, more especially of work like the Tay Canal...the work has not been laid out in the interests of the government, nor yet in the interests of navigation, as there are too many curves and reverse curves which have no apparent necessity as they will practically prevent towing barges on the canal and can only be accounted for

by the unfortunately intemperate habits of Engineers referred to.¹⁹⁷

There was no response to these last charges by Wise. He wrote another letter defending himself from the first fourteen charges of October 1885 to the Secretary of the Department of Railways and Canals on 16 May 1887.¹⁹⁸ Even after the contractors sent another letter repeating the serious charges to Prime Minister Sir John A. Macdonald in July of 1886, the department did not respond to the final allegations.¹⁹⁹ Fred Wise remained superintending Engineer of the Rideau Canal until his death in 1893, and Taylor was to continue work on other canals for the department. The last progress estimate for work performed by A. F. Manning & Co. prior to their completion of the contract in the fall of 1887 indicated that the total paid to them amounted to \$237,901.66, which was well over their tender at \$187,444. Manning and Macdonald sent in a bill for extra work on five pages of foolscap listing eighty-five separate items. This amounted to a startling \$250,880.62 in re-measurements for a claim of \$441,927.32 on the government for the total cost of construction.²⁰⁰ The contractors therefore had arrived at a figure almost three times the amount of their original tender. Their claim for extra work was almost twice the original tender. Their total claim was far and beyond the cost estimate of the most expensive tender for the work. According to Federal Court legislation,²⁰¹ the claim went to

arbitration, and John Page as the sole arbitrator was well aware of the whole problem. In a long list of areas where extra work was allowed, John Page awarded \$62,562 to the contractors which was approved by an Order in Council on 10 March 1888.²⁰² Although the figure was one third the original tender price, the Perth Expositor quoted Angus Macdonald who claimed the award was still ridiculously small and he threatened to obtain a reference to the Exchequer Court.²⁰³ However, a final appeal, if any, was never accepted and the Page arbitration stood. While the conflict boiled well out of public view for its duration, the extra money needed to build the canal would affect the government later when the total cost of the canal was revealed.

The hostile relations between contractor and engineers did not create a good atmosphere for continuing the work on the canal which, in general, did not proceed well during 1886. Work was suspended on the Tay Canal in January and February of 1886 owing to high water. When the water levels rose again, with the spring floods some of the contractors' dams were swept away causing a delay in excavations until they were reconstructed.²⁰⁴ Fred Wise had claimed in 1884 that the lock gates would be framed and hung when the contractors were sufficiently advanced, and on 30 March 1886 he still believed the "state of the works would not have warranted one hauling the oak out of the water to frame".²⁰⁵ Wise described spring work as consisting of hauling stone

from spoil heaps for rip-rapping along the banks and filling cribs, teaming wood supplies for steam machinery, excavating for docks, levelling the canal banks and dredging in the swamp. Wise claimed that plans for the flat dam and a basin were on the drawing boards but except for his comment on the need for lock gates and clean-up work, there was no indication of any of his difficulties with the contractor.²⁰⁶

The contractor, on the other hand, was indirectly showing his difficulties. On 21 May 1886 the Perth Courier reported a wage increase for 200 men employed on the canal works from one dollar, a day to \$1.25.²⁰⁷ With work stoppages and changing pressures on the labour pool and, more importantly, with the financial straits experienced by the contractors, a significant drop in wages had occurred between the post-strike high of \$1.40 in July 1884 and the pre-raise low of \$1 per day in the spring of 1886. As pointed out in Ruth Bleasdale's thesis "Unskilled Labourers on the Public Works of Canada, 1840-1880", when financial problems compelled contractors to decrease expenditure to maintain economic viability, reductions were most likely to occur in labour costs. As a result, the deficiencies and irregularities in the contract were felt most significantly by the least powerful participants, the workers.²⁰⁸

In June of 1886 Fred Wise arranged for the building of lock gates at Beveridges using the traditional Rideau design

and with sluices in both upper and lower gates. A gang of eight Rideau Canal carpenters on day labour began work on one swing bridge between the locks and four sets of gates. By using their own gang of gate framers, the Rideau Canal was extending its use of day labour beyond a repairs scenario and in place of tendering the work out to contractors. Fred Wise explained to J. F. Bradley in September of 1884: "I am confident we can procure the materials and frame them cheaper and better, than letting them by contract work".²⁰⁸ The construction of the Tay Canal itself would teach Rideau Canal engineers even more about the benefits of undertaking new work directly, especially as this applied to a later extension and to dredging work.

The estimated cost of building the lock gates was set at \$6,000 and the swing bridge at \$1,800 for a total of \$7,800. Messrs. Calvin and Sons of Kingston delivered 3,000 cubic feet of oak sawn to dimension for 60¢ a foot in March of 1885. A tender was put out for wrought iron, cast iron and brass work on the gates and their mechanisms which was won by W. J. Campbell of Ottawa at a rate of 3¹/₂ cents per pound of cast iron and 6 cents for wrought iron. Campbell was by far the lowest since he offered to do the brass work free when his competitors were tendering at 35–40 cents per pound for equivalent work. The gates were hung by 27 August and it was rumoured that the steamer Peerless would make the

first ascent of the locks that fall.²¹⁰

In August of 1886 the minister of Railways and Canals received a petition from a group of land owners who would be affected by flooding when the canal was complete. They proposed that an embankment or dam be constructed on the south west side of the channel across the eighth concession of North Elmsley Township to prevent the flooding of an estimated 800–1000 acres of good farmland in Concessions 7–9. They proposed that a dredge could create most of the embankment for a cost less than the damage to the lands, but their idea was probably presented too late and perhaps without a suitable understanding of local soil and wetland conditions. The petition was not acted upon.²¹¹

In the summer of 1886 the control (flat) dam was built at Armstrong's Point just below the entrance to the Beveridges cut on the Tay River while an earth dam was deemed necessary nearly to the east in a swamp. The dredge Samson, under the charge of Captain Duffy, spent the year gouging its way from William's Landing past the town line excavation to the Red Bridge on Craig Street. The dredge had been most effective in excavating earth cuts across bends in the river and deepening the channel where quantities of sunken logs, and driftwood, blown from flood lands, had plugged an area just above the cut to Beveridges Bay. Hard work was required to make progress on rock excavation by steam drill and by pick and cart near the Red

Bridge and below Lock 1 at the outlet where a shelf of tough rock was being excavated at considerable inconvenience due to a leaking dam. The dam was finally re-erected to prevent water from hampering the work. While the steam drill and pump were fine labour saving devices, the movement of the rock and the rip-rapping were labour intensive jobs. In May 1886 the Courier reported 60 men and 10 carts and waggon at work covering the canal banks near Perth with rip-rap. By the end of 1886, much of the work was complete and the locks were finished. However, work ground to a halt again in the winter and men were laid off on 17 December 1886.²¹³ It had been a difficult year but the canal was taking shape. Animositities prevailed but sections of the works, especially the locks, could be called complete at the end of 1886. The opening of the Tay Canal was no longer a distant goal, but an expected reality.

1887

As the work neared completion, the contractors were busy taking care of details, working on banks, and trying to get control of a persistent channel problem. Not unlike the First Tay Canal, the new route was plagued with obstructions and inconsistent water supply and channel depth. Since a canal was only as good as the ability of boats to navigate the channel, the success of the Second Tay ultimately depended on the efficiency of the route. Some gallant efforts to navigate the canal in 1887 were feats of

endurance rather than pleasurable excursions, but the town of Perth warmly greeted this new branch canal and its builders. With an outpouring of civic gratification for Angus Macdonald, his contract was finished in style if not in content.²¹⁴

In January and February 1887, with completion finally on the horizon, work proceeded slowly with only 17 men on the works. High water again threatened in spring. In June 2 foremen, 42 labourers, with 2 teams and 4 carts were active at William's Landing forming the bank and laying rip-rap. The entrance crib work at Beveridges Bay was completed before winter was out and the Beveridges cut was trimmed, rip-rapped and finished along with the dam designed to regulate canal water levels. The dredge Samson commenced work on 27 March near Perth, and another dredge, the Logan, was employed dredging the entrance to the canal from the Rideau Lakes beginning 2 May. Although a firm decision concerning an extension to the old Perth Basin had not been made by the time the contract was closed, the contractors were probably pleased at not having to provide a basin at the end of the present canal by the Red Bridge.²¹⁵

On 31 May 1887, the contractors arranged for a special outing to enable a select group of Perth residents to view progress on the canal. On the invitation of Angus P. Macdonald, sixty ladies and gentlemen, including Perth's Mayor William Pink and the Town Council, embarked from the

Red Bridge at 10:30 a.m. on board a large flat company scow fitted with seats and towed by a horse. At William's Landing, where the tow path was unfinished, four rowers in a yawl continued the task against a strong wind. With water levels kept high enough to accommodate the entourage through the swamp, they arrived at the Beveridges Locks where they were entertained at lunch by the host. Enthusiastic toasts were made to the Queen, the Governor-General, Mr. Macdonald and to the ladies. The party later spent time examining the locks, crib work, 'draw' bridge and lock house, which was now occupied by John Cox, a waggon-maker from Perth who had been appointed lockmaster at Beveridges Bay in January, not so much to work the gates and bridge that year, but to protect government property at the isolated station.²¹⁶

The social did have some other purposes reported in the Liberal Courier but not in the Conservative Expositor. Angus. Macdonald complained that the work was hampered by official delay and redtape. Unless he received necessary instructions, the work could not be finished this session. The Courier reported the Council had "taken steps to alleviate problems".²¹⁷

The Expositor outlined the scope of the work still to be completed including the cleaning off of the sides of rock cuts where projections had even caught the scow on its way down to the locks that morning. The two locks were described as "beautiful specimens of masonry, equal in size

and finish to any on the Rideau...There is also a draw bridge between the locks, the masonry of which is of the same character as that of the locks".²¹⁸ Teams furnished by Macdonald took the party home via Port Elmsley to arrive in Perth by 8 p.m.

On 8 July 1887 the Beveridges lock gates were closed and water was let in to pass the steamer Toncatta, recently purchased by Perth businessmen A. E. Seeley and Thomas W. Moffat. The steamer had an unfortunate passage up the canal, running into the shore near 'McNaughton's Point' in the darkness. The next morning it again ran aground at Dowson's. Two more stop logs were dropped into the dam, thereby raising water levels another six inches, which permitted the steamer to reach the town line. The Perth Courier complained that a great deal of work in lowering the channel would be needed before the canal could be of use to loaded vessels.²¹⁹ On 31 August 1887 the Toncatta attempted an excursion and navigated to the upper lock from Perth, where the party walked on to the canal entrance. The little steamer was reported to make excellent time but "boulders yet in channel in many places made caution a necessity in running".²²⁰ In late September the dredge Samson was passed through the locks and taken to Toronto where Manning and Macdonald had a contract to straighten the Don River.²²¹ The Perth Courier "darkly hinted" on 14 October "that the canal bottom is not down to grade in all places and [that]

more work [was] necessary to make [the] canal equal in capacity to the Rideau".²²² According to the daily work journal for 1887, the contractors stopped work and all hands were discharged on 27 September after finishing the levelling of the tow path.²²³

A farewell banquet to A. P. Macdonald, the Tay Canal contractor, was held on Tuesday 29 September at the Perth Town Hall. One hundred and twenty-five citizens loudly cheered the honoured guest at 8 p.m. when he entered the "handsomely decorated" hall. The Ottawa Citizen reported:

The banqueters included all classes of the community, and the attendance showed how popular Mr. Macdonald has become during the four years that he has resided in the Town of Perth while the canal has been building.²²⁴

In the absence of Major Pink, who was ill-disposed, the banquet was chaired by lawyer Edward Elliot, who had been Mayor during the promotion of the canal in 1879-80. The vice chairmen were two previous mayors as well, Arthur J Matheson (1883-84) and William Meighen (1885-86). The Ottawa Citizen provided a complete list of those present. After anthems played by the Band of the 42nd Battalion of Brockville, as well as many toasts and a hearty singing of "He's a Jolly Good Fellow", Chairman Edward Elliot made a speech lavishing praise on Macdonald, Perth enterprise and canals in general. Mr. Elliot claimed:

Mr. Macdonald was almost a citizen of Perth. For four years he, had resided among them, and had endeared himself personally to all sorts and conditions of men. Considerable money has been

spent by the contractors for the canal, and much of it had been spent in Perth. The town was already reaping benefit from the new canal. The railway freight rates, for example, has been considerably lowered. The canal would be a great boon to Perth. Some jealous people said it was a worthless undertaking, but the people of Perth knew that that was false. It would benefit the town in many ways. As far as Mr. Macdonald was concerned, he had always acted in an upright, honorable manner in his dealings with the citizens of Perth, and had earned universal respect. (Cheers). He had made friends on every hand. His relations with the hundreds of workmen who had been employed on the Canal had been most satisfactory. They had had nothing whatever to complain of and many of them joined heartily with the people of Perth in tendering Mr. Macdonald a regretful farewell. There had been no trouble no trouble whatever during the progress of the work between Mr. Macdonald and his employees and there was consequently nothing to regret in that respect.²²⁵

Edward Elliot must have forgotten about the strike of 1884 and the relationship with Fred Wise. Angus Macdonald in his speech reminded the audience that his partner, Frank Manning, was responsible for many of Toronto's civic improvements. Macdonald himself claimed that he had performed \$48,500,000. worth of public works in his career as a contractor. He also set aside some time to publicly complain again about the nature of the contract.

...he had endeavored to carry out the contract for building the Tay Canal with conscientious thoroughness. They had expended \$420,000 upon the work and had received from the Government only \$260,000, thus being \$160,000 poorer than when they began the Canal. They had done so and if they were out of pocket it was not their fault.²²⁶

Elliot and Macdonald were followed by speeches on reminiscences, patriotic themes and the town's future. It

was curious that John G. Haggart himself was not present, nor did he send a letter or telegram of regret like a number of other well known businessmen and politicians who had been invited from outside the community. Elliot briefly mentioned that Mr. Haggart was entitled to great credit for the building of the Tay Canal but he lamented that the government had not decided to extend the canal to Christie or Bob's Lake, as suggested at a meeting held on 9 April 1886, and widely supported by Macdonald, nor had there been any commitment to extend the canal to the old basin as had been petitioned. Indeed Haggart may have been in a difficult situation between the contractors and government engineers on the one hand and his colleagues on the other hand who were promoting an extension. He may have declined to attend the banquet which included many prominent Conservatives to avoid any further conflict of interest. Nevertheless, the orchestra played tunes after the speeches, and D. J. Macdonald and Jerry Sullivan, who were "bosses" on the works, even contributed some songs. "Auld Lang Syne" and "God Save the Queen" wound up the party. It was reported that on 1 October Mr. Macdonald was escorted to the railway station by a number of the citizens, "who regretfully bade him farewell".²²⁷

The tempestuous project had pitted contractor and engineer against each other and took two more years to finish than expected. It faced difficult environmental and

physical problems as well as cost overruns which tripled the contractors' original tender. It was therefore surprising to see the relationship that had obviously developed between Angus Macdonald and the community of Perth. Macdonald had even lost a son in the ordeal. While Haggart had delivered the political punch, Macdonald had delivered the physical product, a little flawed and incomplete, but at least a new passage to fulfill the community's ongoing dream of growth and prosperity. On 27 October 1887, citizens of Perth watched as the new steamer John G. Haggart was launched within the town limits by Seeley and Moffat.²²⁸ It was eighty feet long and capable of carrying two hundred and fifty passengers and it represented what the canal could make possible. Not unlike the launching of the Enterprise more than fifty years earlier, the new 'Perth' boat would be expected to pave a new avenue of trade and commerce to the Rideau Canal and beyond.

Part III: The Perth Basin 1888 - 1889

Davis-Tay Basin Contract - Prelude to Construction

The first contract for the construction of the Second Tay Canal provided a channel from Beveridges Bay on Lower Rideau Lake which terminated at the Craig Street Bridge in the town of Perth. The old 'Red Bridge' at Craig Street was sufficiently far away from Perth's town centre to warrant concern by the business community that basin wharfage below the bridge would be costly on account of extra storage buildings, carting and haulage to and from the downtown, and other general inconveniences. Although the railway station in Perth was also not in a central location, the old basin in the heart of town, which was a surviving relic of the Tay Navigation Company Canal, set a strong precedent for the Second Tay Canal. It was only logical, Perth residents would argue, that the new branch canal should transform the original basin as an appropriate terminus.

On 12 July 1886 eighty Perth businessmen and residents submitted a petition to the Minister of Railways and Canals requesting that the terminus of the Tay Canal be located at the old Tay Navigation Company basin as it was the "most convenient place for the purpose being centrally located with ample accommodation for loading and unloading freight".²²⁹ The petition had its desired effect and the Perth Expositor reported in November that canal engineers

were making a survey for an extension to the basin to ascertain costs.²³⁰ Evidently the Member of Parliament for South Lanark was also lobbying for an extension to the basin as was revealed in a report by Rideau Superintending Engineer Fred Wise which noted that Mr. Haggart was "desirous of having the site of the proposed basin at Perth settled..."²³¹

Fred Wise submitted two proposals for a Tay basin to his superiors. The first was to purchase five acres of low land between Craig and Beckwith Bridges which would allow access to the business community via Beckwith Street and allow room for future expansion. The plan would require one swing bridge, a 1,200 foot extension of the channel, involving 5,000 yards of excavation in the river and another 9,000 yards for the basin. A cost of \$17,650 was rounded out to a \$20,000 estimation.

The second scenario called for a 2,400 foot extension of the channel to the old basin involving 13,000 yards of channel dredging, 6,500 yards of basin excavation along with three swing bridges and 450 feet of wharfage for a total of \$30,775. The latter proposal was predicated on the expectation that the Perth Town Council would grant and make way the old site of the basin for the government.²³²

After Wise's report of 27 January 1887, the government put off any decision until after the Tay Canal was completed to Craig Street. In the meantime the Perth Courier

complained on 12 August that "until there is a basin the canal is practically no good, and the \$400,000 thrown away."²³³ A week later the paper was still pessimistic about the prospects for a basin and noted that without this facility a steamer could not turn around within the town limits.²³⁴

In the first week of November 1887, it was announced that the canal would be extended to the old basin. The town papers were ecstatic. The Perth Expositor was particularly excited as it trumpeted the Conservative influence of John Haggart in securing the new basin.²³⁵ However, the proviso that the Perth community would raise the funds to purchase land and an old tannery in the vicinity of the old basin had to be sold to the public. The Expositor admonished the town to proceed with the purchase of lands as soon as possible to avoid delays in tendering the project and commencing the work.²³⁶ The paper noted some of the many benefits of extending the canal to the heart of the town, especially with regard to the new bridges:

The cost of this will be less than the town would in any case be required to expend in renewing the bridges, and those which will be built by the Government will be much handsomer and of a more permanent character than any the Town would likely build.²³⁷

Furthermore, the Expositor explained that a considerable sum of money would be spent in their midst on surveys and construction. Aside from the practical use of

the canal and the advantage of renewed wharfage, the extension would help put an end to periodic ice jams in the town and improve the appearance and quality of the river.²³⁸

The latter concern over the water in the basin had been an issue for many years. The Perth Basin had become a virtual sewage pond and the Town Council in 1866 had informed the Tay Navigation Company that the sanitary condition of the town was at stake unless they "at once take measures to have the Basin cleaned out, removing all filth therefrom".²³⁹ The Perth Courier complained about the foul waters in 1872:

It is scarcely credible the amount of filth that is monthly deposited in this general receptacle for garbage; and it is astonishing that no pestilential fever has swept the town in consequence of its disease breeding condition.²⁴⁰

In 1882 the Perth Expositor complained about the cattle yards, hotels and private dwellings which used the Tay as a dump and referred to the river as a common sewer and the Basin as a large open drain.²⁴¹ The possibility now existed for the old ditch to be transformed into a thing of beauty. Far beyond its role as an access point to the Tay Canal, the Perth Basin was associated with civic pride. The Expositor gushed in 1888:

It will make Perth one of the handsomest Towns in Ontario, bring the Rideau steamers right up to the centre of the Town, to a wharf within a hundred feet of the Town Hall, and make such small places as Smiths Falls and Carleton Place hide their diminished heads.²⁴²

In early December, 1887 Rideau Canal engineers were in town surveying the basin and preparing specifications, and on 6 April 1888 the government advertised for tenders for the project. The extension of the Tay Canal from the east side of Craig Street to the south side of Peter Street included the excavation of a channel to be protected by rip-rap on the banks, and the building of wharves to form a larger basin than formerly at Peter and Basin Streets. The contract included the building of masonry piers and abutments for three swing bridges. Although the construction would be concentrated from Craig to Peter Streets in the town of Perth, the new contractors were expected to dredge areas between Craig Street and Beveridges Locks to eliminate faults in the previous contract.²⁴³

Contractors were asked to affix prices and rates to a schedule of thirty-five items on a printed foolscap sheet and submit the sealed tender along with a bank cheque for \$500 by 30 April 1888. The major items of work would be dredging, basin excavation, de-watering, temporary bridges and masonry piers. The three swing bridges themselves were to be let on a separate contract later. According to the Perth Expositor, government contracts were becoming scarce and a large number of tenders were expected for the work. During the week before the deadline for tenders, the paper reported nine contractors in Perth looking at the scheduled construction site.²⁴⁴

On 2 May 1888 senior officials in the Department of Railways and Canals opened seventeen tenders for the Perth Basin contract. Word leaked out to the local papers that the difference between the lowest and highest bidder was within a range of \$25,000 and that the tenders were so low in places that the work could not possibly be completed.²⁴⁵ An Ottawa consortium comprised of W. H. McDonald, Michael Kavanagh and J. Kavanagh submitted the lowest bid of \$44,207.50 (see Appendix 2)²⁴⁶, while a tender from contractor Thomas Smith and stone cutter Donald McDonald, both from Perth, was the highest at \$77,251. W. J. Pink as Mayor of Perth wrote a letter of recommendation to the minister on behalf of Smith and McDonald but their bid was simply too high.²⁴⁷ A greater surprise was the tender submitted by the troubled Angus Macdonald and Frank Manning of the first contract, after all their difficulties of a public and private nature. Their bid of \$71,350—the second highest received—was either an attempt to recoup losses in their first contract or else indicated that they had learned their lesson and were now estimating the scope of the work more realistically only to be undercut in the same manner as other contractors on the original Tay Canal contract.

The range of bids disturbed another person who had learned from an earlier experience. When Fred Wise saw the tenders, he informed Chief Engineer of Canals, John Page:

the prices tendered are so low that it is quite impossible for any contractor, no matter what his

experience may be, to do the work satisfactorily for the prices given.²⁴⁸

Wise listed all the areas where low prices prevailed on tenders and insisted in one case that an item bid at 55¢ and found wanting by a former contractor was now being bid at 25–28¢ by other contractors. Wise wrote, "I fail to see how under the most favourable circumstances it can be done at that price". Wise suggested that the contractors be required to explain their bids and "what exceptional modes they are possessed of to enable them to do the work at their price".²⁴⁹

Even John Page had to admit:

I am afraid that if the work is awarded to the lowest tender in this case, that it will result in a like unsatisfactory state of matters as existed in the formation of the Tay Canal.²⁵⁰

In spite of the concerns expressed by Wise and Page the contract was awarded to the lowest bidder, Messrs Kavanagh and McDonald on 9 May 1888. Two days later the winning contractors came to Perth but soon disagreed over the practicality of undertaking the work. Probably realizing they had bid too low and undercut too far, the Kavanaghs withdrew, leaving W. H. McDonald looking for new partners. He found a tentative partner in W. J. Poupore, who had also bid on the contract, but John Page noted that this was probably a new company, untried and inexperienced. A substitution was not allowed thereby compelling the lowest bidder to withdraw.²⁵¹

The next lowest bidders at \$44,457, only \$250 above the lowest bid, was accepted. Had the bidders not been William H. Davis and M. P. Davis of Ottawa, who were experienced contractors, the department may have sought out a more reasonable bid. However, departmental regulations required an explanation and an Order in Council when a low bidder was passed over. The unrealistically low bid was not sufficient to warrant replacing the Davis clan. An Order in Council was passed declaring Kavanagh and McDonald incapable of fulfilling the contract and awarding the work to Davis and Sons, "the latter having it appears, ample plant and being in a position to bring the work to a satisfactory conclusion".²⁵²

Indeed Davis and Sons did have an ample plant but it was all tied up completing a Canadian Pacific Railway station in Montreal. Although they informed the Secretary of the Department of Railways and Canals on 5 June of their intention to advance a security cheque of \$2,200 and begin work without delay, they did not sign the contract until a week later and, in spite of promises, it was not until the last week of August that William Davis and his foreman Philip Lynch arrived in town after completing the Montreal work.²⁵³

It was not an inopportune delay. Fred Wise had visited Perth in early March to arrange with the town council the procedures for acquiring certain lands and buildings around

the Basin. To ensure that the town made some progress in the matter, Wise offered the services of the Dominion Arbitrator if necessary.²⁵⁴ By 5 April a provisional arrangement had been agreed upon between the Town and the Devlin family for the purchase of the old tannery for \$7,000.²⁵⁵ With the purchase of John A. McLaren's land and other's near the basin, as well as expenses for completing approaches to the bridges, the town council considered the result of the expenditure to be a work of a permanent nature. A new By-Law was prepared in Perth to provide the money necessary. The Town of Perth would issue \$9,000 worth of debentures, each debenture worth \$100, and carrying an interest rate of 5% and payable over a twenty year period. To raise the equal annual payments for principal and interest, a sum of \$723 would have to be raised annually through public taxes for twenty years. With the whole rateable property in Perth assessed at 1,117,000 and a debt load of \$33,800 on principal and \$12,300 on interest, the proposed tax increase was at a rate of seven-tenths of one mill on the dollar. On Monday 14 May 1888 the public was required to vote on the By-Law which was duly accepted.²⁵⁶

Fred Wise urged the Town of Perth to waste no time in clearing the Basin. He wrote to the Mayor on 21 June:

It is desirable that no time should be lost in notifying all persons who have wooden buildings on the site of the old Basin as well as those on the McLaren property to have them removed as soon as possible now. Would you kindly have them notified in order to save any delay.²⁵⁷

Old backstores, warehouses and sheds were torn down in early July and the town had completed all necessary purchases of land by 26 July.²⁵⁹ By the time the contractors arrived on the site only portions of the tannery wall remained to be taken down.²⁵⁸

The Basin Constructed, 1888

Davis and Sons officially began work on 23 August 1888. Their first task was to gather a work force. Labourers were hired on at \$1.25 a day, carts at \$2 a day and teams of horses at \$3. The first project involved the removal of Craig Street Bridge and the construction of a temporary one in its place consisting of scows tied together just above the steamboat landing. Much of the stone for the piers had already been cut and prepared at the St. Martin's quarry near Montreal and it was a priority to prepare the bridge abutments and piers and thereby enable the other contractors to build the actual bridge spans. Another major project was the draining of the old basin by building a coffer dam just above the old stone arch bridge on Gore Street (Lock's Bridge) and another regulating dam at the bottom of the north branch of the Tay River around Cockburn's Island next to the Drummond Street Bridge (Long Bridge). By this means the Tay River would be diverted around the basin using the natural north channel. The water levels in the branch canal

to Beveridges Bay, which had been opened at the risk of those willing to use it, was let down to facilitate construction north of Craig Street.²⁶⁰

The town of Perth showed some concern over the disposal of excavated material from the Basin on account of its traditional usage as a public sewer as well as the waters associated with the tannery. Local doctors warned that the material was injurious to public health and the town council debated over whether the waste clay, sand and tan bark should be deposited on the market square near the Basin on Cockburn's Island. Although the council was willing to have the clay and sand spread on the square and throughout the streets of Perth to provide a new base for the dusty roads, there was concern that tan bark, which was subject to spontaneous combustion, would be dangerous to have lying around. A compromise was reached although the council admitted that it would be impossible to watch all the carters moving tan bark all day to see that it was being properly disposed away from the streets.²⁶¹

Workers commencing the excavation work on the Basin had to: use pick, shovel and cart exclusively until the Davis machinery arrived from Montreal. The Perth boat John Haggart was responsible for towing six scows laden with cranes, derricks, steam drills, boilers and tools for digging and hoisting as well as two rafts of timber for the Tay Canal. The train arrived in Perth in mid September and

the boiler and engine for the steam pump were located just south of the Drummond or Long Bridge to pump out the Basin.²⁶²

Not unlike contractor Angus Macdonald and his sons and nephews on the work site, William Davis left one of his sons in charge of the work in Perth, to be aided by foremen Francis J. Lynch, T. B. Wood and Jerry Sullivan; the latter of which had also worked on the first contract. Some of the others who can be identified include: J. W. Wurtele, bookkeeper and a son of a Quebec judge; carpenter foreman Walker; mason foreman O'Brien; and government inspector J.W. Graham, formerly a rod-man in the first contract. In 1888 foremen were paid \$4 a day, carpenters \$3.25, labourers \$1.25, horses and carts \$2 and teams \$3.²⁶³ Fred Wise was ostensibly in control of the construction for the government but his engineering assistant, H. Matthews, resided in Perth for the duration of the construction. The government overseer on masonry was a Mr. Drummond. Their work would be cut out for them. Soon after the coffer dams to dry the Basin were erected they were swept away by "Father Tay" and had to be rebuilt.²⁶⁴ When the river bed was dry a conglomeration of large and small rocks, boulders and clay as well as miscellaneous trash was found, although the Courier reported "no bad effluvia coming from it".²⁶⁵

In the meantime a petition with more than one hundred Perth signatures was presented to John Haggart, M.P. on 26

September 1888. The petition pointed out that the existing plan for the Basin, which only involved excavation and wharfage at Peter and Basin Streets, would "seriously impair the appearance of the east side of the river and leave it an unsightly condition" in a natural state. In order that a complete work with a desirable appearance be built, they suggested that light crib work be built along the east shore, allowing residents in the East Ward of Perth to land freight and making possible a wide turning basin for visiting boats using either side. Haggart passed on the request without delay.²⁶⁶ It was not until 5 November 1888 that Fred Wise submitted a report and estimate on the extension of work in the Basin. He estimated that 4,500 yards of basin excavation would be required at 55¢ a yard and 600 more feet of crib work at 12 feet in height and costing \$8 a running foot. This would bring the price to an estimated \$7,500 of extra work on the Davis contract. However, a decision would have to be arrived at quickly to avoid early frost setting in. Wise commented:

The extension would complete the Basin on all sides, and situated as it is in the centre of their town, and in full view from the main Street the inhabitants are very anxious that this extension should be made and completed with the work now undercontract.²⁶⁷

On 14 November 1888 a memo of agreement concerning the approval of extra work on the Tay Basin contract was signed by Fred Wise and his counterpart T. B. Wood for Davis and

Sons. Detailed specifications were outlined in the agreement and the Tay Canal continued to grow by bits and pieces. The Perth Town Council had hoped that a roadway or tow-path along the east shore would also be possible, but they were not able to raise the funds to purchase adjoining property, even though the contractors had been willing to fill the foundation for a road free of charge.²⁶⁸

While this extra work on the Tay Basin was being considered by the Department of Railways and Canals, the contractors were involved with the same Ministry in another important matter that would affect the progress of the Davis contract. The Perth Expositor reported on 11 October 1888 that the Toronto Globe's Ottawa correspondent had heard that all the contracts for the renewal of the Cornwall Canal on the St. Lawrence River would be let to Davis and Sons of Ottawa and E. E. Gilbert of Montreal.²⁶⁸

The awarding of these new contracts meant that machinery being used in Perth would soon be needed in Cornwall. After several delays in commencing the construction of the Tay Basin, there was now a strong incentive to complete the work as soon as possible. Davis and Sons set out to finish the main Basin portion of the contract in record time by utilizing new technology to the fullest, hiring extra labour and quickening the pace of construction. In October the contractors brought their two steam drills into employment each day until midnight.²⁷⁰

The Courier noted "the sound of the steam drill at the rock hardly ever is still".²⁷¹ Much of the night work was made possible by the new use of electric night lights. This early adaptation of electricity to outdoor night construction made possible the extra hours of work.²⁷² The steam pump was also an essential modern tool for the removal of water from the work site, and steam powered derricks were also employed. However, the effective use of dynamite and the modern dualine method of blasting with an electric charge was also used extensively in the excavation work. Steam drills were used, to punch holes in the granite and when fifty or so were completed, these were packed with dynamite and ignited to pound the rock into "cakes or splinters".²⁷³ The sound of the drills was noisy enough but the blasts which occurred at least once a day by November were literally earth shattering. The Courier reported a number of incidents in which flying stone played havoc with neighbouring buildings including Mr. A. Robertson's crockery store and, Dr. Kellock's eavestrough at his residence at the corner of Gore and D'Arcy Streets.²⁷⁴ On 14 December 1888 the Courier described the damage resulting from a more explosive and devastating dualine charge system in the Basin:

One day last week a chunk of granite hurled from the canal basin by dynamite, went crash through the plate glass window of Mr. John McCann's building on Gore St., occupied as a tailor shop. Somebody will be the loser of about \$43 by the smash, and Mr. McCann will try that he will not be the one.

Another piece a few days after, weighing over a hundred pounds, was thrown clear over the Clement's building, and landed on the sidewalk in front of R. Parker's tailor-shop, but did no damage further than breaking the plank-walk. On Monday a tremendous explosion took place and a mass of granite weighing over five tons was lifted by the force of the explosion, seven or eight feet in the air, and was quietly deposited on the crib-work above. The house of Mr. A. Robertson, merchant, has suffered a bombardment again. On the same day a huge missile of granite, weighing perhaps 500 pounds, was carried by the explosion forty feet into the air, landing on top of his book store. It broke a hole through the roof and would have crashed through all the floors to the cellar had it not struck the side of a higher building and thus broke the force of its descent. As it was much of () floors and walls was reduced to kindling wood. The proprietor and inmates consider this beyond a mere blasting incident and rightfully form the opinion that with rocks like this flying on the roof above their heads, their lives may be a forfeit any time. Happily the dynamite work on the Basin is about over.²⁷⁵

The terrific blasts were very useful in providing an efficient source of pulverized rock to be used afterwards in filling the crib work or the rip-rapping on canal banks (see illustration 16). In spite of the new machinery a great deal of the work involved back breaking pick and shovel work and haulage by carts and waggon. Illustration number 15 provides an interesting comparison of the new machinery of the steam derrick near the bridge with the general labourers still excavating and hauling material in the same manner as on the construction of the Rideau Canal half a century earlier. The construction site was a compromise between time saving technology and the labour intensive canal navy of old.

While there are no definitive figures of the number of men initially employed at the site, the contractors sought to hasten the pace of construction by adding more workers to the Construction force. On 9 November 1888 the Perth Courier reported:

Messrs Davis and Sons, contractors for the Tay Canal construction, imported last week thirty-eight Italians from Quebec to work on the canal here. They are the same children of sunny Italy who were the cause of the volunteers having been called out at Cookshire, Que., they having created trouble through the contractors flying the country and leaving them without pay for all their hard toil on the railway. They are peaceful enough here, their pay being sure.²⁷⁶

The newspaper described an army of men with carts and waggons excavating the blue clay and gravel from the Basin and spreading it on the streets of Perth.²⁷⁷ Many others were employed building the extensive crib work around the edge of the basin and filling these with stone. By late November, more men were put on the works including another group of European immigrants. The Courier described their arrival:

A detachment of 50 Finns and Swedes, about half and half arrived from the Hereford Railway Construction Co. Compton, Quebec, last week and were put by Messrs. Davis & Sons at work on the Tay Canal here. They are men of first class physique and excellent workers. The Italians are lively little fellows who all earn their money by good hard work.²⁷⁸

The added work force, combined with noisy and illuminating new machinery, helped infuse a sense of urgency over the construction site. At least 100 men were now

employed at the basin. The local papers were caught up in the frenzy of work, especially after the long drawn out experience with the first contract. The speed of the activity on the canal was emphasized again and again by the Courier. For example: 19 October, "Davis & Sons are manifestly most efficient and speedy contractors"; 2 November, "Work is being rushed on this contract"; 9 November, "The energetic contractors show new work done every day". Even the Annual Report of the Department of Railways and Canals for 1889 noted the contractors were getting "onto their work with unusual energy".²⁷⁹ The masonry work on the Craig Street Bridge was finished in early December with the Drummond Street piers not far behind and the Beckwith Street piers completed by mid-January.²⁸⁰ The remarkable feat was the completion of the new Tay Canal Basin in four months by 21 December 1888. This was the major part of the contract and the Courier expressed its appreciation:

The Basin Finished — On Monday afternoon the last fusillade of blasts was set off in the Basin, which left this part of the canal finished and ready for traffic. In the evening the dam at the upper side of Lock's bridge was taken away and the pent-up water let into the Canal. The Basin speedily filled and now looks as it will in the future. The change from its old appearance is startling, though to us in town it has been so gradual that it has become partly an old story. Where the nauseous old Basin was, and the unlovely tannery building, is now a broad, shapely enclosure bordered on all the shore sides between the Gore and Drummond Street bridges, by neat and substantial crib work. At the east end the lofty stone piers of stone bridge loom up over the rushing waters, and only await the iron

superstructure to complete this part of the work. Messrs. Davis & Sons have made a good, quick and substantial job and deserve credit for their thoroughness and energy.²⁸¹

A Feeling of Déjà Vu

However, Contract Number 9406 was not yet over and controversy soon marred again the relationship between contractor and government engineer. Work still to be done in 1889 included rip-rapping the banks of the Tay Canal and dredging the channel from the Basin to Craig Street as well as at other locations all the way to the Beveridges Locks. The contractors had ordered a new dredge specifically for this work from Messrs. Beatty and Company in Welland.

The first fissure in the relationship between contractor and engineer, which can be identified, involved the failure of the Davis firm to heed instructions by H. Matthews, assistant government engineer, concerning the ashlar work on a Drummond Street Bridge pillar in November 1888. Fred Wise informed Davis and Sons that Matthews would stop the work and report any further circumstances if he was not properly obeyed in the future.²⁸² As in the case of the assistant engineer on the first contract, the contractors appear to have had no respect for Matthews, and responded that he should have let his opinion be known in written instruction, adding that hopefully his "dignity was mended" and his instructions in, future would be less speculative.²⁸³

This may otherwise have reflected merely a normal disagreement were it not for a charge soon after that sounded reminiscent of Macdonald's complaint of government engineers on the work. On 6 December 1888 Davis and Sons wrote an insistent letter to H. Matthews:

As we are anxious that there shall be no misunderstanding as to what we have or have not to do, in connection with our contract for the Improvements of the Tay Canal, we must insist that we be supplied at once with complete instructions and plans of all the work you expect to be done by us. We asked for this information in a letter dated the 12th of September, and are still waiting for it. Our intention is while our Carpenters and staff of workmen are on hand to do everything possible before we leave. Should you delay us in doing any part of our work now, and thereby put us to any additional expense, or cost in having it done at a future time, we shall hold the government responsible, and shall and will claim from them all additional expenses.

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Early in the new year, another familiar complaint concerning the process of arriving at estimates for work done was raised by Davis and Sons. Announcing that the greater part of the work was done, they identified a number of items for which they had not been allowed remuneration and noted that funds were being held back for other work in the estimates. In writing, to Fred Wise on 31 January 1889 they identified six irregularities in the estimates and concluded in a familiar tone:

Will you please endeavor to have all work done to date included in our present Estimate and calculated at our contract prices, as the seasons work at Perth has not yet paid the expenses.²⁸⁵

The season of 1889 proceeded with considerable

difficulty as government engineers struggled to have the work completed as did the contractors who were already busy and involved in new work elsewhere. Apart from the compliments the contractor received from the town for completing the Tay Basin in a very efficient manner, the firm of Davis and Sons did not appear to develop the bonding with the community which seemed to evolve around the company responsible for the first contract on the canal, most notably its high profile contractor Angus Macdonald.

Fred Wise informed his superiors in February of 1889 that as soon as the spring freshets were over, the contractors would put their new dredge to work on the channel between the new Basin and Craig Street.²⁸⁶ By early May of 1889 the contractors had still not commenced this project and Wise urged William Davis that "no time should be lost" in getting work done and if, as it appeared, their new dredge would not be ready, they should hire one suitable to do the work on the Tay in the summer months.²⁸⁷ When the contractors were still absent by June, Wise warned Davis that a planned sidewalk "would not wait your convenience" as town councillors in Perth were getting impatient.²⁸⁸ Finally Wise wrote to Cornwall again on 8 July 1889 stating that he had been instructed by the Secretary of the Department of Railways and Canals "to urge upon you the necessity of your proceeding without further delay with the

completion of your contract.²⁸⁹ In May Wise had already taken some of the Davis work and let out a contract to Seeley and Moffat for clearing the Tay Canal bed of boulders to the locks. By mid July the contractors were threatened with the loss of the remainder of their contract unless operations were not started up immediately. The contractors new dredge Rideau arrived in Perth on 1 September 1889 but it was too late to mend the relationship between contractors and government.²⁹⁰

It appears that William Davis himself personally superintended the work from September.²⁹¹ Italian labourers were employed rip-rapping the banks, primarily between Craig and Beckwith Streets, while the dredge was busy on the channel. A serious delay occurred in mid October when the dredge encountered rock in the channel near Beckwith Bridge. It was necessary to build a coffer dam and use a steam pump to de-water the site to enable the rock to be blasted out. The Courier noted that Italians were working on the problem as it was "difficult to get other men to work in cold water at this time of year". The whole process had to be repeated for another rock blockage in the channel.²⁹²

On 3 December 1889, William Davis pulled out of Perth.²⁹³ The work ended abruptly and the Courier felt that a suit would follow since Davis believed the work had been completed whereas the government did not. The paper announced that the government had purchased the dredge

Rideau and suggested the uncompleted work would be finished by the government during the next season. The public was well aware that disputes had risen between Wise and Davis.²⁹⁴

On 22 November 1889 William Davis charged the engineers with trying to change some work plans after they had completed 80% of the job. They threatened that if any money was withheld on the estimates they would claim full compensation for curtailed measurements and under-valued work. They also gave Matthews in Perth the following ultimatum:

We beg to notify you that as far as we are aware the whole of the work included in our contract will be completed about the end of the present month, excepting day work, which our Dredge was supposed to do, between Beveridge's Bay and Craig Street. This day work we claim the right of doing, or our profits thereon, should any other person have done or be hereafter allowed to do it, except ourselves, of the work which you consider not-done according to our contract, or any work not done, which you consider we should do, we wish you to notify us immediately, should we receive an intimation from you that our work is unsatisfactory or incomplete, we shall consider ourselves justified in removing our forces and claiming our final Estimate.²⁹⁵

Five days later, Davis wrote another letter to H. Matthews with more accusations. Davis claimed they had dredged the channel between Craig and Drummond Streets three times despite the government's claim that there was more work to be done. They attacked the government's method of rip-rapping and preparing a 'green bank' before work could be done. They maintained that the levelling work was

complete, that they had been forced to move waste material three times because of government incompetence and that Messrs Wise and Matthews were contradictory in their instructions. Davis charged:

While we have endeavored to carry on our work in the most expeditious manner and do it in the best possible manner, we must here state that we have found the greatest possible difficulties in getting either plans or information as to what was required to be done, you invariably stating that Mr. Wise had left you no instructions and that it was impossible to give us any information without consulting him. As to our work being honestly carried out according to the spirit and intent of the contract you will either state distinctly the portions of the work that you consider have not been done in this manner, or we must insist that you shall state immediately that the work has been done according to our contract, otherwise we shall place this insinuation in Paragraph 10 before the Chief Engineer of Railways and Canals.²⁹⁶

Davis presented an ultimatum either to be allowed to complete the work as contracted or he would leave. Davis was true to his threat and he pulled out of Perth. To defend himself against the accusation by Fred Wise that he abandoned the work or was responsible for its unfinished condition, Davis wrote to the Secretary of the Department of Railways and Canals on 14 January 1891:

We wish here to place on record the reason that the work was not completed "in toto" by us. It was because the manner

in which it was specified to make the Banks was, decided by the engineer in charge to be faulty and because the Said engineer and the Chief engineer Mr. Page decided it would be more economical and for the interest of the government to finish the work themselves than to make such new arrangements with the contractor as would be necessary in deviating from the original contract in the manner that would be required.²⁹⁷

It was an unsatisfactory conclusion to the contract for both contractor and government. An extra \$3,600 had to be spent by the Department to straighten the channel and cut some bends in 1890 and it took William Davis eight years to satisfy a claim for extra work and expenses on his contract.

Resident Engineer H. Matthews discussed the final estimates on the contract with William Davis in March of 1890 and again in February of 1891. The latter meeting took three days to discuss detailed statements.²⁹⁸ The government was willing to allow \$45,694.85 on the contract as well as \$6,985.05 for the extra work in the Basin which had been negotiated on 14 November 1888.²⁹⁹ The total of \$52,679.90 was disputed by William Davis who entered a detailed claim for \$8,403.25 in 1890 and then revised it upward in 1891 to a claim of \$34,033.16 for extra work and faulty measurements. Davis and Wise both made long arguments concerning their positions ³⁰⁰ and the contract was reviewed by civil engineer Walter Shanly in 1892 who found four general areas of conflict: incorrect measurements; work omitted from estimates; prices not specified in the contract; and a disagreement over the interpretation of contract specifications. Shanly concluded that sworn testimony before the Exchequer Court (forerunner of the Federal Court) or a specially appointed arbitrator was the only solution to determine a final settlement.³⁰¹

In 1895 a Tay Canal Inquiry was established to review

the Davis contract situation. Arthur J. Phillips, who was acting Superintending Engineer for the Rideau Canal, and Francis J. Lynch were authorized to report their findings to Collingwood Schrieber, Chief Engineer of the Department of Railways and Canals. It is interesting to note that A. J. Phillips had worked on the Tay Canal in 1884 as a rodman for assistant engineer T. D. Taylor while Lynch had been a foreman with Davis and Sons. Furthermore, John Bond, who was asked to look over the Tay Canal in the investigation, was presently on staff of the Soulanges Canal in 1895, and had been an axeman on the Tay Canal under T. D. Taylor and a rodman under H. Matthews.³⁰² With ample knowledge of the work on hand, the investigators made a very thorough review of each of more than twenty claims made by William Davis. They interviewed former foremen on the works and put a value on each claim made by Davis. While some were not allowed, Phillips and Lynch estimated that \$5,703.97 was still owing in claims.³⁰³ By 1895 the Davis contractors had determined their claim at \$22,000.³⁰⁴ The final award only came to \$10,602.56 which included interest. The final cost of the contract to build the Perth Basin was \$59,104.99³⁰⁵ After some difficulties with the Auditor General, an Order in Council to pay William Davis was not approved until 7 January 1897, eight years after the contract was allegedly completed ³⁰⁶. Davis finally received his money in the same year that swing bridge operators Stafford and Drysdale were

ordered to replank the docks, "the old flooring of the Basin having rotted away".³⁰⁷

What had originally appeared to be a most productive and efficient completion of the Perth Basin had turned into another litany of despair and frustration for contractors and engineers on this contract. As Judith Tulloch has noted, "Construction of the Tay, like that of the Rideau itself, was plagued with problems with contractors and unanticipated increases in expenditure".³⁰⁸

The Tay Canal was now complete to the heart of Perth. The new Perth Basin was a source of pride for citizens, and with the completion of the new swing bridges, one would have thought that the Second Tay Canal was complete.

Part IV: Perth Swing Bridges 1888 - 1889

The first contract for the Second Tay Canal had avoided the construction of bridges from the Locks to Perth. A gate framers gang of Rideau Canal carpenters had built the swing bridge between the Beveridges Locks. An old bridge crossing at Dowson's farm had been removed and a petition for a new bridge across the Tay River at the Drummond-North Elmsley Township Line had been rejected in 1884.³⁰⁹ Swing bridges were expensive in maintenance and operation and their construction was not encouraged by canal authorities. With the extension of the canal into Perth and the old Tay Basin it was unavoidable that three new swing bridges would have to be built to replace older stationary bridges. The three bridges were expected to be of equal size, but iron spans were deemed necessary due to the heavy use of the Red Bridge on Craig Street, and the Long Bridge on Drummond Street near the centre of Perth. The wooden Beckwith Street Bridge had been built in 1882 as increased road traffic in the area of the new Canadian Pacific Railway car shops created a demand.³¹⁰

The contracts for the Tay Canal extension to the Basin and the construction of bridges over the canal were let separately, although it was the responsibility of the canal contractors to build the stone masonry piers in the water, and bridge abutments on land. Tenders for the two contracts were: let in a very different fashion from one another.

Rather than letting the work out to open competitive tenders as in the case of the extension, canal authorities first sought design information from bridge contractors competent to do the work and then tendered the work to a select group of companies. On 1 February 1888 Fred Wise wrote to Robert Weddel of the Weddel Bridge and Iron Works of Trenton to ask advice about the three planned swing bridges over the Tay River.³¹¹ When Wise wrote to F. E. Came of the Dominion Bridge Company in Lachine a few days later, he asked how long would it take for a bridge order to be delivered, as in the case of bridges planned at Smiths Falls and Perth. Ostensibly, Wise was seeking information to enable him to draw up specifications and ensure the orderly erection of the masonry and bridge without undue delay.³¹² However, he was also signaling the attention of specific bridge companies. Again before any information on tenders was available, Wise wrote to Lachine in May of 1888:

As soon as the contract for the Tay Canal extension is settled, we shall ask for tenders for three swing bridges and three fixed spans of about 70 feet each to be erected next year and [we] shall be glad to have an offer from your firm.³¹³

Selecting favourites may have been a requirement of government engineers examining the complicated and exacting plans of swing bridge building. There were precedents for contracts to be handled in a special manner as in the cases of several dams and bridges, and after the difficulties with the first contract, Wise may have found this method more

convenient.³¹⁴ Wise's superior, Chief Engineer of Canals John Page, was a proponent of contracting by capability rather than price and he had in the past awarded contracts directly to reliable contractors in spite of arguments that monopoly, patronage and corruption would result.³¹⁵ Indeed in the case of the Tay Canal bridges, the tenders and plans for work were sent out to two select groups including the Weddel and Dominion Companies mentioned earlier and the Hamilton Bridge Company of Hamilton on 25 June 1888.³¹⁶

The plans called for three 'Bob-Tail' swing spans about 77 feet long, each of which had a fixed span of 70 feet. Robert Passfield has outlined the designs of the Tay Canal bridges in his report Historic Bridges on the Rideau Waterway System:

The swing spans can best be described as being a King Post truss with latticed main posts and transverse cap beam from which suspension cables are hung to support the ends of a low through girder span of the Howe truss type. The fixed spans are simple Howe trusses. Structurally the swing spans are of the unequal arm, or bobtail, center-bearing swing bridge type stabilized by means of a ring of roller wheels outside the pivot.³¹⁷

The bridges would have a 14 foot, 6 inch clear road width and a plank deck nailed to timber joists. While the masonry abutments and pivot piers would be similar, the Drummond Street bridge was elevated 10 feet 6 inches over the water while the Beckwith Street bridges cleared the channel by only 6 feet 6 inches. The bridges were manually

operated by means of a turning lever inserted into the deck to operate the rack and pinion turning unit.³¹⁸ (See photos 19 to 29)

The Dominion Bridge Company bid \$3,814 to build the fixed spans and \$8,798 for the swing sections for a total of \$12,612. Their only competition came from the Weddel Bridge and Engine Works of Trent which bid \$2,050 lower than Dominion. Weddel bid \$3,590 for the fixed spans and was substantially lower in the swing spans, only \$6,972, for a total of \$10,562.³¹⁹ Despite the availability of two local bridge contractors from the Smiths Falls area — Burns and Smith, and Mills and Corbet---the Rideau Canal office limited the tendering process to three reliable firms with established reputations.³²⁰

On 1 August 1888 Fred Wise notified the Weddel Company that they had been awarded the contract for the bridges. He also told the canal contractors, Davis and Sons, who were not yet on the construction site, that some alterations in the specifications would be necessary when building the piers. The Davis Company was to notify the bridge contractors when the bridges would be required for delivery as the canal authorities were anxious to avoid keeping up temporary bridges longer than necessary.³²¹

Davis and Sons were experienced in the building of bridge piers, their most recent endeavor being the supports for St. Anne's bridge over the Ottawa River. They decided

to use stone from their quarry at St. Martin's near Montreal though Fred Wise stated his desire to visit the stone cutting site before work was underway.³²² On the one hand, it was surprising that local stone was not used, as this had been praised by contractors Manning and Macdonald. It was perhaps even more surprising that Davis and Sons did not use barges and the completed portion of the Tay Canal to transport the building stone. Instead, derricks were erected at the Perth railway station as well as at the bridge sites to handle the stones which were shipped on the CPR line from Montreal.³²³ It may have been more convenient for the contractors who were finishing work at Montreal to arrange for quarry sites in Quebec. As contractors for the CPR in Montreal, perhaps a better deal was arranged to ship by rail than to utilize the water transport facilities provided by their new clients, the Rideau Canal.

Plans for the bridges, especially alignment on the roads and the river, were altered several times before work would get underway.³²⁴ Piers for the Craig and Drummond Street bridges were begun in late September 1888.³²⁵ Except for some rock trimming, the masonry on the Craig and Drummond sections was finished by December. Fred Wise informed the Weddel Company in Trenton on 21 December to ship their steel bridges at any time but to keep in mind that another month of work was required on the Beckwith Street masonry.³²⁶ By 11 January, Weddel had delivered the

Craig Street Bridge and the steel work was in its place, with minor adjustment, by 18 January.³²⁷ By 23 January 1889 the wooden plank had been laid and the Craig Street Bridge was open for public use.³²⁸ The Perth Courier gave its impression of the new bridge:

It is a good job, and a very substantial work, and should last for generations. The roadway, however, is rather narrow for so public a thoroughfare, being only fourteen feet between the guard timbers on the planking. Of course in daylight there will be no difficulty with fair driving, but on a dark night two teams meeting on the bridge would have difficulty in steering so as not to foul each other. We hope the other two bridges, and especially that on Drummond St., will have a wider course.³²⁹

Unfortunately for Perth, the width of the bridges would not increase. Weddel had some difficulties with the excessive length of his girders on the bridge but the Courier could only lament: "It is a pity, and a shame, however, that the width of Drummond St. Bridge is contracted to fourteen feet — too narrow for so important a bridge, where loaded teams often meet".³³⁰

In March Weddel delivered the remaining two bridges at Perth and commenced their erection.³³¹ By 19 April the Beckwith Street Bridge was open for traffic and the Drummond Street Bridge soon after. The Weddel Bridge and Machine Works had built the three bridges very efficiently but at a cost they had not expected. On 29 April R. Weddel wrote to Fred Wise complaining about a "grave mistake" in calculations for the tender. According to the company, the

cost of the counterpoise of the Bob Tail swings had not been taken into account which had resulted in a loss of \$2,000 on the contract.³³² Fred Wise recommended that Weddel explain his case in writing to the Department of Railways and Canals and request approximately \$1,000 in extra work on a fair valuation of weight used as a counterpoise. He admitted that the company would still be at a loss for \$1,000 but did not see how the case could be treated.³³³ The fact that the Department requested to know the difference between the two tenders for the bridges (\$2,050) after the Weddel inquiry, suggested their suspicion of a long standing tradition by contractors of playing 'catch-up'----looking for compensation for extra work that really should have been reflected in the tender for work. The absence of any further correspondence on the issue suggests that the Department did not see a case of unavoidable error in the provision of the contract.³³⁴ Perhaps the Weddel firm were not so trained in the fine art of submitting low bids followed by compensation claims for extra work as were other contractors on the Tay Canal.

The town of Perth and local bridgemastrs soon learned a fact of life about swing bridges in urban areas. On the morning of 8 May the Craig Street Bridge was found to be swung open approximately 1½ feet and out of balance, "the work of either boys or worthless idlers" according to the Perth Courier.³³⁵

In the fall of 1889 Thomas Hicks, a carriage maker in

Perth, was given a contract for \$319.68 to build 216 feet of sidewalk and railing along the north side of the Drummond Street Bridge to accommodate pedestrian traffic. Hicks' tender was the lowest of several in Perth and the railing was necessary because of an exceedingly dangerous drop from the edge of the road and the bridge into the channel.³³⁶ It was the only bridge to be provided with a sidewalk at the time of construction.

It was not until 16 May 1890 that a public craft, the John Haggart, passed through the three swing bridges to reach to the new Perth Basin. Many people boarded the vessel at Craig Street to share in the first passage through the bridges. The steam dredge Rideau had been the only other vessel to have previously made the historic passage.³³⁷

In 1941 with canal traffic at a mere trickle, the three Weddel bridges were sealed and no longer allowed to swing. The Craig Street Bridge was replaced in 1954 with a fixed span and the Beveridges swing Bridge was replaced in 1961 with a fixed bridge crossing high over the Tay Canal which permitted continued access to Perth. The Gore Street bridge, built in 1891–92 by the Canadian Bridge and Iron Company, was replaced in 1957, and the Drummond Street Bridge fell victim to a structure with a wider design in 1980–81. Only the Beckwith Street bridge remains. It was restored to swinging potential in 1984–85. As Robert Passfield has noted, the Beckwith Street bridge is the

oldest steel swing bridge on the Rideau Canal and is of a type no longer found on Canadian Canals.³³⁸

Part V: Tay Canal Extension to Haggart's Mill

On 15 January 1890 John G. Haggart initiated the last set piece in the construction history of the Second Tay Canal. Not satisfied with a branch canal built to Craig Street, or the extension to the centre of Perth, he sought a means to bring the Tay to Haggart's Island, beyond the main street of town where it would terminate at his own mill dam. As Postmaster General in Prime Minister Sir John A. Macdonald's Cabinet, Haggart had considerable clout. He approached Macdonald, who was also at the time the Minister of Railways and Canals, and inquired about the possibility of using the unexpended balance of appropriation for Tay Canal construction to make yet a further extension of the system to accomplish "what I have always thought was necessary for the proper construction of that work, the extension of the present basin to the mill dam".³³⁹

Even if the arguments given for the promotion of the new Tay Canal in the early 1880's had come to fruition, there was little justification for an extension from the Perth Basin to Haggart's Island. In Haggart's argument for the extension, there was no mention of a potential increase in trade, commercial access or even public benefit except for the clearance of waste. Haggart informed Macdonald that the extension was necessary:

on account of the large quantity of debris lodged below the dam, principally saw dust and refuse from an old saw mill; which if not removed will be continually drifting into the basin and will entail

periodic dredging. It would be cheaper to have the material excavated at once, as the principal item of expenditure in this short extension will be a bridge, to the erection of which I think the town might be called upon to contribute. This small addition will finish an undertaking of inestimable value to the locality and one which was greatly needed and which long ago the inhabitants had tried to accomplish by private enterprise.³⁴⁰

Mr. Haggart obviously knew little about cost estimates in canal planning because his estimate for the bridge was less than half the original Rideau Canal estimate and actually less than one fourth of the total budget for building the extension. With no mention of Haggart's ownership of the mill where the canal would stop, the letter to Macdonald was misleading at the very least. If the purpose for building the extension was weak, the procedure for its construction was a corruption of the public interest. By using unexpended funds, Haggart hoped to slip the extension under the nose of Parliamentary scrutiny with no need for public explanation. It is ironic that after the extension was underway, a primary reason for the ruse to be uncovered lay in the very cost-overruns that had plagued Tay Canal construction and which burst the bubble of unexpended funds into another formal request for public appropriation of funds. Sir William Mulock, a member of the Liberal Opposition in Parliament, clearly identified the issue at hand when he pointed out the unauthorized contract to extend the canal without Parliamentary consent using misappropriated funds voted for a different purpose.

No more dangerous doctrine could be advanced in the floor of Parliament. Parliament in the exercise of its wisdom, looks into proposed expenditure, plans and specifications ought to be laid before the House, and when money is voted for a particular work and not used, it belongs to the people generally; and I am surprised that today [12 August 1891], in a Parliament like this, a Minister of the Crown should assert the doctrine that he has the right to seize upon lapsed balances and expend them as he or the Government, without further consent of Parliament, may determine.³⁴¹

Evidence would seem to show that Haggart slipped the extension past the normal channels to profit his milling enterprise. The other primary purpose for Haggart was to secure his re-election to Parliament. The Tay Canal had served him well in the elections of 1882 and 1887, and, with a tough fight expected in 1891, the government expenditure on the extension in that year would be a public event in Lanark County though a secret venture on Parliament Hill. Sir William Mulock was not fooled:

We find a contract given for the construction of a work which was not previously sanctioned by Parliament, and given on the eve of an election. We find that, in the month of February last, the Government entered into a contract for the construction of this work. Why did the Government happen to select that particular time, when the whole country was locked up in the embrace of winter, for the construction of a canal? Why did they choose that most inopportune season of the year in every respect, except a political one, namely, that it was a month before the day of voting. Sir, the whole thing smacks of fraud. It is fraud. In my judgment it was a gross misapplication of the public money. Whether the purpose was to put money into the hands of private individuals or to promote the political advancement of an individual, the money was not expended in the public interest.³⁴²

It is of interest to note that Fred Wise may have recognized the politics of the extension from the beginning. In his report to the department of 15 September 1890 on the feasibility of an extension, he stated that he had received his instructions verbally to proceed with the report from the Chief Engineer in the presence of Mr. Haggart. Fred Wise presented two options, one without a new bridge for \$11,200. and one with a new swing bridge at Gore Street for \$21,600.³⁴³ He also supplied relevant information on supplementary estimates and the amount of money left on balance.³⁴⁴ Wise determined that about \$16,000. was on hand for the project in September, which left a very slim margin to complete the canal despite Perth's contribution of \$4,000. towards the new bridge. If Haggart had known these details, as well as the tradition of cost overruns on previous Tay contracts, the contract may never have been let.³⁴⁵

On November 10th, 1890 tenders were advertised and notices were passed out for the work to be let. Fred Wise wanted to encourage local entrepreneurs as "expenditures [were] within the means of contractors residing in [the] vicinity".³⁴⁶ Wise recommended posting printed notices throughout Perth and putting ads in local papers with sufficient circulation. On 13 November Resident Engineer H. Matthews received fifty posters by mail to be erected in conspicuous places like the Post Office, hotels, and sign-boards. Matthews was even told to employ a man for erecting

the notices.³⁴⁷

By the time the tenders went out, Wise estimated that Tay Canal appropriations for 1890–91 totalled \$31,000, of which \$4,151.38 had been spent. Wise believed a balance of \$3,881 would be left over after taking care of some payments to Davis and Sons, leaving an estimated \$21,700 for building the Tay Canal extension.³⁴⁸

The work on the new extension commenced 100 feet below Gore Street and terminated about 1,100 feet upstream of the bridge. This section of the Tay had to be deepened and the stone bridge at Gore Street, including sidewalk and approaches, removed. The contract specified the construction of masonry abutments and the adjustment of the street grade at the approaches. The sides of the enlarged channel were to be lined with a combination of timber crib work and rip-rap. Dams above and below the work site would aid in excavation.³⁴⁹ Only two weeks were allowed for contractors to consider tenders, and four were received by the deadline of 24 November 1890. The lowest tender came from Ottawa with well known contractors W. A. Allan and Sandford H. Fleming³⁵⁰ bidding \$16,267 followed by a tender of \$18,466 from another Ottawa contractor, John O'Toole, who was financed by Archibald Stewart. A Perth consortium, consisting of Thomas Smith, John Wolfred Wurtele and Jeremiah (Jerry) Sullivan, bid \$19,888. It is interesting to note that J. W. Wurtele was a son of a Quebec Judge who had

served as bookkeeper with Davis and Sons on the Tay Canal while Jerry Sullivan had worked as a foreman on the Tay Canal under Manning and Macdonald, as well as Davis and Sons. He had also been foreman of the Rideau Canal day labour charged with finishing work on the first Tay extension in 1890 after Davis and Sons had left for Cornwall. A final high bid came from John Nicholson of Ottawa who thought \$23,454. would complete the work.³⁵¹

On 28 November the lowest bidders, Allan and Fleming, were awarded the contract and Wise was told to prepare the contract. However, on 5 January 1891 they wrote to the Department of Railways and Canals and asked for permission to withdraw, claiming to have made a very serious error in their tender.³⁵² Although their request was granted, the incident probably made Haggart somewhat uneasy because an Order in Council had to be passed to recognize the withdrawal and authorize the acceptance of the next lowest tender. Consequently John O'Toole was given the work for the extension on 16 January 1891, just a month before a Federal General Election.³⁵³ O'Toole's contract was for \$18,466. but this only included the masonry abutment of the new swing bridge and not the bridge itself, as this was to be contracted out separately (see following chapter).

When John O'Toole's contract was announced publicly in the first week of February, the Federal Election campaign was in full swing and was won by Haggart once again in

early March. During this time O'Toole was drawing stone either from a quarry or rock heap near Dowson's where much excavation had been done between 1884 and 1886.³⁵⁴ After the spring freshets and the stabilization of the river level, the contractor was able to begin building one dam below Gore Street and another on the north channel above Haggart's Island. The mill dam at Haggart's Mill held back the river which was diverted through the north channel. Water between the mill dam and the Gore Street dam was pumped out by means of a steam pump though the contractor still found it difficult to keep the area dry. John Haggart was notified that the dewatering of the river would compel him to shut his mill on 25 May 1891.³⁵⁵

The precise number of men employed on the extension is not known but it was reported that numerous teams, carts and labourers were busy clearing the surface stones and removing loose earth and hard pan from the channel bed.³⁵⁶ Steam drills were used on this work as well. Although little was reported about the workers employed by O'Toole, the Courier did take notice of them crowding around the contractor's office awaiting their pay on a Wednesday afternoon in July, a scene described simply as "an interesting one".³⁵⁷

John O'Toole was able to take advantage of the new Perth Basin as a convenient drop off point for supplies during construction. In May of 1891, one side of the Basin

was completely occupied by stone for the new bridge.³⁵⁸ On 24 July the Courier announced the arrival of a barge loaded with cut sand stone for the new bridge abutments and pier, as well as the steamers Harry Bate which carried dynamite for blasting work at the Tay extension and the John Haggart with a load of freight for the works.³⁵⁹

In September excavation on the channel ran into trouble. The contractors encountered granite and lumps of solid rock and masses of boulders only 250 feet from the mill dam, which had not been anticipated. Wise proposed extending the channel for only another 100 feet and then stopping work. It was suggested that a turning basin be located in the last section but the contractors were told not to proceed until notified.³⁶⁰ By 5 October no further excavation beyond the present cut was allowed.³⁶¹ The work may have been stopped on account of the expense of cutting more rock to reach the dam but the ultimate reason may have been political. On 1 August 1891, the Auditor General had requested all papers, petitions, reports, etc. on the Tay Canal extension to be sent to the Public Accounts Committee and his office.³⁶² On 5 August a delegation of seven Members of Parliament from the Liberal Opposition arrived to view the Tay Canal and the extension and on 12 August the public was treated to a major Parliamentary debate on the Tay Canal, the need for the extension and John Haggart's role in procuring funds without consent of Parliament (see

Appendix 3). The sudden exposure of the Tay Canal to a national audience created some new priorities for the Rideau Canal Office and the present contractor.

Construction was not entirely stopped, just curtailed to completing work that had been commenced. The Expositor reported on 15 October that the heaviest blast to date had been set off with 71 charges of dynamite fired using an electric battery. About a thousand yards of rock were broken up with no reports of projectiles becoming lodged in neighbouring buildings.³⁶³ In mid October the Harry Bate delivered more stone to the Perth Basin. The masonry for the bridge was complete by 19 October. When it became clear that a turning basin would not be built the Expositor reported that John Haggart planned a wharf near the site at his own expense for the use of the mill. On 5 November the Expositor reported the extension to be nearing completion and described it as a first class job. On 9 November Fred Wise inspected the extension and water was let into the newest segment of the Second Tay Canal.³⁶⁴

Like the other contractors, John O'Toole had exceeded the original contract price for the work. However, there was no evidence of the conflict or disagreement that had marked the relations between the government and contractors Manning and Macdonald or Davis and Sons. When Fred Wise recommended the security and drawback retainer for the contract be returned to O'Toole on 16 December 1891, the

last payment to the contractor had brought the total to \$27,051. After the contractor and the Resident Engineer, H. Matthews went over their differences on a final estimate, they were reported coming to a fair and final settlement of \$31,390., about \$12,924. more than tendered—so much for Haggart slipping the extension around normal procedure.³⁶⁵

The Department of Railways and Canals was pleased with the work of B. Matthews, the Resident Engineer and John O'Toole, the contractor as they both left the Tay Canal to work on bridge piers for the Rideau Canal at Merrickville.³⁶⁶

Part VI: Gore Street Bridge

The agreement to extend the Tay Canal further upstream beyond Gore Street to Haggart's Island sealed the fate of Lock's Bridge, a stone arch bridge built over the Tay in 1834.³⁶⁷ Lock's bridge was a significant landmark in Perth as an early link between the east ward and Cockburn's Island along the busiest road in town. In spite of its beauty, the bridge had been suspect since 1879 and was not considered safe to carry a large number of people at one time.³⁶⁸ This did not stop the Member of Parliament for Marquette, Robert Watson, from lamenting its loss in 1891 when he complained in the House of Commons that "a first class stone bridge that had stood there for years and would probably have stood for the next hundred years" had been pulled down for the extension.³⁶⁹

As in the case of the first bridge contract on the Tay Canal, Fred Wise tested the field by asking the opinion of a bridge contractor for an appropriate design prior to tendering the project. He instructed his assistant Arthur Phillips to contact the Dominion Bridge Company in Lachine and enquire about the costs and problems of building a swing bridge thirty feet wide overall with a twenty foot roadway which would include a counterpoise and a long and short arm and two five foot raised sidewalks.³⁷⁰

On 15 September 1890, when Wise presented an estimate for the canal extension to the Department of Railways and

Canals, he argued for the retention of the old bridge itself. Wise claimed that:

Gore Street, the main thoroughfare of the Town where the River is spanned by a stone elliptical bridge — 50' wide at the water line and 10' rise to the soffit [sic] which would enable barges to pass through; when the channel is deepened to the level of the rest of the canal — thus saving the cost of a swing bridge and the masonry which would be necessary.³⁷¹

At this point, Wise estimated the cost of the masonry piers for a swing bridge at \$5,400. and the bridge itself at \$4,000. for a total of \$9,400. The cost was worrisome to the department which was intent on remaining within the budget for the extension. Evidently the Perth town Council wanted a new bridge without compromise although in October Wise proposed to the Mayor of Perth a bridge having smaller proportions of eighteen feet in width and sidewalks three feet by six inches on each side, noting that this scaled down bridge "may not be satisfactory to people...[but it] cannot be avoided".³⁷² Wise may have been lobbying for more money from the town council because on 11 November 1890, he reported that the Corporation of Perth was contributing \$4,000. to a swing bridge at Gore Street that paralleled the original plan for a larger bridge.³⁷³

In a revised estimate Wise kept the masonry cost of the new bridge at \$5,400. (which was part of the other O'Toole contract) but he raised the cost of the swing bridge to \$6,300. which would cost the Ministry \$2,300. and the town

\$4,000.³⁷⁴ In a letter to the Secretary of Railways and Canals, Wise even recommended that the construction of the bridge be let to the Dominion Bridge Company for \$6,382. since "the ratepayers will naturally wish to see a well constructed bridge."³⁷⁵

They have better facilities in the Lachine shops for turning out first class work and their name is a guarantee of filling the contract to the satisfaction of all parties.³⁷⁶

Despite the recommendation of Wise, the department chose to select a contractor by competitive tenders which were called for on 13 November 1890.³⁷⁷

Four tenders were received and opened on 16 January 1889 and a fifth from a man named Rousseau, formerly with the Canadian Bridge and Iron Company, whose tender was not only too late but too low for the work required (\$2,995.). Wise made comments on each of the tenders, noting that the low bid (\$3,987.) of the Canadian Bridge and Iron Company of Hochelaga was cheap and suitable with only slight alterations necessary. The Weddel Bridge and Machine Works of Trenton, which had built the Craig, Beckwith and Drummond Bridges on the Tay Canal, bid \$4,175. but Wise believed their plan to be inferior with little allowance for adjustments. The Dominion Bridge Company of Lachine, which seemed to be Wise's favourite before tenders were put out, bid \$5,445. on a much heavier bridge built of better materials than the others. The highest bid belonged to the Hamilton Bridge

Company at \$6,710. although their plan was for a bridge four feet wider than specified. Wise recommended the lowest bidder as having the best design for the money.³⁷⁸

Work on the new bridge had to wait for the construction of masonry piers and abutments by the O'Toole contract as well as the settlement of land severances and claims for the encroachment of the swing bridges on two adjoining properties.³⁷⁹ The old stone bridge came down unexpectedly on 22 July 1891. Cracks appeared in the bridge while the contractor was starting to remove it and it suddenly caved in, narrowly missing two workmen and crushing a steam drill underneath.³⁸⁰

Problems with the bridge contractor emerged early. The contract was let to the Canadian Bridge and Iron Company on 23 March with a completion date set at 13 August 1891. On 13 June Wise requested a meeting to discuss his concerns over structural details of their plans. There were inevitable delays in finishing the masonry piers for the bridge which were ready by 22 October, but there was no sign of the bridge contractor. With Gore Street a busy route, there could be no delay in getting the bridge erected.

Some of the iron beams for the Gore Street Bridge had been delivered to the C.P.R. station at Perth in mid August but they had not been moved since.³⁸¹ On 5 November 1891 the Perth Expositor reported the near completion of the work and the expected arrival in Perth of the steamer Harry Bate

with the turn table and other material required for the bridge superstructure.³⁸² The centre stone for the swing pier was six feet square, two feet thick and weighed between six and seven tons.³⁸³ Fred Wise conducted a tour of the works on November 9th but there was still no sign of a bridge crew on Gore Street. The impatient Expositor recommended the cancellation of the contract unless the firm commenced work within a few days.³⁸⁴ It was rumored that portions of the bridge lay at Burritts Rapids or Merrickville or that it had not even left the docks at Montreal.³⁸⁵

On 4 December 1891 Fred Wise informed the Canadian Bridge and Iron Company that the solicitor for the Town of Perth would proceed with a claim for damages for unnecessary delay if the bridge was not started at once.³⁸⁶ When the workers arrived on the site on 10 December it was found that they had been sub-contracted out to do the job by the bridge company. On 12 December Fred Wise travelled to Hochelaga to find out for himself the cause of delays and changes in plans. The contractors claimed that they had not commenced work because they had not been duly informed of the completion of the bridge masonry on 19 October. However, Wise was suspicious that the company had not responded to later requests for action and he found some of the bridge material still laying by a wharf in Montreal. He also found a train car load of bridge material on a C.P.R. siding, and

in the machine shop itself, steel castings for the centre still unfinished. The manager claimed that problems with other shops had created delays in casting pieces of the bridge. The need for Wise to investigate the bridge company was a measure of the success of the contract.³⁸⁷

By 18 January 1892, with still another delay waiting for parts, Fred Wise had to calm Town Solicitors Elliot and Rogers. The swing bridge was finally finished on 9 February 1892. However, in the final inspection by Wise on the 19th he found some major flaws in the counterbalancing, the pivot and its adjustments, the timing gear, and other components. Although he recognized that the new Gore Street Bridge was of a rigid design that allowed little vibration, he commented:

The swinging of the Bridge the day of inspection was not satisfactory it took two men to operate it. The Foreman attributed this to the severe frost of the last few days making everything stiff as he said one man had swung it previously.³⁸⁸

Although the bridge could handle traffic, Wise was not prepared to arrange final payment, stipulating that "the Company should be called upon to finish the Bridge so as to pass inspection". As late as 21 June, workmen were still tinkering with the pinion and shaft to bring the bridge up to standard.³⁸⁹

When H. Matthews, the resident engineer for both of the extensions of the Tay Canal, moved on to new work at Merrickville where O'Toole was building the masonry piers

for another swing bridge, he was probably grateful that the Canadian Bridge and Iron Company would not be participating. Their reputation was shot according to Fred Wise. The company from Hochelaga had tendered the lowest bid for the new steel bridges at Merrickville but Wise had no qualms over rejecting the lowest tender:

The Canadian Bridge Company is the lowest bid but our experience of the vexatious delay in erecting the swing bridge at Perth would justify passing their tender over and giving it to the Dominion Bridge Company which is in every way a reliable firm.³⁹⁰

The Gore Street Swing Bridge was the last piece of the fragmented Tay Canal construction puzzle to be completed, at least by major contract. Work was still being done on the new bridge ten years after the original May 1882 announcement in the House of Commons to build a new Tay Canal. In the year the canal was finally completed, the person most responsible for getting Haggart's Ditch built, John G. Haggart, was appointed Minister of Railways and Canals in the cabinet of Prime Minister Sir John Thompson.

Although Perth had a new branch canal, it was unlikely that the Gore Street Swing Bridge would ever do much swinging. Although John Haggart arranged for the construction of a wharf for his mill at his own expense, there was no turning basin in the extension, which made it even more of a cul-de-sac than the Tay Canal itself. With the limited usage of the Tay Canal from the outset the

extension and the Gore Street Bridge were the most puzzling aspects of a curious enterprise.

Part VII: Small Contracts

The five major Tay Canal construction contracts awarded to Manning and Macdonald, Davis and Sons, Weddel Bridge and Machine Works, John O'Toole and the Canadian Bridge and Iron Company facilitated the completion of most, though not all of the work on the Perth Branch of the Rideau Canal. The project was completed through Rideau Canal day labour and a number of smaller contracts let for specific purposes between 1883 and 1892. Most of the cost of this extra work was accounted for by the department but was kept quite separate from the expenditures paid, to the major contractors. When Davis and Sons left the Tay works in November of 1889 for reasons of cold weather and disagreements with government engineers, the Rideau Canal was left with the task of finishing the remainder of the canal. This included a great deal of dredging (not only the channel from Craig Street to the Perth Basin, but specified work all the way to Beveridges Locks) shoreline banking and rip-rapping and tow path levelling. Although a case could be made that Davis and Sons abandoned the work, the Department of Railways and Canals Annual Report for 1890 was very kind in their appraisal of the situation, stating that the severe weather at the time the contract was nearing completion prompted the Chief Engineer to recommend that the contractors move on to work at Cornwall which they had begun on 5 November 1888. The report explained that the

unfinished work had been done by day labour in a most satisfactory fashion.³⁹¹ However, the completion of the work by the Rideau Canal rather than the contractors resulted in an extra cost of at least \$3,400. With the Davis contract already exhibiting cost overruns and destined for arbitration, this was clear evidence that costs were out of control.

The erection of the lock gates and swing bridge at Beveridges late in 1886 was done by day labour using the skilled carpenters gang that framed gates and bridges throughout the system. The expertise of their own gate framers guaranteed better work for a lower price according to Fred Wise.³⁹² The work required to finish the Davis contract helped the canal's administration to widen the practice of using labour under its own control for maintenance as well as new work rather than contract it out. Faced with a considerable amount of dredging to do on the Tay Canal as well as concerns raised in 1888–89 with obstructions in other channel portions of the Rideau Canal, Fred Wise encouraged the purchase of the Davis dredge to become the foundation of a permanent canal dredging plant.³⁹³ Shortly after Davis and Sons had left Perth, Fred Wise had made arrangements to, purchase the dredge Rideau and a flat scow for \$6,000. The Rideau was custom built for the Tay work by Messrs. Beatty and Company of Welland in the spring of 1889.³⁹⁴ The vessel had a light draught and long

boom which made it particularly adept for the Tay. In January of 1890 the Rideau was in the possession of the Rideau Canal at Perth Basin.³⁹⁵ In the middle of May 1890 the dredge was put to work clearing and widening the channel in Perth (especially making places where large boats could pass) , providing the base for a tow path, and making new cuts in the channel through the Tay Marsh.³⁹⁶ Work was repeated in various locations along the Tay Canal in 1891 as many of the larger boats continued to have problems with the canal's shallow depth.³⁹⁷ In 1889 Wise determined the cost of running the dredging plant for six months of the year (180 days at \$20. a day) to be \$3,600. and the tug and scow for the same period (at \$10. a day) to be \$1,800. for a total of \$5,400.³⁹⁸

Dredging was only a part of the work left undone by Davis and Sons. The Rideau Canal used day labour to finish work on canal banks. A foreman on two earlier contracts, Jerry Sullivan, began work in May of 1890 rip-rapping canal walls in Perth but was soon delayed six weeks by high water levels.³⁹⁹ The well established success of the Rideau Canal carpenters' gang, as well as unskilled labour on day work and the development of the dredging plant, represented a maturing of the use of Canal personnel, rather than contractors, for maintenance procedures on the Rideau Canal after 1890. Partly in response to the needs on the Tay Canal as well as canal wide requirements on the whole

system, the shift in operations and maintenance represented a new challenge to administration.

In addition to the use of Rideau Canal personnel to complete work on the Tay Branch, several other contracts and sub-contracts were let on Tay Canal construction. In July of 1884, Manning and Macdonald sub-contracted some unspecified work on the Tay Canal at Dowsons to Thomas McLaren. Several teams and even some carts were probably contracted out separately to service the contractors or government. Such was the case when farmers were contracted to use their horses and sleds to haul stones for rip-rapping in February of 1890.⁴⁰⁰ As mentioned before, tenders were given for supplying timber, wrought and cast iron and brass for the lock gates.⁴⁰¹ However, there was an even greater need for outside contractors to finish off work or undertake new tasks that were not a part of the main contracts.

There were a number of contracts let for specific work around the completed construction site, using local, small-scale companies or individuals. Fencing was erected at the Beveridges Lock and along the canal between Craig Street and the town line in 1887.⁴⁰² The type of wire fencing used in Perth was newly invented and patented by J. W. Davy of Davy Excelsior Iron Fence Company of Kingston. Wires were fastened to the upright two-inch wide iron bars, spaced one rod apart, by malleable iron clips which could be moved up or down. Lines of wire could be added or taken out to suit

the purpose and a top wire of twisted metal painted in a bright colour was more practical than barbed wire.⁴⁰³ As mentioned earlier Thomas Hicks built a sidewalk and railing for the Drummond Street Bridge in 1889 and also bid to build a board and picket fence from Craig to Drummond Streets in 1890.⁴⁰⁴ Bennett and Gallagher won the contract over Hicks, Andrew Lister and A. E. Seeley.⁴⁰⁵ Mr. Seeley received a contract in 1889 to clear the Tay Canal bed of boulders between Beveridges Bay and Craig Street using barges and necessary 'backling' appliances.⁴⁰⁶ In 1890 William Allan was given a tender to supply 100 cords of stone suitable for rip-rap to be delivered and piled along the Canal Basin for \$3.25 a cord. These ancillary costs, though not great, were necessary to complete a new canal in proper form. It became a grim reality for the administration of the canal, however, when the small contracts themselves could not even be covered by the tolls on the canal, let alone the major costs for construction. Some small contracts for Tay Canal work were let as late as 1893. However, the major contribution of extra work on the Tay Canal to the Rideau Canal administration was the establishment of a permanent dredging plant to do work that was required in many parts of the Rideau channel between Ottawa and Kingston.

CHAPTER 5: Tay Canal Administration

The Superintending Engineer of the Rideau Canal, Fred Wise, had directed the planning and construction of the Tay Canal from 1880 but it was not until an Order in Council was passed on 27 September 1890 that the Tay Canal officially became the Perth Branch of the Rideau Canal.⁴⁰⁷ The Tay Canal was thus completely absorbed into the administrative structure of the Rideau Canal under the authority of the Department of Railways and Canals until the formation of the Department of Transport in 1936.

The operation and maintenance of the Tay Canal were undertaken in the same manner as the rest of the Rideau Canal. While the role of the lockmaster at Beveridges Lockstation was the same as at any other set of locks on the Rideau Canal, the role of the bridgeman in Perth emerged with a distinct variation. This chapter will describe the various duties and identify the individuals employed by the Rideau Canal on the Perth Branch into the 1930's. It will also discuss those administrative details which particularly affected, the operation of the Tay Canal.

Beveridges Lockmaster

Before 1930 the lockmasters at Beveridges Lockstation were John Cox (1887–1897), James King (1897–1902), Daniel Buchanan (1902–1924) and S. R. Jones (1924–).⁴⁰⁸ John Cox, a waggonmaker from Perth, was appointed lockmaster on 14

January 1887 on account of the near completion of the first construction contract for the Tay Canal. Although the canal was not yet open, the lock gates and swing bridge were in working order and it was thought advisable that some person should occupy the lockmaster's house and provide some measure of security over government property.⁴⁰⁹ Previous to the arrival of the new lockmaster, the government had the two storey pre-fabricated house in the summer of 1884* to be used as an engineering office for the Rideau Canal's Resident Engineer and, later, his assistant J. M. Graham. The office may also have been the site for a temporary Post Office located at Beveridges Bay while a large group of working men were kept at the site during construction. The Beveridges Bay Post Office was in operation from at least 1 January 1885 to 30th September 1886.⁴¹⁰

When John Cox took possession of the house he was told to retain as office space the room previously used by the engineers.⁴¹¹ Until May of 1888 there would have been little for the lockmaster to do. His duties, once the locks were in operation, would be to pass boats through both locks, attend to the swing bridge, receive instructions concerning the management of the regulating dam on the Tay River and undertake other general activities relating to operations and maintenance at his station. He would be helped by one lock labourer once the canal was opened. On 30 May 1888

*Editors note: a pencil annotation shows this date as 1883

John Cox received his instructions to operate the locks from Fred Wise:

The Tay Canal not being open for traffic, any boat wishing to use it must do so at their own risk. You will however oblige any Boat wishing to use it on these terms and lock them up and down, explaining to them there are yet obstructions in the channel which might damage their boat.⁴¹²

In the fall of 1888 the lockmaster had to arrange the proper procedure for wintering Seeley and Moffat's steamer the John Haggart in the canal below Lock 2. Wise informed Cox to keep the boat 200-300 feet down from the lower gates and to make sure the owners were aware that they were to assume all of the risk of spring floods. By 1890, winter storage came under the regulations of the Rideau Canal and a charge was laid for the permission of using the canal or locks for wintering steamers or barges.⁴¹³

Every spring the Beveridges Lockmaster had to be prepared to handle the annual spring torrent down the Tay River. In 1891 Wise warned Cox to prepare to take out the stop logs in the dam when "the river breaks and to notify mill operators below of your actions". The early strategy was to keep the Tay levels eighteen inches below navigation height until the freshet was over.⁴¹⁴

On 19 July 1894 a major accident occurred at Beveridges when the Kingston steamer Rideau Belle rammed the upper lock gates of the lower lock and then sunk in the lock chamber. Navigation on the Tay was halted for about two weeks while

the carpenter gang, which luckily was working nearby at Poonamalie when the accident happened, was able to work quickly on repairs using wood for lock gates already delivered at Beveridges for a renewal planned at a later date.⁴¹⁵

In 1897 the Perth Courier described the "popular, warm hearted" Lockmaster Cox "as the local chief of the Tay Canal from his experience and position".⁴¹⁶ His sense of status may have carried him too far in 1895 when he took it upon himself to appoint his own lock labourer, George Hogg, when the former man in the position resigned. During an era of rampant patronage in the public service, Lockmaster Cox had no authority to appoint his own man and was duly notified.⁴¹⁷ Hogg was accepted nonetheless. However, when the Liberal Party won the election of 1896 after eighteen years of Conservative rule, Cox was lucky to retain his own job when it was rumored there would be a wholesale change in Rideau Canal positions.⁴¹⁸

A major characteristic of the operation of Beveridges Lockstation was the infrequency of lockages. As a branch of the main channel of the Rideau Canal, it received fewer lockages than other stations like Poonamalie and the Narrows on the Rideau Lakes but more than some of the ones along quieter stretches of the Rideau between Merrickville and Long Island.⁴¹⁹ The lockstation would be busiest in the summer especially with the growing recreational development

of the Rideau Lakes and, more importantly, Rideau Ferry by the turn of the century. Rideau Ferry regatta day would be no holiday for Rideau Canal staff at the Beveridges station.

One difficult aspect of locking through the Beveridges Locks for small recreational boats without horns or whistles was getting the attention of the lockmaster. With the lockmaster's house by the lower lock, boaters approaching the upper lock from Perth were often compelled to walk down to the house to request passage.⁴²⁰

Bridgemaster

Bridgemasters were not appointed, to operate the swing bridges in Perth until August of 1891 in spite of the Perth Basin being open for traffic for a large part of the 1890 and 1891 navigation seasons. The dredge Rideau was still active near Perth clearing the channel in 1890 and 1891 and one suspects there were enough Rideau Canal staff on hand to operate the swing bridges if necessary. When the final extension of the canal was completed, along with the Gore Street Swing Bridge, there were four bridges that required manual swing operation stretching from Craig Street to the centre of town. The new Perth Basin was also a central focus for the downtown and the role of bridgemaster on the Tay Canal would evolve as swing bridge caretaker as well as basin property caretaker.

In August of 1891 William Crosbie and former Perth

constable Robert Stone were appointed "caretakers of government swing bridges", on the recommendation of John Haggart.⁴²¹ Two tenders were considered necessary because of the distance between the bridges, especially with the Craig Street bridge being out of view from the other bridges in town. The new bridge tenders would be paid \$1.25 per day, 25¢ more than regular bridge tenders because they had more bridges to handle. They also performed other duties around the Perth Basin and were not provided with dwellings or funds in lieu of the same. When Fred Wise had to explain the discrepancy to the Auditor-General in 1891, he also mentioned that it was unreasonable to ask them to receive less, as labourers wages in Perth were \$1.25 per day.⁴²²

Before the Gore Street Bridge was in operation, the Perth Courier reported that Mr. Crosbie was in complete charge of the Drummond Street bridge and responsible for the Beckwith Bridge on the 'up-trip' while Mr. Stone controlled the Craig Street Bridge and the Beckwith swing on the 'back-trip'.⁴²³ When all four bridges were operable one bridge tender worked the upper two bridges and the other, the lower two. The bridge tenders were expected to be on call twenty-four hours a day, although this proved to be a difficult schedule to maintain at times, on one occasion in 1892 neither were on duty at 4:20 a.m. when the Ida blew her whistle for twenty minutes at Craig Street. They were reprimanded in particular because the Ida whistle disturbed

the neighbourhood.⁴²⁴ With no idea where the operators lived, the crew of the Ida were left to open the bridges themselves. The duties of the bridgemasters in Perth reflected the location of the bridges in the heart of a busy town with over 4,000 residents in the 1890's. The full scope of their responsibilities was outlined in 1892 by Fred Wise in a memorandum "of the duties of the Bridge-Tenders on the Tay Canal at Perth". In addition to physical tasks, the men were expected to perform a policing role of upholding public respectability.

The headquarters of one will be at the bridge tenders house at Beckwith St. He will have charge of the bridges at Beckwith and Drummond Sts for the present and also of all canal and Government property from Beckwith to Gore St. His duties will require him to be on hand day and night to open and close his bridges for all boats, or to perform any other duty that may be required of him. To keep his bridge in working order, and oil and clean up all gearing etc. To cut and keep down all thistles or obnoxious weeds on the canal lands as far as his charge extends. To see that the fences are kept up. To prevent persons from trotting their horses across the bridges. To prevent persons from jumping on or off the bridges when swinging. To prevent all persons from bathing in the canal except in proper costume. To see that the tow path and rip-rap are not cut up by tread. To see that all the wharves are kept clean.

The lower bridge tender will come up and close the Beckwith St. bridge, whilst the Beckwith St. bridge tender will go on and open and close the Drummond St. bridge. The pay will be \$1.25 per diem during the season of navigation (about seven months) only. He will report until further orders to the Resd. Engineer Mr. Matthews.

No substitute will be allowed except in case of sickness, when the Bridge Tender must provide one at his own cost.⁴²⁵

During 1892 and 1893 a number of other duties were

identified and explained to the bridgemasters at Perth. Fred Wise warned of parties hauling stone along tow paths and edges which could injure the banks of the canal. The men were also instructed to keep the rack and pinion mechanisms of the bridges clear of ice and snow later in the season.⁴²⁶ When the navigation season came to an end in 1892, Wise asked Crosbie to stay on over the winter to perform special duties beyond keeping an eye on the closed bridges. Wise explained:

You can take charge of the Government property from Mr. Haggart's Mill to Dowsons until further orders at the rate of 50 cents per diem. Your duties will be simply to generally look over the Canal, see no refuse is thrown into it, that the bridges are in order, the swings securely wedged and generally see that no damage is done. This will not preclude you from other work that will allow you a few hours a day to do this.⁴²⁷

When William Hicks assumed the place of bridge tender after the death of Robert Stone, Fred Wise outlined some other duties that were understood by most bridgemasters on the Rideau Canal but were a special concern in a town environment. No one was to be permitted on the bridge while it was being swung or to interfere with bridge machinery, and only the appointed bridge tender was allowed to open or close the bridge. Wise also identified the role of the bridge tender in keeping a "sharp look out in the day for fast driving" on the bridge.⁴²⁸ However, after notices were put up "in 1893 prohibiting persons from driving over the bridges "faster than a walk" a bridgemaster who apprehended

a speeding vehicle found there was no by-law in effect in Perth to lay a charge or fine. Chief Engineer of Canals, Collingwood Schreiber, wrote to lawyer and former Perth Mayor W. H. Radenhurst to obtain the necessary consent to have the town council pass a by-law against speeding on swing bridges.⁴²⁹

In one case where no regulation existed on the record books, the bridgmaster out of patriotic duty or nationalist (and Imperialist) inspiration felt right to enforce his own rules. In August of 1893 a flag incident was widely reported in local media.⁴³⁰

On Tuesday afternoon a small American yacht arrived in the Basin manned with a crew but under the command of a woman. The Bridgeman being offended seeing only the Stars and Stripes raised refused to open the bridge until the Union Jack was flying. Arguments followed for hours with an indignant captain protesting to officials throughout town to no avail. Under duress and protest the woman raised the Union Jack promising to shred the flag at the earliest opportunity. The departure of the craft was delayed for several hours due to the incident.⁴³¹

After the turn of the century the role of the bridgmaster in Perth gradually changed. As the use of the Tay Canal for the shipment of freight waned and local dual-purpose steamboats and yachts frequently ran on a schedule that was convenient for bridge tending, only one bridgmaster was required to do the work of operating the four swing bridges. The Gore Street Bridge was seldom swung and many recreational boats could pass beneath the bridges

without requiring the bridge to be opened for their use. This gave more time to the bridgmaster to attend to other functions. Beyond the technical side of moving swing bridges, the Perth bridgmaster after 1904 emerged as a caretaker of canal lawns, flower beds and roadways around the Perth Basin, the canal banks, and the tow path road to Craig Street. Although the seed for beautification of the Tay was sown during the construction years, bridgemasters John Russell 1904–1924 and Philip McParland 1924–1940's established and maintained a tradition that would transform the Tay Canal banks in Perth into public gardens and parks.

J. R. Wright in Urban Parks in Ontario: Part II determined that a public park movement in Ontario gained a broad public acceptance in the 1890's and flourished in the early 1900's when the idea of setting land aside for public recreation reached its zenith across the Province.⁴³² The building of the Tay Canal to Perth, and especially the renewal of the old Tay Basin, awakened a new sense of responsibility for the upkeep and beautification of public property for residents and visitors. In 1882 the Pembroke Standard described Perth as "not behind any town in the Ottawa Valley for liberality in beautification and adornment".⁴³³ The Perth Courier reprinted some impressions of Perth from a Montreal newspaper in 1884 which admired the "cultivation of flowers usually neglected in most towns".⁴³⁴ With the building of the Tay Canal the Expositor noted as

early as 1886:

The embankment of the new canal will make a fine promenade and, if levelled, a fine drive. It will likely be a favourite resort when the canal is finished.⁴³⁵

During the fencing of the canal from Craig Street to the town line in 1887, the Expositor had suggested the roadway, if planted with trees, would make a fine park drive.⁴³⁶ It is ironic that the newspaper's optimism over the future beauty of the Canal Basin would prove to be more accurate than its predictions of, the Tay's commercial potential. While the new Tay Basin was under construction in 1888 a petition from residents in Perth to complete the basin on the east side as well, was as much a concern for appearance as any other factor.⁴³⁷ In 1891 the Perth Town Council took it upon itself to plant shade trees along the canal tow path.⁴³⁸ After a request was made by the Town of Perth to develop a boulevard around certain portions of the canal bank in 1895, the Rideau Canal Office saw no objection as long as sufficient room was left for teams and vehicles to have access to the wharves around the basin.⁴³⁸

With the appointment of bridgmaster John Russell in 1904, the Tay Canal acquired a gardener and a bridge caretaker. By 1907 Superintending Engineer A. T. Phillips was so impressed by the improvements to the canal bank he assisted Bridgmaster Russell in making the green swards more attractive by arranging for top soil on the rip-rap

sections of the banks. In the Department of Railways and Canals Annual Report in 1909, discussion on the Perth Branch was related to increased water service for watering lawns and flower beds on canal banks and recognizing the assistance of the Perth Horticultural Society in filling the beds with flowers. The report highlighted:

the whole appearance of the canal land surrounding the basin, and which is in the heart of the town, has been immensely improved.⁴⁴⁰

In 1909 the Perth Expositor gave great credit to a number of citizens who had taken a prominent part in civic improvement. The paper noted that the fever to improve land, plant trees, shrubs and flowers was becoming contagious and that the "first noticeable improvement was along the banks of the canal and from this sprang the desire to extend and take the whole town".⁴⁴¹ The paper went on further to say:

The citizens of Perth are proud of the way in which the banks of the canal are kept, and last Sunday, scores of pedestrians walked along the bank and admired the pretty flowering tulips etc., while the bright green grass so well trimmed and neatly arranged, was extremely refreshing.⁴⁴²

By 1909 the lawns and gardens of the Tay Canal extended around the basin and between Drummond and Beckwith Streets with more landscaping underway toward Craig Street by John Russell and a citizen by the name of Mr. Hughes.⁴⁴³ In 1915 the Perth Courier made specific reference to Russell's Gardens when describing the green sward which then stretched

from Gore Street to Craig Street. There were even postcard views of the Tay gardens distributed in Perth as the Basin area became an esthetic focus in the town.⁴⁴⁴ (See photos 39 and 40.)

John Russell received support from the Rideau Canal office and the Perth Town Council. He received a yearly grant from Perth to purchase flowers for the garden which in 1926 was \$20. and \$35. by the 1930's.⁴⁴⁵ The Rideau Canal also bought flowers for its Perth bridgemaster, contributing \$44. for plants purchased from florist J. H. Sinclair in 1930.⁴⁴⁶ Superintending Engineer Arthur Phillips was always impressed by the gardens and gave his approval to the work done by his bridgemaster.⁴⁴⁷

On 30 June 1924 Bridgemaster Russell retired with the "highest esteem of all the people in town" according to the Expositor.⁴⁴⁸ Phillips was reported looking for a returned soldier to replace him and was lucky enough to find another gardener in Philip J. McParland (sometimes spelled Philip McParlan).⁴⁴⁹ He immediately began making extensive improvements in the landscaping along the canal banks.⁴⁵⁰ McParland's particular contribution was the creation of a large half-moon crest on the east side of the canal bank near Gore Street. Ostensibly designed for a large 'Old Boys Reunion' in 1925, it has survived in various shapes and forms as a floral emblem of Perth to this day. The Expositor described the lay-out in 1925:

Green sod was, used for edging and borders. Rex begonias surmount the two pillars. Three cement flags comprise the crown and were made by Robert Stenhouse. Whitewashed stones welcomed Old Boys for the recent reunion and now spelled Perth-on-the-Tay. Mr. McParland keeps the canal equal to the standard in beauty and attractiveness set by John Russell.⁴⁵¹

Bridgemaster McParland showed himself to be a dedicated public servant when the Expositor admonished citizens for picking dahlia blooms, pointing out that the gardener had spent \$50. of his own money for plants and "then he has spent much overtime in looking after them".⁴⁵² In 1933 McParland had grown ten foot cannas in some of the flower beds. By the 1930's the bridgemaster was provided with a helper who kept canal banks trimmed with a push lawnmower.⁴⁵³

Many other Rideau Canal staff at different lock stations were known to keep up gardens and maintain a pleasant atmosphere at their sites but the tradition of the Perth bridgemaster was an evolution of public interest and a publicly inspired government employee. The interest in gardens and parks by bridgemaster John Russell had become part of the regular duties of the Perth bridgemaster by 1921 who officially attended "lawns, flower beds and roadways around the basin".⁴⁵⁴ The Perth bridgemaster kept the Tay Basin in the public focus and if there was a decline in traffic on the canal there would be little opportunity to abandon a system that had become a source of public pride.

The modest traffic on the Tay from the outset had provided the bridge tender the opportunity to turn his attention to landscaping since his operational duties were not time consuming.

Although the bridgemaster was increasingly pre-occupied with his landscaping duties, he also continued to have a high profile after the turn of the century as an enforcer of Rideau Canal regulations. With the increasing development of motorboats, a speed limit of six miles per hour was enforced on the Tay Canal. Fines ranged from \$5. to \$20. for breaking the law by 1909.⁴⁵⁵ That year the Perth Expositor explained:

Owing to the excessive speed with which some owners of motor boats have been in the habit of sailing on the Tay Canal action has been taken to regulate this speed, and notices have been posted along the banks. The small boats, rushing through the water at such high speed, wash the sand from the sides of the canal, and this gradually becomes deposited on the bottom very soon fills up the canal.⁴⁵⁶

In 1910 another notice went out to the community emphasizing that Bridgemaster Russell was to enforce the rules governing traffic on the canal and across canal bridges. With the coming of the automobile, cars could only cross swing bridges at 4 m.p.h. while horses still had to walk.⁴⁵⁷

The Rideau Canal took seriously their ownership of the canal bank which, along with the river channel itself, was under the strict control of the bridgemaster. Although only

a single bridgmaster was employed after the turn of the century, his duties lasted the whole year. He was even responsible for keeping the basin open to the public for skating in the winter and preventing individuals from cutting ice for their own use.⁴⁵⁸ While the bridgmaster kept a watchful eye to detect illicit bathing, there were no canal regulations to enable fines to be levied, as in the case of speed limits on the bridge prior to 1893. In 1905 the Rideau Canal Office recommended a town by-law be passed to handle the offence, emphasizing to the town's administrators "our men can act in conjunction with your own police and have offenders fined." There appeared to be little need for joint action.

In 1930 the authority of Bridgmaster McParland and Perth Chief of Police Gilhooly clashed over a Tay Canal incident. On the advice of Rev. McKinnon of St. Paul's Church, the Chief of Police ventured out onto canal ice to prevent children from playing hockey and skating on the Sabbath Day. Citing that there was no objection to skaters on the canal unless they were unruly or noisy, the bridgmaster told the police chief to mind his own business. Arthur Phillips defended the action of his bridgmaster in a letter, emphasizing that Tay Canal property and bridges were under his control and that he was well within his rights to attend to matters on government property. While stating that McParland had no intention of defying the law, Phillips

claimed:

Our official is quite competent to maintain law and order on our own property, at any rate until such time as assistance of the local police may be called upon.⁴⁵⁹

As well as tending the garden and protecting government property in the opening decades of the twentieth century, the Perth bridgemaster was responsible for cleaning, scrubbing and painting his bridges, maintaining circular life preservers for the basin and preparing the swing mechanisms for winter hibernation.⁴⁶⁰ The bridgemaster was often involved in directing maintenance projects around the basin as in the case of the reconstruction of the basin wharf in 1929. Phillips informed bridgemaster McParland that a foreman carpenter would not be necessary because McParland would be looking after the works himself. Phillips told him to obtain four carpenters, ten labourers and a team of horses and then to proceed with reconstruction. The Superintending Engineer obviously had confidence in McParland as many questions concerning the work were answered by the bridgemaster.⁴⁶¹

The Perth bridgemaster emerged as a high profile representative of the Rideau Canal in town. He had a wide latitude of powers and responsibilities that went far beyond the operation of swing bridges. Unlike the town of Smiths Falls which also had a lockmaster with many similar responsibilities, the bridgemaster in Perth acquired a

status that was unique for his position on the Rideau Canal. Due to the imagination and inspiration of two long term bridgemasters after the turn of the century, the position became central to a beautification scheme for public lands which started on the Tay Canal and spread to other lands in the community. While the bridgemaster could do nothing to encourage the commercial success of the Tay Canal, he was responsible for keeping the Tay Basin a part of the heart and soul of the community. Indeed, the evolution of the bridgemaster's responsibilities in Perth was one of the most significant indications that the Tay and the Rideau were becoming recreational-based canals in the minds of Rideau Canal authorities.

Sunday Lockages

By the turn of the century the Tay Canal was almost completely dominated by recreational boat users. With increasing amounts of disposable income and leisure time a recreational culture of boat users made greater demands on accessibility to the Rideau Waterway. Rideau Canal administration was faced with balancing a traditional reverence for the Sabbath and a growing number of recreational boaters wishing to use the canal on Sundays. In 1908, weekend users had encouraged the canal to remain open until 6 a.m. on Sundays and to re-open at 9 p.m. the same day but these hours were still limiting. Pressure from

motor boat associations in 1914 resulted in the opening of some designated lockstations until 9 a.m. on Sundays and their re-opening at 6 p.m.⁴⁶² These stations were in the Ottawa area and the entrance to the Rideau Lakes from Smiths Falls but not beyond the Narrows. The associations wanted the Tay locks to be included in the list of stations to be kept open.⁴⁶³ As a result of continuing pressure, an Order in Council was passed in 1915 allowing the whole system to engage in the new times but Arthur Phillips felt it unnecessary to keep the entire canal open except in certain districts where tourists congregated.⁴⁶⁴

In August of 1915 Perth residents were finally able to have the Tay included in the list of stations which only closed between 9 a.m. and 6 p.m. on Sundays. Phillips explained the addition:

However the number of motor boats in the vicinity of Perth has increased so largely of late that it would really be a great convenience to the residents of this locality if they were accorded the same privilege as to hours for Sunday locking...as they are on other tourist sections.⁴⁶⁵

In 1916 the Rideau Canal Office received authority to leave locks on the Tay Canal and at Poonamalie Lockstation open for twenty-four hours on Sundays.⁴⁶⁶ In this manner the Tay Canal was accorded special recognition in servicing the recreational needs of the public as it shared its extended hours on Sundays with only Poonamalie, which was the busiest station, and the Rideau Ferry bridge until 1919.

However, the Tay was demoted from its special status in 1920 when new regulations kept it closed from 12 a.m. to 5 a.m. and from 10 a.m. to 2 p.m. on Sundays.⁴⁶⁷ The Rideau Canal, compelled to reduce its expenditures in 1924, closed the Tay Canal completely on Sundays, a condition that would remain until after the Second World War.⁴⁶⁸

The Sunday lockage issue revealed the degree to which the canal administration recognized the Tay Canal as an important recreational branch to the Rideau Canal and, especially, the Rideau Lakes although the administration had to be prodded to provide the extra service. Unfortunately for boaters using the Tay Canal, the new found Sunday freedom was limited by the upheavals of First World War mobilization and post-war depression, and finally the need to reduce expenditure.

There can be no doubt that other than the problem of maintaining sufficient water levels and keeping the channel clear on the Tay Canal, the greatest worry for its administrators was the increasing cost of staffing and repairs on the canal in the face of stagnant levels of revenue. As an annual embarrassment to John Haggart, the Minister of Railways and Canals between 1892 and 1896, the Liberal opposition in the House of Commons asked for statistics on the costs and revenues of the Tay Canal. On the last such occasion before the Conservatives fell from power in 1896, Sir William Mulock spread the financial

tragedy of the Tay Canal venture before the people.

Mulock estimated that the total cost of the Tay Canal, including repairs, up to 1895 was \$488,470.98. If Mulock had known that this figure did not represent: the cost of some claims for extra work; flood and damage claims; work left unfinished and cleaned up by Rideau Canal staff etc., he could have said Haggart's pitch cost the government half a million dollars. (In 1986 terms — an equivalent of \$50 million) . Mulock's figures included \$11,598.60 that had been spent on staff and repairs since 1887. The revenues from tolls up to 1895 added to a grand total of \$884.34. For the year 1895, expenditures on staff came to \$1,396.25; for repairs \$1,792.35; for a total of \$3,188.60. Yet the total amount of money raised by tolls on the canal that year was only \$119.94. Financially the Tay Canal was a total disaster.⁴⁶⁹

The Tay Canal was just another burden on the Rideau Canal which had enough problems absorbing its own debts on account of declining commercial revenues. By 1922 a Member of the House of Commons suggested the Rideau system was "as idle as a painted ship on a painted sea".⁴⁷⁰ The Second Tay Canal came on to the scene in the twilight of Rideau commercial navigation. Yet no statistics could do justice to the transformation of the Rideau Canal system to a recreational orientation. With no means as yet to judge or appreciate the contribution of the two canals to

recreational development, the Rideau Canal administration seemed to sail on a 'lost horizon' of hope for commercial renewal. It was so easy for the House of Commons to condemn the outrageous costs of the Tay Canal as it was for the British Parliament to condemn Col. John By for the cost of the Rideau Canal. However, a well built canal system survives today while the debates are forgotten.

**The Second Tay Canal
in the Rideau
Corridor,
1880 - 1940**

**by Larry Turner
1986**

VOLUME TWO:

CHAPTER XI: Use of the Tay Canal

Part I: Navigation

The new masonry locks, direct canal cut and sturdy Perth Basin made the Second Tay Canal significantly better than its predecessor, the Tay Navigation Company Canal. However, the traditional reputation of the Tay Canal of having a dangerous channel with numerous shoals, shallows and obstructions would carry over to the new branch canal. In spite of a major outlay of funds as well as the advanced technology of steam pumps, steam drills, steam dredging and the use of dynamite, the canal maintained a poor reputation for navigability. A major factor in the commercial failure of the canal, beyond the limited economic scope of Perth and its vicinity, was related to the failure of the Tay to provide for vessels on account of low water levels and uneven channel depth.

Contractor Angus Macdonald was the first to recognize the potential danger of boats drifting from the line of the channel which had been cut and dredged from Beveridges to Craig Street.⁴⁷¹ Where the river was wider than the actual channel, navigators had trouble identifying channel boundaries. Fred Wise recommended that a boom of logs be stretched throughout the canal to identify the route and its boundary. However, the high costs of maintenance and difficulties with ice and spring freshets would make a boom

along the river and canal ineffective.⁴⁷²

The greatest concern, however, was not so much the boundary of the channel but rather its depth and the presence of obstructions in the form of boulders, logs, stumps, irregular projections of rocks and, later, weed growth. When contractor Angus Macdonald took a party of Perth residents for a tour on the yet incomplete Tay Canal in June of 1887, the scow on which they were riding became snagged on a number of rock projections.⁴⁷³ With water levels not at the expected height, the little steamer Toncatta had trouble travelling up the canal and the Courier reported numerous boulders in the channel.⁴⁷⁴ When Manning and Macdonald finished their contract late in 1887 the Courier "darkly hinted" that the canal bottom was not up to grade.⁴⁷⁵ Steamers were allowed to use the Tay Canal at their own risk in late 1887 and in 1888, and the risk was more than evident. When Seeley and Moffat's new Perth steamer the John Haggart had its maiden voyage on the Queen's Birthday in May of 1888, the fully loaded boat hit several obstructions on the canal bottom which slowed its passage.⁴⁷⁶

Ostensibly it was the duty of contractors Davis and Sons to use their new dredge on the whole length of the Tay Canal in 1889 but it did not arrive until late in the season, so was only used in the Perth area. A. E. Seeley was then given a contract to remove boulders and snags in

the channel which were damaging boats on the canal including his own steamer John Haggart in which he was a partner with Thomas W. Moffat.⁴⁷⁷ Seeley's work in 1889, however, was not sufficient to prevent his steamer from running on a mud bank below Dowson's during a late June excursion in 1890.⁴⁷⁸

In May of 1891 Fred Wise warned forwarder C. Gildersleeve of Kingston not to load his barges deeper than 4'6" for the Tay Canal at present and emphasized the need for a pilot for the first trip through.⁴⁷⁹ The new Rideau Canal dredge plant was busy on the Tay Canal in 1890 and 1891 but accidents continued to happen. On 8 May 1891 the Perth Courier reported that the John Haggart had made it up the canal with 70 tons of freight "without scraping the bottom" but it also noted the involvement of the steamer Harry Bate in an unfortunate double accident. When the Harry Bate went up the canal with freight and passengers it struck a rock near Craig Street and broke a blade of the screw propeller; upon returning back down the canal it met the John Haggart and was forced onto a sand bank.⁴⁸⁰ The accidents may not have been serious, but during the days of the wooden hulled steamboat the risks made forwarders wary of the Tay Canal. A bad reputation did not make for good business.

When the issue of canal obstructions came up in the House of Commons Debates on 3 August 1891, acting Minister of Railways and Canals, Sir Mackenzie Bowell, answered a

question that a diver and a gang of men had been employed that summer cleaning out the Tay channel at \$200. a month. Bowell denied any complaints that vessels were frequently grounded on the Tay Canal but he did allow the stated fact: "When a strong wind has been blowing, vessels have drifted on the sides of the canal and have sustained slight damages".⁴⁸¹

In spite of intensive dredging the Tay Canal could not free itself from obstructions. Even in 1906 divers were still working on the Tay Canal removing a large number of boulders and logs which impeded navigation.⁴⁸² By 1922 another factor was affecting navigation. The Expositor noted the weed growth crowding the channel on the canal and exclaimed, "Isn't it almost time these were cleaned out again?"⁴⁸³

The other major problem affecting Tay Canal navigation was low water levels. The Tay River was controlled at its rugged headwaters by dams at Eagle and Bob's Lake which were considered reservoirs for the Rideau Canal as a whole. As the major tributary of the Rideau River, the Tay watershed was important for maintaining navigation levels on the Rideau Canal as well as the Tay Branch. The Tay River also flowed through a rich clay plain where agricultural pursuit had denuded the valley of protective forests. The control dams on the top of the river could not affect the fast run-off in lower reaches of the Tay Valley, and spring freshets

and flooding were a constant concern every year in Perth. Private mill dams below government control dams also affected water levels. In short, the Tay system was squeezed to provide a consistent water level for the Tay Canal. The situation resulted in legal difficulties over mill rights in Port Elmsley, as water was held back and diverted for canal purposes. Serious fluctuations in water levels threatened the viability of the Tay Canal as a carrier of heavy freight and large passenger steamboats.

Soon after the canal was ready for navigation "at one's own risk" in 1888, large steamers had their problems. In August of 1888 the civic holiday excursion on the steamer John Haggart was limited to only 150 persons because the water level was too low to accommodate a full load.⁴⁸⁴ In March of 1891 the Courier reported the raising of the Beveridge Dam by six inches to "prevent the steamers knocking the bottom out of the canal".⁴⁸⁵

Low water levels were especially serious late in the season when forwarders were shipping agricultural harvests while merchants were bringing in winter supplies. In October of 1894 the Olive was forced to unload her freight at Rideau Ferry "to be waggoned into town" when low water in the Tay Canal threatened navigation.⁴⁸⁶ Likewise the John Haggart, which was scheduled to pick up a load of Bay of Quinte apples during the same month was, unable to deliver its shipment to Perth and the apples were shipped by rail

from Picton instead.⁴⁸⁷ The irregularity of water levels on the Tay Canal did not encourage scheduled planning nor promote easy access to Perth for importers, exporters or forwarders. For large steamboats especially, the Tay Canal was constricting and limited. The short-comings of the Tay channel did not disturb the small motor boat generation, nor the widespread use of small dual-purpose steamboats or steam yachts. However, the Tay Canal was too often too much of a challenge for the palatial steamer like the Rideau King which in August of 1904 threatened to call off a major excursion from Perth and became stuck in the canal nonetheless, and in the case of the large Rideau Lakes steamer Victoria whose captain cancelled a summer service to Perth due to low water levels in 1919.⁴⁸⁸

Ultimately the Tay Canal was limited by three major factors which affected commercial freight and scheduled passenger services. The canal as a cul-de-sac could not be commercially sustained by the modest economic activity in Perth. Its channel was often difficult to navigate and the fluctuating water levels proved too irregular to encourage widespread use. While this pattern did not affect local Rideau Lakes services or individual recreational boaters it was a major reason why the canal became considered as a commercial white elephant. Superintending Engineer A. T. Phillips clarified the physical problems of the Tay Canal when he wrote to lawyer C. J. Foy of Perth concerning

allegations by Peter Cavanagh about obstructions in the canal in 1905:

I do not know what "large boats" you refer to that you state refuse to come up to Perth on account of the obstructions; but I know from what the directors of the Ottawa Forwarding Company told me when they removed their steamer "Olive" from that route, that it was on account of lack of patronage from the town that compelled them to abandon this route, as their boats are built with their cargo deck forward, and when they did run up to Perth with a load of freight, which brought the boats down to an even keel, they got so little freight back that the bows of the boat were always up in the air, and the stern down, which caused her to strike so much on her down trip that they had to abandon the run.⁴⁸⁹

The navigation of the Second Tay Canal was affected by the economic limitations of the Town of Perth and its channel to the Rideau Canal. As if history was repeating itself, neither Perth nor its make-shift channel and locks could sustain the First Tay Canal, nor could the Tay River and the limited horizon of Perth sustain a second branch canal. The Tay Canal was too big for Perth's 'britches' in any form. In mind over matter, the concept of the Tay Canal was much bigger than reality.

Part II: Commercial Use

The use of the Tay Canal for the transportation of freight was officially the sole reason for its being built. If judged on the singular purpose of carrying freight, the Tay Canal was an unmitigated disaster. The difficulties of navigating the canal, combined with the economic limitations of Perth and the availability of alternative means of transport, left the Second Tay in no better position as a freight carrier than the First Tay Canal.

Steamers carrying freight first used the new Tay Canal in 1888 when water levels were raised to allow boats to run at their own risk from Craig Street to Rideau Lake. The Beveridges lockmaster duly warned boats of possible obstructions, and shallow areas but there were further risks with the on-going dredging activity and fluctuating water levels which resulted from the construction of further extensions in Perth. It was, not until 1890 when the three swing bridges were in operation near the new Perth Basin that the Tay Canal could really be considered open for business. The Tay was useful for supplying contractors employed on the works, but not until the construction had been completed was the canal sufficiently attractive and reliable for the forwarder.

On 30 June 1890 Fred Wise wrote to F. Bradley to inform him that the Tay Canal was ready for traffic. He was concerned about the collection of tolls and the issuing of

passes, and felt that separate accounts could be avoided if the Tay were brought under the regulations and management of the Rideau Canal.⁴⁹⁰ Accordingly, the completed Tay Canal was declared a part of the Rideau Canal by Order in Council on 27 September 1890. The Order in Council outlined the toll rates on the Tay or Perth Branch of the Rideau Canal as follows:

From Perth to Smiths Falls 1 section, or 1/2 Rideau Canal rates.

From Perth to Kingston 2 sections, 2/3 Rideau Canal rates.

From Perth to Ottawa Basin 2 sections, 2/3 Rideau Canal rates.

From Perth to River Ottawa 3 sections, full Rideau Canal rates.

A portion of a section to be charged as a whole section.⁴⁹¹

The number of vessels passing through the Tay Canal from 1 October 1890 to 30 June 1891 proved to be very embarrassing for the government. The tolls collected on vessels and freight during this period totalled \$58.81. Only seventy-five vessels passed through the Tay Canal with a total tonnage capability of 5,831 tons. The Perth steamer John Haggart owned by Seeley and Moffat, was responsible for twenty-four trips in 1890 and another twenty-one in 1891 when the boat was increased in size. Its share of the tonnage was 3,873, accounting for half the total on the Tay. The 144 ton steamer Harry Bate made twelve trips for a total of 1,728 tons, and three other steamers, probably recreational steam yachts, as well as a scow and a skiff

balanced out the rest of the activity.⁴⁹² The outcry in the House of Commons was ferocious. Malcolm Cohn Cameron from the West Huron Riding led a major attack on John Haggart and the Conservative Government in August of 1891. Cameron was incredulous at the statistics.

The whole result is that we have two little tugs, one little pleasure boat, two little rowboats, and one old scow navigating the Tay Canal. What a screaming farce that must be to the frisky Minister of Finance; how the staid and sober Minister of Justice must enjoy the joke; how the grave and solemn Postmaster General must chuckle up his sleeve; how the member for L'Islet must brace himself up, and rejoice at this profound stroke of Canadian statesmanship — an expenditure of half a million resulting in a revenue of \$58.81...That canal, Mr. Speaker, will stand there for all time to come as it is now, a living monument of departmental imbecility if not of something worse.⁴⁹³

As a part of his defence, John Haggart could merely lie and claim that there had been very little traffic, "because the canal was not really open until the 1st of July of this year (1891)".⁴⁹⁴ To be fair, the figures tabled by the government did not include the busy summer months of July, August and September, but Haggart argued as though the Tay Canal had only been finished upon the completion of the last extension in 1891. Nevertheless the figures for freight were dismal and would continue to be in the years to follow.

The Perth Board of Trade also did not consider the Tay Canal to be completed until 1891. At their annual meeting, President William Meighen announced the completion of the canal and congratulated local businessmen Seeley and Moffat

for rebuilding the John Haggart from a 59 ton to a 117 ton steamer to handle the transportation of grain, lumber and other commodities. Built in Perth and launched in 1887, with its maiden voyage on the Queen's Birthday in 1888, the 'Perth Boat' would be removed to a St. Lawrence route by 1893 handling the Perth trade in spring and fall only. In spite of their early confidence, neither the owners nor the Perth area could sustain a boat of that size for a regular passenger-freight circuit.⁴⁹⁵

At that same annual meeting of the Perth Board of Trade, figures were released for the export of agricultural products, mineral resources and livestock from Perth for the year 1890. The value of these exports exceeded \$335,000. but almost all of the goods were transported by means of the railway. It is significant to note the value of the various categories: cheese, \$140,000; cattle, \$60,000; sheep, \$27,300; grain, \$25,000; horses, \$20,000; eggs, \$20,000; poultry, \$8,000; phosphate, \$8,000; butter, \$7,000; hogs, \$6,800; lumber, \$4,500; wool, \$2,500.⁴⁹⁶ Most of the livestock would have been shipped by rail for reasons of speed and convenience. Agricultural products like cheese, butter and eggs were better served by the advancement of railway refrigerator cars which could ship the goods to market quickly and in a more reliable manner. Most significantly, however, the lumber and phosphate figures were very poor. The forested hinterland of the Tay

watershed had been largely depleted and a once promising phosphate trade had been replaced by foreign competition. Even as late as 1887, allegations were made that 800 tons of phosphate would be shipped annually from Perth to Montreal and great quantities would follow after the canal's completion. In 1891 only 200 tons were shipped via the Tay Canal from a single mine near Otty Lake.⁴⁹⁷

When the Tay Canal was first being promoted in the early 1880's, the building trade was at its peak in Perth. In 1884 new construction in the Town of Perth was worth between \$70,000. and \$80,000. In that year a church, a bank, a hotel, two livery stables, one railway station and sixteen dwellings were constructed in Perth and eight stores were built or remodeled. Canals were an efficient means to transport heavy construction material, and in 1886 Angus Macdonald, a contractor on the initial Tay contract, was approached by several parties wishing to use the canal to transport stone for building purposes in Ottawa and Toronto.⁴⁹⁸ They claimed local quarries were under-utilized for want of access. In 1887 Daniel Macdonald was shipping large quantities of sandstone from North Elmsley quarries for the construction of a large insurance building in Montreal but the canal was not at his disposal. When the canal was ready, the construction boom in Perth had ended and there was greater competition among quarries in all regions. The growth of Perth had stagnated again and the

canal could not take advantage of the building materials trade.⁴⁹⁹

Advances in railway transportation, such as the development of refrigerator cars and the access to local and national lines, made the railway an important competitor to the canal. More efficient road access, especially after the rebuilding of the Rideau Ferry Bridge in 1893, encouraged traditional means of transport as well. The failure to attract iron smelting, and the decline of the phosphate and timber trades, did little to encourage freight traffic on the new canal. The limitations of Perth and the onset of the recession from 1884 to 1896 could not encourage too lively a trade in the import and export of manufactured items. Even grain, with a considerable local production, was affected by the vast resources of the burgeoning prairies. Could it not be foreseen that Perth's limited resources would guarantee the failure of another canal on the Tay River after 1882? Was Perth's revival early in that decade so overwhelming to convince residents that a market for a new branch canal would exist, or did the canal emerge at a place and at a date which was simply too late?

The year 1891 has been selected to review the kinds of freight being carried on the canal and the regularity of its use because local newspapers were still reporting shipping activities before the novelty of the canal wore off. The two large steamers on the Tay with capacities for freight

and passengers were the John Haggart (117 tons) and the Harry Bate (254 tons). The John Haggart's schedule for 1891 included bi-weekly return trips to Kingston as well as occasional chartered and holiday excursions. The double decked steamer which was licensed to carry 250 passengers, left Perth for Kingston on Saturday and Wednesday and returned Monday and Thursday.⁵⁰⁰ The Harry Bate ran a weekly service via Ottawa to Montreal. In April the Courier reported that an agent in Perth was looking for freight customers.⁵⁰¹ For the duration of the 1891 navigation season the Perth Courier generally regarded most trips as having good loads of freight. In May a returning John Haggart was described as leaving 70 tons of freight at different ports of call from Kingston and then taking shingles, peas and potatoes back down to Kingston from Perth.⁵⁰² In June the steamer was still reported to be carrying a respectable cargo. One day in July the John Haggart came into Perth with a full load of freight, including 100 barrels of salt for local merchants. In 1891 Seeley and Moffat's vessel also carried loads of freight for the canal extension.⁵⁰³ The pattern of forwarding on the Second Tay, like that of the First Tay Canal decades earlier, was centred around spring and fall activity. In the spring, merchants were eager to receive new supplies and ship goods that had been held in storage for the navigation season. Likewise, merchants and forwarders were anxious to

export harvest commodities in the fall and stock up on new supplies before winter set in. With the competition of the railway, which would carry goods year round, this seasonal character of transporting goods was altered, although the canal continued to be busy at the beginning and end of each navigation season. Thus in late October of 1891, the John Haggart was described as carrying full loads, even having to leave freight behind.⁵⁰⁴

The Harry Bate also followed this consistent pattern and in late October was reported arriving in Perth with a large cargo of general merchandize. It left after midnight with a large amount of freight from Perth. While both the large boats had trouble with obstructions on the new canal, the Harry Bate suffered the most. It is interesting to note that Perth's connections with the Montreal merchandizing and wholesaling trade were still strong. In particular the Harry Bate seemed to deliver goods from Montreal to the area around Perth in general. Robert Meighen had lamented in 1887 that Perth no longer controlled the trade of the back country as it did twenty years before, but when the Harry Bate made its usual weekly visit some consignments were described principally for Lanark and Middleville. On one night in July, waggon teams from Lanark remained in Perth all night after loading their freight.⁵⁰⁵

Along with general goods for merchant houses, the Harry Bate also carried flour and salt to Perth and transported

leather from a Perth tannery and shingles to Montreal. On the last two trips to Perth in the year, the large steamer had so much freight it could not take it all. Perhaps this was why the Smiths Falls steamer Olive made a trip to Perth in November to pick up freight when ice on the Rideau was already interfering with navigation.⁵⁰⁶

Very few other boats were mentioned on the Tay Canal in 1891 let alone ones carrying freight. In May the barges Quebec and City of Kingston were chartered from Gildersleeve of Kingston to take 2000 tons of coal to Perth.⁵⁰⁷ The Annual Report for the Department of Railways and Canals in 1891 described two lines of freight steamers on the branch canal, one connected to Montreal, the other to Kingston, both of which were "well supported by merchants of Perth and surrounding townships".⁵⁰⁸ A definition of "well supported" as this related to Tay Canal freight shipments must be put in context. In all probability, the tolls on the Tay Canal for 1891-92 may have peaked at over \$200. especially when in October of 1892 the Ottawa Forwarding Company placed the steamer Ida on the Montreal-Perth route "to accommodate the increased traffic".⁵⁰⁹ But it declined to \$135. in 1893; and figures for 1894 were \$126.69, and for 1896 only \$119.94. Total revenue on the Tay Canal up to 1896 was a paltry \$884.34. By 1905, commercial lockages (excluding those associated with the recreational excursion trade) were very rare. In 1930 there were no reported lockages of

commercial goods on the Tay Canal.⁵¹⁰

Freight lockages after 1891 were not very consistent with seldom more than one regular steamer on the route and some seasonal fluctuations in the carrying trade. Although the Harry Bate abandoned the Perth connection in 1892, it did carry grain from Perth and other points on the Rideau Canal in 1893.⁵¹¹ The 213 ton steamer Olive was more active on the Tay Canal in 1892, and in 1893 established a weekly run from Perth to Montreal replacing the Ida.⁵¹² The Rideau Belle and James Swift from Kingston also began making regular stops in Perth in 1893. On one day in May of 1893 the Perth Basin was lively with three steamers arriving within an hour of each other—the John Haggart, Olive, and Rideau Belle—"all with good freight".⁵¹³

When the Rideau Belle had an accident with the Beveridges lock gates in July of 1894, a 'large quantity' of freight on board had to be hauled from the temporarily sunken vessel. One scottish salesman lost five trucks full of samples of dry and fancy goods. The fall harvest of Bay of Quinte apples was so popular that the steamer John Haggart would deliver up to 1,000 barrels of "choice winter apples" to the docks of Perth in October of 1892 to 1895.⁵¹⁴

After 1893 the John Haggart visited Perth only in the spring and fall, being assigned to more lucrative St. Lawrence River routes in the summer months. In its place, the Smiths Falls-built Olive, owned since 1892 by the Ottawa

Forwarding Company, ran weekly trips to Montreal as well as the Rideau Lakes area. With the declining use of the canal by the John Haggart, the Olive gradually came to dominate the carrying trade on the Tay. In May of 1895 the Olive made regular Monday trips from Smiths Falls to Perth and Westport. The Olive left Montreal on Wednesdays and arrived in Perth on Saturdays. It continued a similar pattern for several years. In 1896 the Olive left considerable freight in Perth on its first trip of the year. An exception to the Olive's control of freight on the Tay in 1896 was the 109 ton steamer John Milne which brought a load of shingles from William Allan's mill at the close of the navigation season. The tradition of transporting large loads of freight in the spring and fall was carried on by the Olive. On 10 November 1898 the steamer was described carrying "the largest shipment of the season". In 1900 the Perth Expositor reported that the Olive carried a large cargo for Perth merchants in May and suspected that with freight rates down considerably, much more cargo would arrive weekly. When the Ottawa Forwarding Company removed the Olive from the Tay Canal in 1905, the boat had basically become too big and cumbersome for the little canal. Owing to the boat's balance and keel, the Olive found little trouble carrying freight to Perth but when it had to return, with little freight from the town, it had more difficulty navigating the route. The lack of patronage from the town compelled the

Ottawa Forwarding Company to abandon the Tay Canal. Although passenger boats would continue to use the canal, they were normally smaller and more easy to manoeuvre on the system, whether empty or fully loaded.⁵¹⁵

The steamer Victoria was the last of the larger boats to navigate the Tay Canal. Normally handling passengers and some freight on a Rideau Lakes route, the Victoria did haul goods up to Perth as in May of 1923 when it was reported carrying 'a big load of freight'.⁵¹⁶ There is every reason to believe that the small dual purpose steamers and excursion steam yachts and provision boats carried freight frequently but the extent of their cargo would have been negligible compared to the regular freight steamers and barges of a forwarding company.

Although cheese itself did not appear to be transported by canal, quantities being made around Perth required the provision of cheese boxes for the trade. In 1893 a small sloop was described by the Expositor sailing all the way up the canal from Portland with three tons of construction materials for cheese boxes.⁵¹⁷ In 1904, while spending August with his grandparents by the Beveridges Lockstation at the 'Sunnybank' Cottage, young Fred Dickinson recalled in his diary, his experiences travelling with the Mary Louise, a large sailing barge, and the Rover, a barge towed by the Newboro yacht Jopl. The two barges carried loads of cheese boxes and the sixteen year old described an experience on

the Rover and Jopl.

When the yacht came to the top of the lock we got on and as the barge was put beside the yacht while locking through we could sit on the engine room windows and see the engineer running the engine. Both the pilot and engineer were very nice men and talked with us all the way to the Upper Locks. When we reached these the engineer asked us if we would like to go the Perth on the yacht in the morning as they were going to stay at the locks all night and leave at 5 a.m.⁵¹⁸

The boys enjoyed their 'splendid' trip and had another opportunity to accompany the Jopl, Rover and their cheese boxes two weeks later. In his August diary, Fred Dickinson described every barge or boat locking through the Beveridges Locks. On one occasion, he and his friend Edmund Code had to help Lockmaster Buchanan lock through the Westport.

While Mr. Buchanan the lockmaster was at the Upper Locks waiting for the yacht with Mr. McCarthy from Prescott and Ettie in it [sic] the Westport, a large steam barge blew for the locks. Mr. Buchanan had to hustle down and let all the water out as his assistant had gone to Perth just a while before. Edmund and Fred had to help him. We opened and shut the big gates.⁵¹⁹

One of the more curious reasons for building the canal, or at least one of the reasons John Haggart used for defending it, was the notion that a new canal would drive down railway rates. As early as 1887 contractor Angus Macdonald had claimed that Perth was reaping benefits from the new canal as freight rates were being lowered.⁵²⁰ In 1891 John Haggart claimed in the House of Commons that 20,000 tons of freight had cost \$1.50 a ton less to transport, saving importers and exporters in Perth \$30,000.

Haggart also claimed that since the canal was built, freight exported and imported averaged 400 tons a week or 24,000 tons per year. However, Haggart did not identify whether this freight had gone by canal or not.

Sir Richard Cartwright could not believe Haggart's figures in 1891 nor in 1894 when Cartwright rose in the House of Commons to debate the Tay Canal.

The hon. gentleman does not dare to pretend that there is any traffic either to Perth or from Perth worth the mention on this particular canal.⁵²¹

He went on to counter the notion of the \$1.50 saving per ton of freight transported in Perth. Cartwright argued:

according to the hon. gentleman, [Mr. Haggart] it is as cheap to send these goods - which must go either through Ottawa or Kingston, and the same applies pretty much to Ottawa - around three sides of a square rather than by a short cut to Montreal [by railway]. I do not know on what authority the hon. gentleman has made that statement: but I do not think there is a business man in Canada, looking at the situation of the canal and the situation of the Canadian Pacific Railway, and looking at the rates usually levied on this kind of freight - I do not think there is a business man outside of the town of Perth or outside of South Lanark, who could be found to believe that a saving of 1½ cents per ton mile could be effected on that 20,000 tons of freight winter or summer.⁵²²

John Charlton, another Liberal member Of the House of Commons, claimed in 1894 that as far as regulating railway rates, the Tay Canal had no material influence on rate structures and was "powerless to produce any result". With regard to Haggart's claim of the canal as a force in driving down railway rates, Charlton countered that the government

could merely legislate or regulate the freight rate structure and "it was not necessary to spend this large sum of money to dig a ditch six miles long".⁵²³

Nevertheless, when the Perth Expositor reported in March of 1893 that the Ottawa and Parry Sound Railway had lowered its rates between Ottawa and Arnprior by 25%, from 32¢ per 100 to 25¢, it commented "The Tay Canal did better than that for Perth".⁵²⁴ Although there may have been variations in the rate structure for freight coming into or out of Perth via the CPR, it would be surprising if the Tay Canal were a major cause and effect of such changes.

The only identifiable freight shed built by the Perth Basin was that of the Ottawa Forwarding Company, whose steamer Olive was at least a weekly visitor to Perth between 1892 and 1905. It was a low, long, one storey building built along the west wharf or Basin Street side of the Tay Basin. Photographs which survive show no derricks or lifts to help unload steamers or barges, suggesting that freight was merely loaded or unloaded by gang plank. In 1891 there is a reference to temporary derricks and buckets ready at the Perth Basin to unload 2000 tons of coal from two barges.⁵²⁵ During the age of steam it would also have been likely to see many stacks of wood piled near the Tay Basin or elsewhere for the use of local steamers. In 1891 Seeley and Moffat, the owners of the John Haggart, had 300 cords of tamarack softwood piled near the Craig Street Bridge. The

John Haggart and some other steam yachts frequently wintered between the upper and lower Beveridges Locks and sometimes in the locks themselves.⁵²⁶

Part III, Recreational Boating

The Second Tay Canal was not a commercial success but inadvertently it was a recreational boom for the Town of Perth. Not only was the canal finished at the beginning of an era of substantial recreational growth centred around boating, camping, fishing and cottaging on the Rideau Lakes, but the canal emptied into the Rideau system between Poonamalie and Rideau Ferry, the former of which was the busiest lockstation for recreational boaters, and the latter, a focus for widespread recreational activity on the Rideau. When the Tay Canal was completed, it was a timely connection for residents of Perth who used the waterway access to enjoy increasing leisure time on the Rideau Lakes by means of canoe, skiff, sailboat, house boat, motor boat, steam yacht, small dual-purpose steamer and large scale excursion and passenger steamer. The Perth Basin was the focus in the town for this surge in recreational activity and the Beveridges Locks were the outlet to the Rideau Canal system which was transformed from a commercial to a recreational based waterway between 1890 and 1930. The new Tay Canal would witness the apotheosis of Rideau passenger and excursion service by means of small dual purpose steamers and larger cabin steamers between 1893 and 1914 as well as the incredible boom of motor boat traffic beginning at the turn of the century. Although the recreational traffic could hardly compensate for the declining commercial

use of the canal, it became the *raison d'être* for surviving. Recreational traffic breathed new life into a failing commercial system that could easily have gone the route of ruin and despair of the First Tay Canal had not people taken to boats for leisure.⁵²⁷

There is no definitive date for the beginning of recreational boating on the Rideau Waterway but a number of factors, including affluence, increased leisure time, urban concentration, a desire for physical and mental rejuvenation and a cultural sense of 'return to nature' all helped to spawn a recreational movement in the latter quarter of the nineteenth century which peaked particularly between 1890 and 1914. On the Rideau Canal, along with many other lake and river systems in Ontario, boats offered the means by which people could escape and enjoy leisure time in natural surroundings. Increasing accessibility to areas like the Rideau Lakes and technological changes in boats promoted recreational activity in and around Perth.

The Rideau Ferry with its transshipment facilities by boat and later (1871) bridge connection, had emerged as an early favourite for picnics and campers from Perth. In August of 1883 the Perth Expositor reported all available lodgings from Beveridges Bay to Newboro taken up by leisure seekers while many were enjoying their country holiday in tents. All the locations near Rideau Ferry were full and the paper rumored that there was talk of building a summer

hotel at Beveridges Bay, in lieu of the commencement of work on the Tay Canal.⁵²⁸ In July of 1884 the same paper described a Mr. Jno. Coutts as the proprietor of the 'well known Ferry House', soon to be called the Coutts House and later, the Rideau Ferry Inn. By 1890 the Courier noted that the Rideau Ferry was becoming more popular every year due in part to the increased access by water provided by the Tay Canal for people in Perth.⁵²⁹

With the construction of the Tay Canal the Tay River's horizon took on a new focus in Perth even before its completion. The Expositor described the advantages of the Tay River and 'early closing' in 1885, the latter referring to the closing of shops and work places at noon on Saturdays:

Boating is popular this year on the river and is likely to become Perth's favourite summer amusement. The early closing has led to the encouragement of athletic sports also to a much greater extent than usual.⁵³⁰

Even before the first contract for the construction of the canal had been completed, John Dittrick established a small boat livery at Perth in 1886. In an advertisement in the Courier, Dittrick offered to rent out boats at a rate of 25¢ for the first hour and 10¢ for each additional hour although there were deals for half a day at 50¢ or a whole day at 75¢. Dittrick would not rent out boats on Sundays, and discreet late night rowers were charged an extra 10¢ an hour for boats out after 9 p.m.⁵³¹

With the impending completion of the Tay Canal as far as Craig Street in 1887, some of the town elite began making plans to acquire boats. The Expositor noted:

Mr. Peter McLaren intends to purchase a large steam yacht suitable for the Rideau and St. Lawrence. Several other gentlemen in town propose to get yachts and steam launches as soon as the canal is completed to Perth next year.⁵³²

The paper also hinted at the growing tide of recreational activity centred around the lakes in 1887:

Perth people are beginning to appreciate the advantages of the numerous lakes in our vicinity. Christie's, Otty and the Rideau Lakes have all large numbers of campers.⁵³³

The celebration of Dominion Day was most spectacular in 1888 when the canal was navigable as far as Craig Street. The Grand demonstration included the Citizen' Band in a torchlit procession, races on the canal, an excursion on the new Perth steamer John Haggart and thirty-five visitors from Smiths Falls on board a steam yacht.⁵³⁴ Perth was in touch with the Rideau Canal again, just when it was beginning to be explored for recreational purposes by private individuals and public groups on boats.

Recreational boating along the Tay Canal took three differing forms. Many individuals either in Perth or wishing to visit Perth travelled on the Tay Canal in private boats ranging from canoes to steam yachts. Although most of these vessels were compelled to lock through Beveridges Locks to gain access to the rest of the Rideau Canal, some

were small enough, or low enough, to slip under the swing bridges in Perth without requiring any attention by the bridgmaster.

The most accommodating form of excursion and passenger boat was the small dual-purpose steamer or steam yacht capable of carrying people and a limited cargo of provisions. These small steamers served the Rideau Lakes recreational district with competing interests from Perth and Smiths Falls.

The boats with the highest profile but the most limited use were the large cabin steamers capable of overnight accommodation. They attracted large excursion crowds and offered regular, scheduled Rideau Canal length passenger and freight services to locations along the length of the Rideau Canal. Although this was certainly the most glamorous and opulent form of recreational boating; the Tay Canal was not conducive to attracting a great deal of cabin steamer activity, except for special excursions which required a large vessel.

Private Recreational Boating

There is no better indicator of the remarkable growth of private recreational boating, than the lockage figures of Beveridges Lockstation. In 1896, 189 lockages were recorded and fifteen years later, after the astonishing success of the motor boat, this had risen to 798.⁵³⁵ A total of 622 of

these lockages were made by motor boats, the remainder by public passenger and excursion steamers and some freight carriers.⁵³⁶

Since the first motor boat was not launched on the Tay Canal until May of 1901, the figures reveal the sudden and long lasting popularity of these craft. The Expositor described the first gasoline-powered boat:

Thomas Hicks new yacht almost completed. It is 25' x 5' with ribs of blue oak, sheeting of BC cedar and a red and white hull with a narrow blue band around the gunwhale. The yacht powered by a 3 hp gasoline engine and should run at 8 mph. The yacht was built by Isaac Troke. Mr. Hicks will use the yacht to go down and back from his cottage at the Rideau and also for pleasure on the Rideau waters.⁵³⁷

With the technological innovations of new motors and boat hulls early in the century, it did not take long for motor boats to challenge the short distances on the Tay Canal which prompted officials to implement a speed limit for the protection of other boaters.

By 1906 the Courier commented on the yachting season:

Yachting circles will be quickened in Perth this summer by the additions of a number of new and fast gasoline, yachts on the Tay.⁵³⁸

By 1908 there were an estimated 41 gasoline launches based at Perth. In 1909 J. E. de Hertel boasted a record trip from Perth via the Tay Canal and Lower Rideau Lake to Rideau Ferry which he completed in just 240 minutes and five seconds.⁵³⁹ The new speed and relative safety and convenience of gasoline powered boats made them

indispensable to the growing recreational market.

Other boats thrived on the Tay Canal as well, including canoes as well as skiffs that could be rowed or sailed. Some youngsters enjoyed sailing on the Tay Basin in 1892:

The boys have begun skiff sailing on the Basin, having improvised sails to their row boats. This is something unheard of on the Tay Canal or river and though the possibilities for sailing and tacking on the canal are very limited, still the boys seem to get up and down with reasonable facility.⁵⁴⁰

The Courier also noted the growth in canoeing on the Tay Canal in 1902.

The interest in boating and canoeing, the latter especially seems to be steadily increasing in town. Every early-closing night there are from ten to a dozen boats and canoes on the water between here and Glen Tay. In another season there should be a soundly organized boating club here. Perth has one of the finest stretches of river in the continent, and it cannot help but increase in popular regard.⁵⁴¹

The elite private steam yacht found the Tay Canal very accessible as well. In August of 1892, local papers described a camping party on board the Josephine of Ottawa and a yachting party from St. John's, Quebec. In October the 'handsome yacht' Sirius arrived at the Perth Basin complete with crew from Alexandria Bay on the St. Lawrence River.⁵⁴² The Tay Canal made Perth accessible to a growing community of boaters, and a number of residents in the town acquired their own steam yachts, including John Dittrick's Eva Bell, Peter McLaren's Geraldine, T. A. Code's Fairmaid and W. L. McLaren's Wenonah. Even John Haggart owned a

steam yacht which he kept at the wharf near his grist mill.⁵⁴³

Boats of all kinds expanded the manner in which the canal was used, encouraging day trips, picnics, outings, excursions and even longer voyages. In 1900 the Angler's Association picnic was held near Beveridges Locks with members ferried to the site by T. A. Code's Fairmaid and Peter Cavanagh's Katie.

The sail down the Canal with its verdue clad banks and its widespread duck-hunting and fishing ground at the flats below Dowsen's, was a beautiful one, and the field chosen for the picnic, at the locks, on the farm owned by James McVeity, was an ideal one for the purpose, the overhanging trees on one side, and the open field on the other for the sports and the river not far away, providing all the necessary natural equipment for outdoor holiday recreation.⁵⁴⁴

The natural extension of the recreational boating movement out of Perth was to the shores of the Rideau Lakes. Visitation from Perth was a major factor in the rise of resort areas like Coutts Hotel at Rideau Ferry and Garretts Rest on Big Rideau Lake. Hotel visitation and cottage development emerged along Rideau shores in the early 1880's, gathering momentum into the new century. With the development of the Tay Canal, Rideau Ferry in particular became associated with Perth and its recreational community.

The annual Rideau Ferry Regatta, begun in 1897, was originally a Perth event. By 1900 a steering committee

called the Perth Regatta Association planned the annual event with all the portfolios held by members of the Perth elite, including the ubiquitous John Haggart as President of the association. Rideau Ferry was the natural location for such an event since the Perth Basin was too confined for regatta events and the rest of the canal too narrow for general participation and observance. With the bridge at Rideau Ferry and the convenient location of the Coutts House, as well as a sizeable vacationing population of Perthites nearby, the Perth regatta was held on public holidays to attract people from a wide area who travelled to the site by way of road or canal.⁵⁴⁶ Indeed the Perth Expositor described dozens of motor boats on the Tay Canal as well as excursion steamers ferrying people to the regatta in 1909 where 2,500 enjoyed a slate of events which included a procession of 150 boats decorated in flags and bunting.⁵⁴⁷ By 1909 the regatta was run by a Rideau Ferry boating club (sometimes called the Rideau Ferry Country Club) which including local recreationists from Perth and Smiths Falls communities. As the recreational community on the Rideau Lakes broadened, the regatta became less a town event and more an annual activity for cottagers. Nonetheless, the Second Tay Canal played a significant role in the development of recreational activity on the Rideau Lakes, particularly Rideau Ferry on account of the access it provided to the citizens of Perth.

Eventually, with the rise of the automobile the recreational boating community in Perth could by-pass the Tay Canal by leaving their boats at lakeside cottage sites and boathouses, at various marinas or simply by transporting them by car. The recreational community became developed to such a degree that the Tay Canal was no longer a necessary adjunct to local boating practices. It did, however, handle a significant portion of the recreational traffic on the Rideau system. When the Rideau Canal administration began keeping separate lockage records for business and pleasure craft in 1910, the role of recreational traffic, especially motor boats on the Tay Canal, was clearly defined. Between 1910 and 1922 more than 95% of all recreational boat lockages at the Beveridges Lockstation were motor boats. In the 1914 season, the busiest year on record for the Tay Canal, there were 798 motor boat lockages out of a total 810 pleasure boat lockages. Beveridges was rated as the eighth busiest station on the Rideau system for that kind of craft. Even in 1919, with post-war depression and uncertainty, the 289 motor boat lockages on the Tay Canal made Beveridges the twelfth busiest station. Between 1911 and 1917, Beveridges lockage figures for pleasure craft averaged between 600 and 800 which was consistently better than pleasure boat lockages between the Long Island and Smiths Falls sections and Jones Falls to Brewers Mills sections of the Rideau Canal.⁵⁴⁸ The decline of lockages along the length of the

Rideau system during and after the First World War was more representative of changing patterns of boat use than any significant decline in the number on the waterway. The Rideau Lakes had become a pleasure boat haven where there was seldom any need to use the canal locks. It was especially during the rise of motorboating between 1900 and 1914 that the Tay Canal was a significant factor in the development of recreational boating in Perth and a catalyst for Perth's share in the enjoyment of the Rideau Lakes.

The Small Scale Dual-Purpose Steamer or Steam Yacht

Private recreational boating encouraged the growth of tourist related activities and summer provisioning services in Perth as well as some boatbuilding and repair operations; but the establishment of steamers that offered passenger excursion service and supplied provisions to the cottage community added a new dimension to the local economy. With the physical limitations of the Tay Canal, the development of versatile, small-scale steam boats were more in line with the requirements of a small branch canal and its lake centred market. Instead of the stately cabin steamer, it was more frequently the petite, single decked and elongated steam yacht that serviced the real needs of Perth and the recreational community.

John Dittrick, who had established a small boat livery in Perth in 1886, was the first to offer excursions on his

steam yacht Eva Bell which operated out of the Perth Basin. Built by William Robinson of Kingston, the 40' x 7¹/₂' craft was rented for day use to private persons or parties for outings on the Tay and Rideau Canals.⁵⁴⁹ In October of 1892, T. A. Code took a number of friends down the Tay Canal to Beveridges on Dittrick's Eva Bell which only took an hour each way, even with a broken propeller.⁵⁵⁰ As a result of improvements made to the Eva Bell in 1893, the Lanark County Councillors were treated in June of that year to the fastest run ever made down the canal for an excursion.⁵⁵¹ Although limited by size, Dittrick could take groups such as the Methodist Church choir on excursions from Perth. In April of 1894 Dittrick announced his intention to sell the yacht but he carried on excursions in 1895. He sold the Eva Bell in May of 1897 and it eventually became the fishery inspector's boat on the Rideau Canal.

Some boats owned outside of Perth made visits to the Tay Canal or attempted to set up regular schedules. The steam yacht Tropic, built and owned by William O'Mara (sometimes O'Meara) out of Smiths Falls, established a steady Rideau Lakes route in 1892 and was a common visitor to Perth throughout the decade. In 1894 a party of eight Perth men chartered the Tropic to spend a few days fishing at Jones Falls.⁵⁵³ The Tropic visited Perth one evening in 1899:

A merry party of Smiths Falls young people chaperoned by Mrs. Ed. Gronden came in here

NB: endnote 552 is note shown on this page

Wednesday evening on the Tropic. The day had been spent on the lakes and dinner was partaken at Kensmore Cottage and tea at Poplar Point. Their object in coming to Perth was to attend Father Davis' social and they expressed themselves as being delighted with their time here. About 10 o'clock the yacht, to the melodious sounds of song and music, left the wharf here for the return trip.⁵⁵⁴

The steam yacht Nellie, purchased by S. Garrett of Smiths Falls in 1887, was frequently used as a scheduled boat from that town to Garretts Rest, a popular hotel site on Big Rideau. Lake.⁵⁵⁵ It was a regular visitor to Perth as late as 1914 and a description survives of one such excursion in August of 1896.

The yacht Nellie travelled between Smiths Falls and Perth the previous week and a description of the trip given by Mr. Keith of the Smiths Falls Echo who was on board and noted that the trip each way took 2 hrs, 40 min. "How we did pity our old friend the lockmaster and his assistant with their flesh worn to the bone from the continual opening and closing of the bridges".⁵⁵⁶

In 1898 Ogle Carss of Smiths Falls opened a new passenger service on the small steamer Nellie Cuthbert which advertised two trips a week to both Westport and Perth, but the boat was sold by the turn of the century.⁵⁵⁷ A steam yacht from Newboro, the Jopl, made a number of excursions to Perth and used the Tay Canal to haul barges as well between 1896 and 1906.⁵⁵⁸ But it was not until the turn of the century with the arrival of Peter Cavanagh that the day use small-scale steamer became a regular user of the Tay Canal.

Peter Cavanagh, with some original backing from a Mr.

Chapman and C. F. Stone, the latter being the editor of the Perth Expositor, ran five small steamers on the Rideau Lakes from his base in Perth between 1899 and 1916. Only once did Cavanagh have two boats running concurrently as he operated; the Katie, 1899-1901; Cygne or Swan, 1901-03; Aileen, 1904-07; Arra Waring, 1907-11; and St. Louis, 1909-16. The Katie was the smallest, carrying little more than a dozen people while the St. Louis could carry more than 100 excursionists. Cavanagh set timetables for scheduled passenger runs, chartered services as well as special excursions, including ladies' afternoon runs and moonlight outings. He seldom operated beyond the Rideau Lakes and his regular service would have included the supplying of some local cottages and hotels. The following is a time table for the steamer Aileen for July of 1906:

TIME TABLE

-OF-

Steamer Aileen

-FOR THE MONTH OF JULY-

During the month of July regular trips will be run by the Steamer Aileen, as set forth below. In case of any change being made at any time due notice will be given.

MONDAY - Moonlight Excursion leaving wharf at 7:15, Fare 25c.

TUESDAY AFTERNOON - Ladies' day - Boat will leave the wharf, at 2 o'clock running a short distance above the Ferry and returning at 8 o'clock, Fare 35c.

WEDNESDAY - Westport - Boat leaves at 8 a.m., Fare 50c.

FRIDAY - Portland - Boat leaves at 8 a.m., returning at 7 o'clock. Fare 50c. Moonlight Excursion same evening leaving at 7:30, Fare 25c.

PARCELS AND PASSENGERS - On the regular Westport and Portland trips the Aileen will call at all cottages with parcels or passengers.

MONDAYS AND THURSDAYS are open days for parties wishing to charter Aileen.

P. CAVANAGH, Owner.⁵⁵⁹

When Cavanagh had the steamers Arra Wanna and St. Louis operating together between 1909 and 1911, one of the boats would leave the Perth Basin every week day morning in the summer.⁵⁶⁰ Later Cavanagh attempted to have the St. Louis stay on the Rideau Lakes all the time with transfer points arranged at the Rideau Ferry for passengers and parcels. Both Perth papers encouraged and prodded the local public to use the Cavanagh boats, but with an apparent financial stake in the operation by C. F. Stone of the Expositor, that paper's reporting of excursions verged on out-right advertising.⁵⁶¹ In 1901 the paper exclaimed:

The steam yacht, *Cygne*, took a party to Westport last Thursday, and a very enjoyable day was spent. This handsome yacht is specially built for yachting parties, and the citizens of Perth are very fortunate in having access to such a boat. A very pleasant day can be spent on the Rideau and the rates are very reasonable.⁵⁶²

The regular scheduled runs of Cavanagh's vessels over many years suggested a relative degree of success. One of

the few Occasions when the Cavanagh boats went beyond the Rideau Lakes was the annual excursion to Kingston. A discussion of the trip in the Perth Expositor put the pressure on locals in 1901:

A pleasant, profitable and enjoyable trip would be to engage the "Cygne" for about a week and take in the Rideau chain of lakes, going as far as Kingston. This trip is taken by many excursionists who come from hundreds of miles to see the magnificent scenery along the route while we, who have the opportunity of enjoying an outing at a very modest cost are backward and indifferert.⁵⁶³

By 1906 the annual excursion to Kingston took three days and two nights. However, not all of Cavanagh's boats had, sleeping quarters. The only other scheduled competition with the Cavanagh steamers on the Tay Canal were the boats owned and operated by G. A. Davis, a Smiths Falls forwarder. Both Davis and Cavanagh serviced the recreational communities on the Rideau Lakes and there appeared to be no cut-throat competition between them. Indeed the two companies frequently aided each other when one or two of their boats were not able to handle a large excursion. Davis, who started in 1904 with the Iola, brought in the Lee between 1906 and 1914 and the Antelope from 1906-1910. In 1910 the large Victoria was added to the Davis fleet and it became a mainstay on the Rideau Lakes well into the 1930's, followed by the gasoline yacht Victoria II until 1942.⁵⁶⁴

When Cavanagh's operation ceased around 1914, the Tay route was assumed by H. B. Wright, owner of the gasoline

launch Nettie W, who set up shop at the Perth Basin in June of 1916. The Nettie W was advertised as leaving the canal basin at 8:30 a.m. on Tuesdays, Thursdays and Saturday in July and August. It was scheduled to arrive at the Tay Locks at 9:15 a.m, at Rideau Ferry at 10:10 a.m. and at the Rocky Narrows at 12:30 p.m., returning to Rideau Ferry by 4:15 and the canal basin at 6 p.m. the boat ordered and delivered goods for cottagers and also carried passengers and excursionists to the Rideau Lakes. People had to flag down the boat if they wanted to board or to receive or send parcels. Fares were set at 25¢, 50¢, or 75¢ for round trips between Beveridge Locks, Rideau Ferry and the Rocky Narrows. The Nettie W was taken off the Tay Canal by August of 1917 and the Courier lamented that with the Victoria accessible only at the Rideau Ferry, "Perth needs a boat to travel the Tay".⁵⁶⁵

In 1919 forwarder G. A. Davis finally decided to try the Tay route and commenced weekly Wednesday morning visits set at 8:30 a.m. However, the Victoria was a large boat and the Tay was not so accommodating. It was pulled from the Perth Branch by mid-July because there was not sufficient draught for the vessel.⁵⁶⁶

On 26 July 1922 the Victoria tried out the Tay Canal again with an excursion crowd of over 100 people to Portland. The success of the excursion had its desired effect. The Expositor pleaded its case:

Perhaps it was the recent visit of the steamer 'Victoria' which turned the attention of the powers that be to the almost forgotten Tay Canal. At any rate the wharf at the Basin has been repaired this week and many new planks substituted for those that looked a little worse for wear. It is understood that efforts are being made by prominent men of the town to have the 'Vic' or some other boat, visit Perth at least every two weeks throughout the summer. We hope they may succeed.⁵⁶⁷

The Victoria ran a few more excursions in 1922. In late August of that year a large stone was removed from the canal channel which the steamer had hit on several occasions.⁵⁶⁸ The Victoria would continue to make the occasional excursion from Perth in later years, as it did in 1927, but the Tay Canal became limited for recreational users as it had for commercial forwarders. In 1926 the Perth Board of Trade voiced its feelings. The Expositor reported:

At a meeting of the Perth Board of Trade the previous Friday evening T. A. Wright brought up the fact that the Canal was being allowed to get overgrown with weeds and noted that motor boat owners were finding it difficult to get up and down the Canal. Another member (Mr. James) mentioned that he believed that the Canal was being used as an illegal dumping ground. The Secretary of the Board of Trade, on a motion of the membership, was instructed to write Superintendent Phillips asking him to have the Canal put back into shape.⁵⁶⁹

In 1923 merchants John Hart and Jack Lapoint attempted to revive small scale boat service to the Tay Canal and Rideau Lakes for provisions and passengers but the recreational focus from Perth had dwindled, causing the venture to fail. Their boat, the Spark Plug, was sold a

year later.⁵⁷⁰ Widespread accessibility to cottages by road and the keeping of small boats at cottage sites gradually reduced private pleasure boat usage on the Tay Canal such that by 1933 the Beveridges Lockstation was the least used on the Rideau system. Only 18 canoes, 89 skiffs and 67 motor boats and 4 business boats travelled the Tay Canal for a total of 178 lockages in 1933.⁵⁷¹ With provisions and passengers being transported to cottage and resort sites by car, the need for dual-purpose steamers had also largely disappeared. The evolution of recreational boating from a public to a private enterprise reduced the market for the excursion trade. The Tay Canal had blossomed with the rise of recreational boating and the success of small scale dual-purpose steamers at the turn of the century, but the role of Perth as a staging point for water-based recreational activity had changed. Perth was still a supply area for local tourism on the Rideau Lakes after 1930, but the Tay Canal had reverted back to its role as a cul-de-sac. Recreational routes were being paved by asphalt.

The Cabin Steamer

Between 1893 and 1914 the opulent cabin steamer took over the 'Rideau Waterway like no other time in the past. Especially after the turn of the century large steamers like the Rideau King and Rideau Queen plied a route between Ottawa and the St. Lawrence River via the Rideau Canal.

While capable of carrying freight, these steamers became a new linkage in recreational boating as passenger carriers and excursion craft. These large scale steamers were complete with overnight staterooms, saloons, and dining facilities, and their clientele were the travelling public and tourists.

With a few exceptions, the Perth Branch of the Rideau Canal was largely avoided by this class of steamer. As mentioned before, the small-scale dual-purpose steamers or steam yachts were more successful on the Tay Canal because of versatile schedules, a confined Rideau Lakes market and easier maneuverability on a small canal. A large cabin steamer like the Rideau Queen, which had become synonymous with canal tourism, made no effort to navigate the Tay Canal to Perth.

The most notable exception was a steamer built in 1887 for Thomas Moffat and A. E. Seeley by Robert Robertson at the Tippins yard near Craig Street in Perth. The new vessel, given the appropriate name John Haggart, was described as a "strong and staunch boat for carrying grains and other freight, specially designed to accommodate comfortable large excursion parties".⁵⁷² Early in November 1887 the hull was launched into the incomplete Tay Canal and by May of 1888 it was ready for inspection in Kingston.⁵⁷³ Previous to the building of the new steamer, Seeley and Moffat had tried a couple of excursions on the small steam

yacht Toncatta but the John Haggart and the completion of the canal to Craig Street offered new potential in passenger and trade traffic. On the way to Kingston in mid-May, water levels on the Tay Canal were sufficient to take a number of Perth residents as far as Dowson's.⁵⁷⁴ The first official excursion would occur on the Queen's Birthday in 1888 with 50¢ providing passage to Jones Falls and back.⁵⁷⁵ A special excursion involving Lanark County Officials on 21 June 1888 received the highest profile of the John Haggart's early excursions. Both Perth newspapers gave descriptions of the trip combining contemporary political and recreational views of the new canal. The Expositor noted:

The objects of the excursion were partly to entertain the representatives of the people and partly to give them one and all an ocular demonstration of the nature of the improvements effected by the Dominion Government in the construction of the famous "Tay Canal." At eight thirty of the clock the good steamer "John Haggart" was boarded by the excursionists and band on pleasure bent. Following the turnings of the now famous "ditch" the party viewed with satisfaction the appearance of substantiality exhibited by the "rip rap" works along the bank and the massive masonry of the locks at the lower end. These give one the impression that in spite of the vituperation of its enemies, the Canal has come to stay and will prove in the near future a means of both pleasure and profit, not only to Perth and vicinity, but to the County at large....

....Music cards and song beguiled the time while returning, and too soon we were forced to welcome the complaisant lock master, our old townsman Mr. John Cox, who passed us through the gates with all the skill of an adept. The Citizens Band discoursed sweet music at intervals throughout the entire day winning for themselves the appreciation of our guests which they expressed both in words and in a more tangible manner. In due course we arrived at the Red Bridge after a happy, social and

well spent day. All candid observers admit the wisdom of our worthy member after whom the pioneer boat is so appropriately named, in suggesting and securing for this locality the public work soon to become another link in the chain of that inland navigation which characterizes all great commercial nations.⁵⁷⁶

The description of the excursion in the Perth Courier expressed many of the attractive aspects of steamboat excursions:

Such in truth were the feelings which prompted our county officials to give the council and some friends a trip down our new canal to the waters of our lovely Rideau Lake, Thursday last week, and to charter the steamer John Haggart for that purpose. About seventy, including the Perth brass band, at half past eight a.m., were on board. The morning was sunny, with the quiet shadow of a light cloud now and again passing by. Mr. Fraser kindly made his best effort, and the band responded in the sweet music of a waltz as we left the Craig-street bridge. We missed our old friends Donald and Byrne, but the other Reeves were with us.

Of course a new fact needs explanation, and the Tay Canal through which we were steaming was the subject of the conversation, and many expressions of surprise were made at the amount of the work accomplished and the commercial value of the connection with the larger waters of the country.

After leaving the first cutting at Dowson's, lined with white stone for three miles, the beauty of the river into which we emerged and where nature has cast a mantle of green to the river's feet, was an unfailing source of interest to many who had not been there before; but when we arrived at the mile of cutting commencing at the flat dam, the double white stone bank, and the two locks each of thirteen feet lift at the termination, aroused sincere feelings of admiration by their workmanlike finish. In an hour and a half we were out on Beveridge's bay, and looking back could see the two steps we had taken from our town so easily and without change of cars. And now we are out on the Rideau; our vision is expanded, and our lungs are breathing freely; our ideas are enlarged and the music of the band wafts the sunshine into our hearts; memories of the past are aroused to some

who thirty and fifty years ago recalled experiences of early settlement, and incidents are related showing the great advantages we have received from the labors of the pioneers in this country.

We pass the Ferry bridge — a skilfully constructed piece of timbering—greeting our old friend Campbell, who had opened the draw. Beyond the full beauty of closer shore, farther island, and distant blue landscape challenge admiration and excite comment, and without weariness the same feelings are repeated in new vistas made by the steamer's progress in each change of course. And now after sixteen miles of cool lake and refreshing breezes Captain Moffat tied his steamer beside a green sward of four or five acres, skirted by a full wood, and under several tall trees our energetic and cheerful friend "Jim" spread the festive board. Beef and mutton sandwiches, bread and butter, rhubarb and apple pie, coffee and tea, with an unlimited supply of iced lemonade are fully appreciated for an hour by hearty appetites.

And now, dear reader, as we were only men, and the COURIER says, cut it short—allow the correspondent to wind up with a company under a cloud of Havana smoke, with eyes on calm lake and distant shore near Portland, enclosing in the mirror the near and farther islands floating on the blue, with the inverted trees and clouds in obeisance turned, towards our feet, coats and hats hung on lower branches, and the silent enjoyment of nature then the supreme thought. I would like to dwell on our homeward course, but will only say it was a repetition of our pleasure into the evening shadows and the colored sunset and some funny prizes which friend Leo kept on ice, were exhibited on our arrival to an admiring crowd when we landed.⁵⁷⁷

The John Haggart was in its prime in 1890 and 1891. Owners Seeley and Moffat scheduled 'cheap' popular excursions and chartered their boat for all kinds of private and holiday functions from Perth. On a 'cheap' excursion in June of 1890 tickets were only 10 and 20 cents for a trip on the Rideau Lakes leaving at 10 a.m. and returning at 5:30. Scheduled holiday excursions could cost 40¢ and some

chartered trips were designed to raise money such as the Mission Band excursion of 18 July 1890 which raised \$62. for the group. Another fundraiser, a short time later attracted 200–300 people who enjoyed songs and games on board while travelling to the Asbury Church Sunday School picnic site in Westport. The United Workmen Excursion in mid-August sold tickets at 40¢ each, 10¢ for each child under twelve years or \$1. for a family of three. In the summer of 1890 the John Haggart also ran a multi-day special to Kingston and a trip to Smiths Falls where passengers were allowed four hours in town before returning.⁵⁷⁸

When the John Haggart was taken to the St. Lawrence River route in the summer of 1893, it was only available in Perth as an excursion or freight boat in the spring and fall of the year. The large boat, which had been enlarged from 59 to 117 tons in 1891, found a better market elsewhere as the branch canal to Perth could hardly compete with the activity on the St. Lawrence. Although the John Haggart was brought back for nineteen excursions out of Perth and Smiths Falls in August of 1900, the small scale dual-purpose steamers and steam yachts were much better adapted to the size and function of the recreational movement around Perth and the Rideau Lakes at the turn of the century. The John Haggart never really returned to its Perth base and would live its days beyond the Tay and Rideau Canals after 1900.⁵⁷⁹

Many of the large freight steamers that visited the Tay Basin also had passenger space and were available for excursions. In 1893 after the departure of the John Haggart, Captain Noonan of Kingston used his Rideau Belle and the James Swift on the Perth to Kingston route and made the boats available for excursions.⁵⁸⁰ In June of 1893 the Expositor lamented that the Rideau Belle was now the only boat available for excursions. In 1895 the James Swift was available for excursions from Perth one day a week during May and June.⁵⁸¹ The large cabin steamers with their canal length schedules were more inflexible when individual groups wanted to plan charters. The Ottawa Forwarding Company's Olive, a regular visitor to Perth, was often unavailable for excursions, but a description survives of one from Smiths Falls to Perth from August 1897.

It was my first trip on the Tay canal and I will say it was the most pleasant and agreeable part of the voyage to me, as for a good part of the time I really did not know whether the boat was moving on the water or overland. I am somewhat shortsighted, which, as a rule causes me very much inconvenience, but on this occasion it was a decided advantage, for the pleasure of hanging over the side of a moving vessel without being able to see the water, is so delicious and so mysterious a sensation that it would be useless for me to attempt to describe it with any degree of exactness.⁵⁸²

The Tay Canal acquired a bad reputation for larger boats. In June of 1899 the new steamer Brockville attempted an excursion out of Perth and was involved in an accident owing to low water on the Tay Canal.⁵⁸³ Likewise, when the

James Swift was rebuilt into the grandiose Rideau King, it too had trouble navigating the Tay Canal. On 15 August 1904 the Rideau King scraped bottom with 300 merry excursionists on board enjoying a trip to Westport organized by the Masons.⁵⁸⁴ When the large steamer was at its peak on the Rideau between 1906 and 1910, very few excursions were run by these boats on the Tay. In their place, smaller, more versatile steamers handled that brief but colourful group of excursionists from near and far, who enjoyed a public cruise on the Rideau Lakes.

In Conclusion

Two branch canals were built from the Rideau Canal to Perth within half a century of each other. Both Tay Canals were conceived and promoted by Perth elites who saw hope and promise and a means to extend times of prosperity in their community. Based on the purpose they set out to achieve, both canals were abject failures. The Second Tay Canal only survived because it was built following the standards and design of the Rideau Canal, to which it was attached, and because government could more easily absorb the costs of operations and maintenance and thus avoid the politically unappealing task of abandoning the branch. The failure of the first enterprise did not serve as a lesson to the promoters of the second canal. Even in times of boom and prosperity, as in the case of the building of the Rideau Canal, railway development, or incentives provided by the National Policy, the town of Perth and the Tay River watershed had neither the breadth of resources nor depth of economic infrastructure.

The story of the Second Tay Canal reveals some important themes about the nature of financial and political support for public works, the system of tendering for government contracts as well as changes in the technological development of canal construction.

Over the nine year period during which the Tay Canal was under construction, five different contractors were involved in various tasks including channel excavation, dredging, and the construction of locks, wharfs, canal banks and swing bridges. With no overall plan from beginning to end, each contract represented a specific project with overlap occurring with the bridge construction only. The piecemeal method of construction suited the canal's chief promoter, John G. Haggart, M.P., who was able to marshal a series of supply bills through Parliament. Over much of the

decade of the 1880's when Parliament passed a series of money votes for the Tay Canal, the size and cost of the whole project was not detected. Not until 1891, near the completion of the last extension to the canal did members of the Opposition in Parliament fully realize the incredible expense of the new canal. Haggart's house of cards caved in but as in a fait accompli the canal was built and words could not save more waste.

Every one of the contractors working on the construction of the Tay Canal experienced one or more problems associated with a rigid system for tendering government public works contracts. Ostensibly designed to prevent favouritism and corruption, and promote quality workmanship at reasonable rates, a policy of public tendering ultimately encouraged such practices as under-bidding followed by widespread claims for extra work, feuding between contractors and government engineers over specifications, cost estimates and unsatisfactory and late completion of contracts. Each of these factors contributed to the hostile relations between engineers and contractors, partly because the system itself pitted these people together.

Although the Second Tay Canal was built with similar dimensions and with many of the techniques used to build the Rideau Canal a half-century earlier, advances in steam technology were evident on the works in the form of steam drills and derricks and, especially, steam pumps for dewatering and steam dredges for channel excavation which were well suited to the needs of canal builders. In spite of complex and rigorous specifications as well as technically capable contractors and engineers and advances in steam technology, the canal channel was flawed from the beginning and its reputation barely surpassed that of the First Tay Canal.

It is most ironic that a canal built for commercial intentions in the 1880's would serve (almost inadvertently) the increasing interest in recreational boating toward the turn of the century. Despite its limited commercial use, the Second Tay Canal gave Perth a timely access to the flowering of the recreational movement on the Rideau Lakes. The Lakes became more accessible to residents of Perth. The development of small-scale dual purpose steamers or steam yachts, servicing a passenger trade for tourists, cottagers, and excursionists as well a provisioning recreational interests along the lakes, encouraged a new seasonal contribution to the local economy. The recreational focus of the Tay Canal was highlighted in Perth itself with the evolution of the bridgmaster into a role of gardener and park-warden. The beautification of the canal banks, since the use of the four swing bridges became minimal, reflected both changes in administrative priority as well as the innovative characteristics of some of Perth's bridgemasters. Thus the Superintending Engineer of the Rideau Canal could visit the Tay Canal Basin in Perth and praise the gardens and banks but not address the fact that the canal was one of the most glaring failures in government public works.

The Second Tay Canal is a legacy that still brightens the town of Perth and provides a link with the Rideau Canal. Although the legacy has far out-paid the financial losses experienced by such a commercial failure, the Tay Canal is a wonderful representation of a first class white elephant.

Appendix I

List of Tenders received for the Construction of the Tay Canal, from Beveridges Bay to Craig Street.

January 1883 PAC RG 43 Vol. 998 file 98085

1)	A. F. Manning & A. P. McDonald	Toronto	186,444
2)	W. Starr	Ottawa	192,888
3)	John Askwith	Ottawa	199,463
4)	John McInley	Ottawa	215,595
5)	John O'Leary & E. G. Laverdure	Ottawa	220,360
6)	I. L. P. O'Hanly	Ottawa	232,768
7)	Chilion Jones	Brockville	236,833
8)	James M. Millar	Perth	248,734
9)	R. P. Cooke	Brockville	251,380
10)	John Heney & John Bannerman	Ottawa	254,831
11)	Thomas Locks, H. Stewart, L. Quinlan	Montreal	255,662
12)	Denis O'Brien	Montreal	257,726
13)	Michael Shirley	Ottawa	261,328
14)	Wm. Hutchinson & Richard Wood	St. Catherines	265,233
15)	William Davis & Sons	Ottawa	275,636
16)	P. J. Brown & James Cosgrove	Prescott Ingersoll	283,386
17)	A. Charlebois, D. Macdonald, John Brecken & L. Z. Malleto	Montreal	285,059
18)	E. J. Charlton & Alexander Campbell	Ottawa	296,159
19)	J. B. Brannan & John McKenna	Ottawa	298,992
20)	E. A. Smyth, Chas. Elliott, Thos. Nihan	St. Catherines	302,460
21)	W. J. Baskerville, James O'Connor, Patrick Cassidy	Ottawa	302,460
22)	John Stewart		informal

Appendix II

List of Tenders for the extension of the Tay Canal from east side of Craig Street to South side of Peter Street, Perth. May 1888 PAC RG43 Vol. 1002 file 199475

1)	W. H. McDonald, Michael Kavanagh, J. Kavanagh	Ottawa	44,207.50
2)	William Davis & Sons	Ottawa	44,457
3)	W. H. Hendershot	Thorold	45,796.50
	John Brecken	Montreal	
4)	D. B. McDonald	Aylmer	51,293
	John Nicholson	Ottawa	
5)	James Corbett	Ottawa	51,304
6)	A. Kennedy fie John Kerrey	Ottawa	53,074.50
7)	Denis O'Brien	Montreal	53,432
8)	W. A. Allan & S. H. Fleming	Ottawa	56,185
9)	John Stewart	Ottawa	56,315
10)	W. J. Baskerville, James O'Connor, Patrick Cassidy	Ottawa	56,807
11)	W. J. Poupare & J. G. Poupare	Chichester	59,204
12)	Frederick Toms	Ottawa	60,680.50
13)	Wm. Buchner	Welland	64,606
14)	Richard Tobin & J. C. O'Keefe	Ottawa	70,552
15)	A. F. Manning & R. Macdonald	Toronto	71,350.50
16)	Thomas Smith & Donald McDonald	Perth	77,251

Appendix III - The Tay Canal Debate 1891

The Second Tay Canal was built under contract for the Department of Railways and Canals of the Dominion of Canada with funds appropriated by the Government in full view of Members of Parliament in the House of Commons in Ottawa. It has been revealed that the contract process and disagreements between contractors, Rideau Canal officials and Department of Railways and Canals administrators created a considerable amount of conflict and difficulty during the construction of the Tay Canal. Most of this conflict remained within private circles and the engineering fraternity. However there was a considerable public dimension to the building of the Tay Canal between 1883 and 1891. It not only involved the Hon. John Graham Haggart as sitting Conservative Member of Parliament for South Lanark and promoter of the Tay Canal, but the whole government itself. The painful, piecemeal construction of the Tay Canal and its overwhelming cost over-runs spilled into the public eye at an embarrassing juncture for the ruling Conservative Party in 1891. Burdened with the death of their leader, Sir John A. Macdonald, and stung with controversy over scandals in the Department of Public Works leading to the resignation of Sir Hector Langevin, the ruling Conservatives were suddenly forced to defend their actions concerning the building of the Tay Canal under mounting evidence of misappropriation, misleading statements, outrageous cost over-runs, and misguided public

interest, not to mention a conflict of interest centering around John Haggart, Postmaster General in the Macdonald and Abbott Cabinets of 1891 and 1892 and later Minister of Railways and Canals in the Thompson administration.

As a result of questions asked by M.P. John Charlton of North Norfolk on behalf of Malcolm Colin Cameron in the House of Commons on 3 August 1891, a full Liberal onslaught was prepared and enforced on a memorable day in the Commons on 12 August 1891 when the Tay Canal flowed into the national political scene.

Previous to this date, the government had gone into Committee of Supply seeking funds for the construction of the Tay Canal on nine separate occasions between 1882 and when a vote of \$50,000. was passed and finally when a revote of \$20,000. was passed in 1890. On 3 August 1891, the Liberal Opposition in the Commons were reminded that the original estimate of \$132,600. had ballooned to \$440,613.21 and was still growing. Had they added up their figures over the years, the growing problem on the Tay Canal would have been revealed sooner. Indeed there were some queries by Opposition Members in earlier years as on 7 June 1887 when Sir Richard Cartwright asked "how much has it cost, and how much is it likely to cost? There have been sums in the Estimates for the last 15 years (sic]" and Sir Charles Tupper replied "this sum of \$55,000. will complete the work".

In a classic exchange in March of 1890, Sir Richard Cartwright, one of the most incisive speakers in the Liberal Opposition, (but who confused Lanark County with Perth) asked a question concerning a vote of \$11,000. for the Tay Canal and was answered in a frank manner by a tiring Prime Minister: Sir Richard Cartwright. This, I understand, is a really useful work; it drains the County of Perth. Sir John A. Macdonald. It drains the public treasury pretty well.

With such a hint, it was surprising that the Liberals could not unmask the brooding storm. In August of 1891, the Liberal Opposition, hot on the tail of a retreating Minister of Public Works, and a dwindling government majority took aim not so much at acting Minister of Railways and Canals, Mackenzie Bowell, M. P. for Hastings and future Prime Minister, but at the Postmaster General, John G. Haggart of Perth, to whose flour mill, a contract had recently been let to extend the Tay Canal.

On Wednesday 5 August, 1891, two days after questions in the Commons had revealed some new intrigue, seven Liberal members of the House of Commons travelled up to Perth to make a personal inspection of the Tay Canal extension. They included a former millwright, Robert Watson of the riding of Marquette, Manitoba; Archibald Campbell, a miller; William Gibson, a contractor; George W. Dawson and Henry Allen of the Ontario ridings of Kent, Lincoln, Addington and Essex

respectively and Quebec members T. B. Ryder of Stanstead and James Brown of Chateauguay.

They spent two and a half hours viewing the Tay Canal and trying to pick up a dredge load of dirt on Haggart and the Conservatives before returning to Ottawa.. The Tories could expect trouble and local Perth Liberal D. Kippen, as their host, was accused on 11 August by the Perth Expositor as the informant that led to the questions in the Commons in the first place. In spite of a pleas of innocence by Kippen, the boom was lowered on 12 August and Haggart's Ditch arrived on the national scene.

The debate is reproduced here in full as a resource for many differing opinions on the Tay Canal and its purpose. The government majority defeated the amendment by only eighteen votes and the survival of the government was in a precarious situation from day to day. Although the government did survive a number of crises in 1891, the Tay Canal debate attracted widespread media coverage. With the strong political bias of local and regional newspapers, the Tay Canal issue received predictable opinions. Three days after the debate, the aspiring Liberal editor of the Brockville Evening Recorder thought that the "thick-headed" John Haggart should be driven from "decent society" and forced to resign while a more accommodating Conservative paper., the Ottawa Citizen, felt that the extension was not built to benefit Mr. Haggart and defended his honour. In

the following debate, one is made aware of the frustration experienced by Members of Parliament when overwhelming evidence reveals the senseless expenditure and public waste of a government project that went out of control.

Canada. House of Commons Debates

Vol. XXXII, 54-55 Victoria, 1st Session; 7th Parliament.
1891.

12 August 1891, pp. 3738-3780.

[unnumbered document pages 237 to 258 follow]

Sir ADOLPHE CARON. The trouble did not come at all from the Government, but from the corporation, who exacted much more than they were entitled to for the water which we were trying to provide for the drill hall, and, naturally, we had a discussion which extended over a considerable period of time. But I understand that the whole matter has been settled, and I think there will be no more complaint concerning the water. As to the grounds, I think the hon. gentleman should not complain, because we have one of the best drill halls in the Dominion, and I do not think there can be any great inconvenience to these corps by walking to their drill hall, even when there is a little mud in the fields. The field is like other fields in Montreal and other places where the soldiers drill. There are no sidewalks, because it is the business of the corporation to supply them.

Mr. AMYOT. I am very glad if the question is settled with the corporation. There is another point which I wish to bring to the attention of the Minister. The drill shed is not very large, and in the winter they pile up wood, two cords deep, all around it, which diminishes the space inside the building on each side. There is no use building a drill shed and occupying a fourth part of it as a woodshed. The Government should find some other way of housing their wood. When there has been a great deal of snow, I do not think the volunteers should be compelled to go into the drill shed by passing through an immense amount of snow, and having to wear wet pants all the evening. We should at least treat them as ordinary servants, if not as soldiers.

Permanent forces—Pay and maintenance of "A," "B" and "C" Batteries, and Schools of Artillery at Quebec, Kingston and Victoria, B.C. \$ 175,000

Mr. FLINT. I would ask the Minister kindly to make a note of a claim which I wish to present on behalf of the poor widow of the victim of an accident that occurred about two years ago in the town of Yarmouth, when the battalion of artillery were drilling. I would like the Minister to let us know what petitions or applications have been made to the department for some compensation to the widow of that unfortunate man. To show the strength of her claim for some slight compensation, I may say it was, perhaps, the most extraordinary accident that could be imagined. An investigation was made by the department, the result of which was published in the papers at the time, but it has escaped my attention. A labouring man was at work in a stable grooming a horse within a short distance of the end of the drill hall. The company were endeavouring to get a ball out of a gun where it had stuck, and through some extraordinary accident the gun was discharged, although the men stoutly maintained there was scarcely any powder in it. The ball passed through the rear of the drill shed and struck that unfortunate man, a few rods away, killing him instantly. He was a very poor man, and his widow and two or three children were left absolutely destitute, and apart from some slight voluntary assistance from charitable friends, I am not aware whether she has had any assistance from the department. I do not know what view the Minister of Militia may take of any claim which the widow may have against the Government; but even if she had a claim, she

and her friends are utterly unable to prosecute it. Therefore, I will ask the Government to see if they could not possibly place in the Estimates, in some shape, a small sum for compensation for that poor woman. I believe it will not be establishing any precedent which will at all interfere with the management of the Militia Department. I appeal to the Minister to give us the information which he has in his possession, and if the rules of his department will allow it, if it would not be creating an improper precedent, I would ask him to give some slight compensation to this poor widow, suffering from an accident occurring through the operations of a volunteer battalion, although I believe the accident was beyond the control of the officials at that time.

Sir ADOLPHE CARON. The case has been brought to my notice, and I shall be glad to reopen it and consider it, and I will give all the documents and information which have been laid before me.

Resolutions reported.

Sir JOHN THOMPSON moved the adjournment of the House.

Motion agreed to; and House adjourned at 12.45 a.m. (Wednesday).

HOUSE OF COMMONS.

WEDNESDAY, 12th August, 1891.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

PUBLIC WORKS CONTRACTS.

Mr. GIROUARD presented the fourth report of the Standing Committee on Privileges and Elections, reporting that the Hon. Thomas McGreevy had refused to answer certain questions put to him in the investigation being conducted by the Committee concerning certain contracts.

Sir JOHN THOMPSON. The report of this Committee requires some action on the part of the House, and I would merely intimate just now that I propose to move to-morrow in the matter.

PRIVATE BILLS—REPORTS FROM COMMITTEES.

Mr. FOSTER moved:

That the time for the reception of reports from Committees on Private Bills be extended until Friday, the 21st instant.

Motion agreed to.

SUPPLY—TAY CANAL.

Mr. FOSTER moved that the House resolve itself into Committee of Supply.

Mr. CAMERON (Huron). Before you leave the Chair, I desire to call the attention of the House to a public work constructed at the public expense, but not generally known to the members of this House—I refer to the Tay Canal. The first time, so far as I can learn, that Parliament granted aid to the Tay Canal, was in the session of 1882, when Sir Charles Tupper, then Minister of Railways and Canals, asked Parliament for a grant of \$50,000 for the purpose of entering upon the construction of

this canal. He then represented to Parliament that, outside the cost of the land through which a portion of the canal would pass, the canal would cost \$132,660. Parliament voted the sum of \$50,000. In the session of 1883 Sir Charles Tupper, then still Minister of Railways and Canals, asked Parliament for a grant of \$75,000 to continue the construction of the Tay Canal; and on that occasion, after speaking of the plans, specifications and estimates, all of which, I gather from the discussion, which was very short, indeed, had been carefully prepared at the expense of the department, Sir Charles represented to the House of Commons that the cost of the canal would be \$240,000. Mr. Blake, then leader of the Opposition in Parliament, questioned the propriety of this expenditure, and asked the Minister, when moving for that vote, as to the propriety of this public work, as to the necessity for it. Sir Charles Tupper did not pretend that he himself understood anything about the necessity of the public work, but he referred to his hon. friend the member for South Lanark (Mr. Haggart) as being tolerably conversant with the subject. The member for South Lanark (Mr. Haggart), in justification of the vote, made use of the following language:—

“There is the traffic of the town of Perth, and smelting works will be erected there which require this canal. In the back section of the country, as we all know, there are the largest deposits of iron ore in Canada, as well as of phosphates of lime. It will also enable freights to be cheapened in the bringing in of coal for the purpose of smelting iron and for other works intended in that section.”

Upon that representation of the Minister of Public Works, which has never been realized, and from the nature of things never will be realized, the Parliament of Canada was induced to vote the \$75,000 asked for the continuation of this public work. In the session of 1884, Sir Charles Tupper asked Parliament for an additional grant of \$100,000 to continue the construction of this canal, and then also represented to Parliament that the cost of the canal would not exceed \$240,000. But little was heard in Parliament of this work until the session of 1887, and then Sir Charles Tupper, Minister of Railways and Canals, asked for an additional vote of \$55,000. It will be observed that, including the session of 1887, there was voted by Parliament for the construction of this canal \$280,000, or \$40,000 more than Sir Charles Tupper represented in 1883 the canal would cost. Some hon. members of the House by this time became a little doubtful as to the propriety of this expenditure out of the public funds of the Dominion, and the hon. member for South Oxford (Sir Richard Cartwright), ever vigilant in the public interest, put the following question to Sir Charles Tupper, as will be found in the *Hansard* of 1887, page 838:—

“How long has this canal been under construction; how much has it cost and how much is it likely to cost? There have been some sums in the Estimates for the last fifteen years.”

In reply to this pertinent question, Sir Charles Tupper made the following reply:—

“The hon. gentleman will feel very much relieved when I tell him that the expenditure commenced in 1883. From that date to 1st March, 1887, the expenditure has been \$256,360. This sum of \$55,000 will complete the work, including the new basin at Perth, which is not under contract. We shall thus obtain a canal six miles in length at a cost of a little more than \$250,000.”

Sir Charles Tupper represented to Parliament in 1885 that the cost of the work would be \$240,000.

Mr. CAMERON (Huron).

In 1887 he stated in Parliament that already \$256,360 had been expended, and he asked for \$55,000 more, in all, including the year 1887, \$311,360, or \$71,360 more than Sir Charles Tupper represented to Parliament in 1885 the work would cost, and \$178,700 more than he said the work would cost in 1882. I think that if it were a valuable public work, constructed in the interests of the public, even although it exceeded the estimates by several thousand dollars, one would not have so much of which to complain, especially if that were the end of the matter, as Sir Charles Tupper stated in his place in Parliament that it was the end of the matter. But in the session of 1888, the Tay Canal, through the responsible Minister, was again knocking at the doors of Parliament for an additional grant, and Sir Charles Tupper, then Minister of Finance, acting for the Minister of Railways, asked Parliament for an additional sum of \$78,000. On that occasion the suspicions of the hon. member for South Oxford were more than aroused and he drew the attention of the Minister to the enormous expenditure. Sir Charles Tupper said: “This amount is required to settle matters in connection with the construction of the canal. The work has been done.” That was a clear and distinct representation made by the Minister of Finance in his place in Parliament in the session of 1888, that the work of the Tay Canal was then done, and that the \$78,000 then asked from Parliament was for the purpose of paying the balance due to the contractors, the work having been finished. The hon. member for South Oxford (Sir Richard Cartwright) asked Sir Charles Tupper on that occasion: “What will the total cost be?” and Sir Charles Tupper replied: “\$358,364.” In other words, the expense, including 1888, had increased to \$118,864 over the amount which Sir Charles Tupper assured Parliament in 1883 would be the total cost of the completion of the work. One would naturally suppose that after the declaration made by Sir Charles Tupper in the session of 1888, that the work was completed and the sum he sought for not only paid for the completion of the work, but for the new basin, necessary to excavate in the town of Perth, no further expenditure would have been necessary. But, unfortunately for the tax-payers of the country, that was not the end of the Tay Canal, and in the session of 1889, the present Minister of Finance asked Parliament for an additional sum of \$25,000 for this ever-wanting Tay Canal. Upon that occasion, the hon. member for South Oxford (Sir Richard Cartwright) said: “I thought those works were finished last year.” The hon. gentleman had reason to think that the work was finished, because Sir Charles Tupper made the statement in the House of Commons, that the works were completed. The Minister of Finance on that occasion replied: “\$25,000 is required to complete the basin and carry out the other works.” Sir Charles, as I have pointed out, declared in 1883 that the total cost would be \$240,000; he declared in 1887, when he had obtained an additional grant from Parliament, that the sum then obtained would complete the work, including the basin in the town of Perth; he declared in 1888 that the works were complete, and the sum he then asked Parliament would pay up the balance due on the work. The Minister of Finance in 1889 asked an additional sum of money, and the hon. member for

South Oxford (Sir Richard Cartwright) asked him the following question: "What is the total cost of these works, and is this really the last amount required?" The Minister of Finance replied: "The total cost up to date is \$364,951." In other words, \$124,951 more than Sir Charles Tupper asserted to Parliament in 1883 that the work would cost. But the Minister would not pledge himself that it would cost no more than \$25,000, then asked. He was too cunning for that, he did not know exactly himself what it would cost, and he was bound to leave room for leaks and the filling up of leaks, and he did not answer the hon. member for South Oxford as to whether the amount asked for would complete the work or not. Well, one would naturally imagine, after these various grants of Parliament from 1882 down to 1889, that surely Parliament had voted enough for the completion of this work. Not so, Mr. Speaker; because I find that in the session of 1890, Sir John A. Macdonald, the late Premier, asked of Parliament the sum of \$11,000 for the Tay Canal. The hon. member for South Oxford (Sir Richard Cartwright) asked Sir John Macdonald the following question, and made the following statement:—

"This I understand is really a useful work, it drains the County of Perth."

Sir John Macdonald's eyes appear to have been opened to the utter folly of the work from the beginning of it, and he replied in the following language characteristic of the late First Minister:

"Implying if it does not drain the County of Perth, [Lanark it should be] it drains the public treasury pretty well."

It was quite manifest that up to that time this little canal had drained the public treasury pretty well, and Sir John further said:

"The amount is to settle with the contractors and finish the work."

Now, Mr. Speaker, this is the third time, as I have shown you, that a Minister of the Crown, when asking Parliament for an additional sum of money for this canal, declared upon his responsibility as a Minister, that the sum then sought for was the last sum that would be required to finish this work. In 1888 the then Minister of Finance declared that the works had been completed and that the \$78,000 he then sought from Parliament was simply to pay up balances that I suppose were due to contractors and others. One would naturally suppose that after the statement made by Sir John Macdonald when he asked for those \$11,000, that that would end the matter, and that the Tay Canal would make no further demand upon Parliament. One would suppose that Parliament had already been generous and liberal enough to this little work, and that at all events, that should be the last time of calling on Parliament for money. Not so, Mr. Speaker. The Tay Canal was just as rapacious as the Esquimalt Graving Dock. It was just as hungry as the Kingston Graving Dock; it was just as anxious for public money as the Lévis Graving Dock, and it was as keen to get its hand in the public exchequer as the contractors for the dredging of the Quebec Harbour. That was not the end of it, and the end of it is not yet. We find that in that very same session of Parliament, after Sir John Macdonald had got the \$11,000 I have spoken of, another sum of \$20,000 was sought for and was stated to be a revote, a portion of which had been expended and a portion of which had not been expended. He got the additional

\$20,000. Up to that time the expenses of this little canal amounted to \$395,957; a canal that the people of this country and the Parliament of this country were induced to undertake upon the assurance of a Minister of the Crown that the cost would be \$240,000. Up to that time we had expended on that canal \$155,957 more than the Minister assured Parliament, in the session of 1885, the whole thing would cost. Now, Sir, does that end the matter; is the Tay Canal finished, and are there demands still made upon Parliament to build the Tay Canal? One would naturally imagine that, at all events, would be the last time of calling on Parliament for a vote, but it was not. There were other leaks to be filled; there were Micks and Nicks to be gratified and satisfied, and Micks and Nicks were gratified and satisfied; and we were told by the present acting Minister of Railways and Canals on the third day of this present month of August that the cost so far amounted to the sum of \$440,613.21, or, in other words, we had expended up to that time, according to the statement of the acting Minister of Railways and Canals, \$200,613.21 more than Sir Charles Tupper assured the people of Canada and the Parliament of Canada in 1883, that this work would cost. Is that the end of it? No, Sir, the thing is not yet ended, and I fear the end of the Tay Canal will never come. We find, Sir, in the Estimates for 1891-92 an additional sum, as I understand it, of \$30,000 to complete the Tay Canal. Add that \$30,000 to the \$440,613.21 which we were told had been already expended upon it, and you have a sum of \$470,613.21 so far expended upon the Tay Canal, or, in other words, \$230,613.21 more than Sir Charles Tupper assured us this canal would cost, in 1883. Is that the end of it? Surely, there will be no further drain on the public treasury. But the Tay Canal must be satisfied, and everybody connected with the Tay Canal must be satisfied, and that is not the end of it. There is now under construction, as we were informed by the acting Minister of Railways and Canals, in reply to a question I placed upon the Order paper, an extension of the Tay Canal from the basin in the centre of the town of Perth to a place called Haggart's Mill. There is under contract an extension of this canal, the dredging of the canal from the basin up to Haggart's Mill, the excavation of clay and rock, the removal of the permanent stone bridge there, the replacing of it by a new iron swing-bridge, and the purchase of some property in order to enable the swing-bridge to work properly. I am told that all these things will cost well on to \$50,000 more. So that, for the work which Sir Charles Tupper assured the Parliament of Canada would cost \$240,000, we will expend at least half a million of money. But that is not all. In addition to the capital invested in that undertaking we have got annual burdens upon the tax-payers of this country. We have got the interest on the \$500,000 to pay. We have the repairs, and the wear and tear of the canal, which I am told will be a very considerable sum, to pay, and the expenditure for lock-keepers, and keepers of the swing-bridges, and so on, that cannot amount to less than from \$5,000 to \$10,000 a year. All that will be saddled upon the people of this country. We know perfectly well that perhaps for a year or two the wear and tear will not be very much, but well we know from our experience in connection with other canals, that the wear and

tear will increase year after year; and as a return for this expenditure of nearly half a million of money, and the annual cost of keeping up this canal, we have by way of tolls from that canal, from the 1st October to the 30th June of this year, the sum of \$58.81. That is the return on this investment; that is what the tax-payer of Canada gets for expending nearly half a million of money. Now, I would appeal to sensible men in Parliament and out of Parliament, if these statements are correct, and I challenge them to say they are incorrect, if the whole thing is not a gross outrage. They have been taken from the records of Parliament, so far as I have been able to get them from these records. Was there ever such a piece of supreme folly as investing half a million of money in a work that has realized \$58.81 in eight months? We were told in 1883 that plans, specifications and estimates were made by the department. I assume that these plans, estimates and specifications were carefully prepared. We were told that the cost would be \$240,000. I have shown that the cost has now risen to about half a million. What are the pitiful results of all this? We were told by the acting Minister of Railways the other evening that this great canal is navigated by one tug, properly called the *John Haggart*, of 117 tons, which I am told makes one trip a week to Kingston; by another tug called the *Harry Bate*, of 144 tons, which I am told makes one trip a week to Montreal; by a pleasure boat called the *Geraldine*, of 15 tons, belonging to Senator McLaren; by another little boat of 8 tons called the *Firefly*, about the size of an ordinary rowboat; by another little boat called the *Ranger*, of 8 tons, about the size of an ordinary rowboat; and by an old scow, which I am told made one trip in the season, in carrying coal, I believe, from the Rideau Canal to the dredge working on the Tay Canal. The whole result is that we have two little tugs, one little pleasure boat, two little rowboats, and one old scow navigating the Tay Canal. What a screaming farce that must be to the frisky Minister of Finance; how the staid and sober Minister of Justice must enjoy the joke; how the grave and solemn Postmaster General must chuckle in his sleeve; how the member for L'Islet must brace himself up, and rejoice at this profound stroke of Canadian statesmanship—an expenditure of half a million resulting in a revenue of \$58.81. But, Sir, it is not a farce to the Canadian people; it is no joke to the Canadian tax-payer. If it is either a farce or a joke, they must foot the bill. No, it is no joke to them; it is something else, and something a great deal worse. That canal, Mr. Speaker, will stand there for all time to come as it is now, a living monument of departmental imbecility if not of something worse. That is not the end of the Tay Canal. There is something more yet. The people are not relieved of the burden of the Tay Canal yet. The canal proper extended, or was intended to extend from a place called Beveridge's Bay on the Rideau Canal to the basin in the town of Perth. That was the original undertaking, and the only undertaking that Sir Charles Tupper asked the assent of Parliament to. That was what Parliament was asked to sanction, and what Parliament did sanction under false pretenses, under the pretence that a trade would spring up there to feed this canal, under the pretense that \$240,000 would complete the work. It was as gross a fraud perpetrated on the tax-payers of

Mr. CAMERON (Huron).

this country as was ever perpetrated by any Government on any people. I have said that that is not all. Last spring, without the assent of Parliament, so far as I have been able to gather—for I had not the honour of being in Parliament at that time—without the assent of the representatives of the people in Parliament assembled, without any appropriation by Parliament for the purpose, this Government took upon themselves to enter into a contract to extend that canal from the basin in the town of Perth up to Haggart's mill, at a cost, we are told by the acting Minister of Railways, of \$18,466. I do not know whether that includes the cost of a swing-bridge or not, or the cost of purchasing land for the purposes of the swing-bridge; but I venture to say that what the Government have now undertaken to do without the assent of Parliament and without an appropriation by Parliament, will reach from \$25,000 to \$30,000, if not more. Now, what induced this Government, without consulting the representatives of the people, to enter upon this mad folly of extending this canal from the basin in the town of Perth up to Haggart's mill? It was bad enough to enter upon the construction of the old Tay Canal. I believe it is of no public utility, and never will be. I believe it serves no public interest now, and never will serve any public interest. I believe the canal was not constructed in the public interest. But to extend that canal from the basin in the town of Perth up to Haggart's mill, was an act of the maddest folly that any Government ever perpetrated, and I venture to say that no Government in the wide world except this Government would perpetrate such an act. Now, I challenge the acting Minister of Railways and Canals, with six of the most stalwart supporters he has got behind him, to visit the Tay Canal; I challenge every man on that side of the House to travel over the Tay Canal from the Rideau Canal right up to Haggart's mill; and if they do not come to the conclusion which I have come to, that this work is not in the public interest, I will candidly admit on the floor of Parliament that I have been misinformed on the subject. Hon. gentleman need not be afraid to visit it; they need not be alarmed at the warning notes uttered by the acting Minister of Railways, the other evening, when he told us that the high winds blowing over this great canal often drifted the vessels ashore. They need not be afraid if the storms do rise and the winds do blow, and the vessel springs a leak and becomes a wreck, because every one of them can easily wade from the deepest part to the shore without the slightest danger to their lives. Do visit the Tay Canal, by all means, and visit the extension of it up to Haggart's mill, and if you do not come to the conclusion that this extension is not in the public interest, I will confess at once that I have been misinformed. Ask yourself when you visit it, for whose benefit was this canal extended from the old basin to Haggart's Mill, what public purpose does it serve, and in whose interest does it exist? I venture to say that of the 215 members sitting in Parliament to-day, if they all visited this canal, everyone would say that it is of no public utility, that it serves no purpose except the purpose of Senator McLaren and the hon. member for South Lanark. Believing, Mr. Speaker, that this is a wilful waste of public money, believing that this extension was not constructed in the public interest, believing

that it benefits nobody except the owners of that mill, believing that it is a squandering of the people's resources, believing that the Government were wholly unjustified in extending the canal from the basin to Haggart's mill, without the sanction of Parliament, without the approval of the representatives of the people, and without an appropriation by Parliament. I beg to submit to you the following amendment:—

That all the words after the word "That" be left out, and the following inserted instead thereof: "In the session of 1882 Parliament was induced to enter on the construction of the Tay Canal, on the assurance of the Government that the cost would be \$132,660.

1. That, in the session of 1883, Parliament was induced to continue the construction of the Tay Canal, extending from the Rideau Canal to the basin in the town of Perth, on the assurance of the Government that the cost would be \$240,000.

2. That, in the session of 1887, Sir Charles Tupper, then Minister of Railways and Canals, declared that, up to that time, \$256,360 had been expended on said canal, and that \$55,000 would complete the work, including the new basin at Perth. Parliament then voted said sum.

3. That, in the session of 1888, Sir Charles Tupper, then Minister of Finance, stated that the whole cost of the canal would be \$358,364. He then asked for and obtained an additional sum of \$78,000, and stated that "this amount is required to settle matters connected with the canal. The work has been done."

4. That, in the session of 1889, the Finance Minister asked for and obtained an additional sum of \$25,000, and then stated that "\$25,000 is required to complete the basin and carry out other works," and that the cost up to that time was \$364,951.

5. That, in the session of 1890, the late First Minister asked for and obtained two additional sums of \$11,000 and \$20,000, the latter a revote, respectively, and on that occasion declared "that this amount is to settle with the contractors and finish the work," and then also stated that this work "drained the public treasury pretty well."

6. That, according to the statement of the Acting Minister of Railways and Canals, the amount expended on the Tay Canal, up to 3rd of August, 1891, was \$440,613.21.

7. That, in the Estimates for the years 1891-92, an additional sum is asked for of \$30,000, or in all \$230,613.21, more than Parliament was assured by the Government the works would cost.

8. That, without the assent of Parliament, the Government has contracted for an extension of said canal from the said basin—the former terminus thereof—to Haggart's mill; at a cost of \$18,466.

9. That the vessels using said canal so far consist of two tugs of 117 and 144 tons respectively, one pleasure boat of 15 tons, two small boats of 8 tons each, one scow of 30 tons and one skiff of 1 ton.

10. That the gross receipts from said canal, from the 1st October, 1890, to the 30th June, 1891, amount to \$58.81.

11. That this House is of opinion that the said expenditures on the said canal are in violation of the pledges and assurances of the Government to Parliament, and this House is further of opinion that the said extension of the said canal to Haggart's mill is not a work that ought to have been undertaken at the public expense, and is unwarranted by any public necessity."

Mr. BOWELL. I do not know that I have any fault to find with the manner in which the hon. gentleman has treated this subject. I regret that I am not sufficiently acquainted with the history of the canal to enable me to speak of it in the way I should like under the circumstances in which it has been brought before Parliament. I have this, however, to say, that if the records of the past are to be exhumed, and if the utterances of Ministers of Public Works are to be taken as positive pledges as to the cost of all such works, I very much fear that the same charge of impropriety might be made in many other cases. I have no knowledge myself, but perhaps the hon. gentleman who has had some acquaintance with dredging and with works of that kind in the west can speak with more authority upon this subject than I have. I know

of no work which has been commenced by this Government or by any other Government, where the expenditures have been confined within the first estimates and the reports of the engineers, except perhaps in the matter of the Goderich harbour. My hon. friend knows that that was not an exception to all rules, and that in no case has the report of the engineers in regard to any work, stating that certain sums would be sufficient to complete it, been found to be so erroneous, within my recollection of about a quarter of a century, as in regard to the work to which I refer. Constant application has been made to Parliament to complete that work and make it useful for the purpose for which it was designed. I do not say there was anything improper in that, but I draw attention to it because my hon. friend is more acquainted with the works on Lake Huron than probably any other member of this House. When he makes these charges against the Government, and particularly against Sir Charles Tupper, I instance the Goderich harbour to show that the same would apply to every public work which has been undertaken since Confederation. I have watched pretty closely the remarks which have been made by the hon. gentleman, and they seem to be confined more especially to the last extension of the Tay Canal, to that unfortunate mill which bears the name of my hon. friend, the member for South Lanark (Mr. Haggart). If my hon. friend from South Lanark did not own the mill, I think we would not have heard anything about the extension of the Tay Canal to that place.

Mr. SOMERVILLE. Hear, hear. The canal would not have been extended there.

Mr. BOWELL. That is the *gravamen* of the whole charge, and before hon. gentlemen give expression to their opinions on that subject, they should understand exactly what the facts are—and I refer particularly to my hon. friend from North Brant (Mr. Somerville). They should ascertain before making charges whether this extension is for the benefit of that mill, either in raising the water in the mill-dam or in what is called the bulk-head. If they can show that any personal advantages were to be obtained by a member of this House or by a senator, then a charge might lie, but until that is done, I do not think any hon. gentleman has a right to charge the Government with having expended public money for the particular and personal advantage of any hon. member. Looking into the history of this canal, I find that this is not a new matter. The Tay Canal was first constructed by a private company, with the object of connecting the town of Perth with the Rideau navigation. On this canal were five wooden locks. The first contract for the construction of a new canal was entered into by Messrs. A. F. Manning & Co., on 15th June, 1883. This contract extended from Beveridge's Bay, on Lower Rideau Lake, to Craig Street, in the town of Perth, a distance of about six miles. It consisted of an artificial cut 1½ miles long, with two stone locks of 13 feet lift each, of the same dimensions as those in the Rideau Canal, the lock gates and also the wooden swing-bridge, where the public road crosses the road between the locks, being built by day labour by the Government employees. From the junction of this cut and the river to Craig Street, the work consisted

of deepening the channel of the river, cutting across bends, &c., these cuttings being chiefly in rock. The next contract, from Craig to Gore Streets, was entered into by Wm. Davis & Sons, on 12th July, 1888. This contract consisted of deepening the river by dredge work, the building of stone piers for three swing-bridges to replace the wooden ones across the river at Craig, Beckwith and Drummond Streets (the superstructures of which were built by contract by Weddell & Co., of Trenton), and the excavation for and the crib wharfing around the basin. The next contract for the further extension of the canal from Gore Street to 1,000 feet west was entered into by Mr. O'Toole, on 26th January, 1891, and consists of building the stone piers for the new swing-bridge which replaces the old stone arch at Gore Street (the contract for the superstructure being entered into by the Canadian Bridge and Iron Co.), and deepening the channel of the river for the above-mentioned distance. Now, in reference to the extension, I heard, when this question was first brought up, that certain gentlemen, eminent engineers, in this House, accompanied by the most eminent of all, the member for Marquette (Mr. Watson), went up to examine that work, and that they went there with the object of attacking the Government and blowing them sky high. I at once sent for Mr. Wise and asked him what reasons he had for recommending this extension, and who would derive advantages from this, and whether this mill, of which we have heard so much, was to be benefited by it. He gave me a verbal statement, and I told him to put it in writing, which I shall read to the House what he reported to me. I am not an engineer, nor should I be able to give an intelligent opinion on a matter of this kind. Mr. Wise handed me the following letter:—

"RIDEAU CANAL OFFICE.
"OTTAWA, 10th August, 1891.

"The Hon. MACKENZIE BOWELL,
"Acting Minister Dept. Railways and Canals,
"Ottawa.

"SIR.—Referring to the conversation I had with you on Saturday last, with regard to the extension of the Tay Canal up the river to the mill-dam, I beg to report for your information:

"That the first extension from Craig Street to the old basin, in the town of Perth, (a distance of about 2,100 feet) was made for the purpose of having the terminus and wharves in the centre of the town; the corporation expending some \$4,000 in buying out a tannery which occupied part of the land required.

"That the basin is now within stone's throw of the town hall, and that its construction has been of the greatest benefit to all classes both in the town and also in the surrounding country, freight having been reduced fully 50 per cent. since the freight boats commenced running regularly.

"That the second extension up the river is for a distance of about 1,000 feet.

"That it was petitioned for in order to extend the navigation through a portion of the town above Gore Street, so that, if necessary, the wharves could be extended in that direction at any future time; the corporation contributing \$4,000 towards erecting the new swing-bridge required at Gore Street.

"That this portion of the river had hitherto been used as a dumping ground for all sorts of refuse, which, during the spring freshets, would all be carried into the basin below.

"That it is not a fact, as is generally supposed, that these improvements in the river will be the means of increasing either the head or supply of water to the mill, which has been no more benefited than any other property in the town.

"I have the honour to be, Sir,
"Your obedient servant,
"FRED. A. WISE,
"Supt. Engineer."

Mr. BOWELL.

I believe those who know Mr. Wise know that he is a man whose word can be taken implicitly upon any question of that kind affecting the profession of which I understand him to be a clever member. Now, these are the reasons given for the extension of this canal. The question is really whether the Government is to be condemned by that resolution for having commenced a work and carried it out to completion which has cost more than it was originally supposed it would cost. I find no charge made by the hon. gentleman that there has been any money improperly spent except in the construction of the canal itself. The hon. gentleman declares that this work ought never to have been commenced; if that is so, then Parliament is equally responsible with those who proposed it. My hon. friend ridicules, in the facetious way that generally characterizes him, the statement made by myself, the other night, in reply to a question put by him as to the number of boats navigating this canal, and their tonnage. It must be remembered that it is only since the 1st of July, last year, that the canal has been opened; it has only been opened for a very short time, it is not yet in a complete state, and we could not expect much traffic over it yet. Reverting again to the cost of public works, I have a distinct recollection of hearing the late hon. member for East Northumberland (Mr. Keeler) some years ago making a statement in this House that if the Government would vote him \$75,000 he would construct a connection between Presqu'Isle Harbour on Lake Ontario and the Bay of Quinté. Well, after a good deal of trouble those who were interested in the construction and completion of that work induced the Government to place an appropriation before Parliament, and it was voted; but instead of \$75,000, the connection between these two waters has cost nearly \$1,250,000. True, it is not a canal of the character of the one we are discussing to-day; it is one which enables the lake boats to travel from the west down to Montreal. The canal is from 11 to 13 feet deep, in fact it is as deep as the Bay of Quinté in many places, so that by increasing the depth and by making it a more permanent work, we have expended upon it a great deal more than was ever contemplated. I am glad to know that the traffic through it is rapidly increasing, and it is becoming the great waterway from the west to the east; and I have no doubt, as the people begin to appreciate its value in the way of safety and for other reasons, it will be used still more largely in the future. And so in all probability it will be in the case of the Tay Canal, although it is a very much smaller one. I merely instance this to show that in the commencement of a work, and as it develops, and as construction proceeds and continues, in most cases the expenditure increases, for various reasons which it is not necessary for me at present to refer to. I like the wide range the hon. gentleman took when he spoke of the cost of management of this canal. "Why, Mr. Speaker," he says, "it will range from \$500 to \$10,000." He might just as well have commenced at a cent and gone up to a million.

Mr. CAMERON (Huron). I did not say that, I said the wear and tear.

Mr. BOWELL. I understood the hon. gentleman to say the management; probably I misunderstood him. Well, Sir, the cost for one year, or

since it was opened, of maintaining the canal, has been about \$750; I think that is about the sum I stated to the House the other day. What the wear and tear may be in the future, I cannot say. As to the winds that were to blow and the waves that were to roll, of which my hon. friend spoke so eloquently when he ridiculed the danger to loss of life that might occur in navigating the canal, if the waters of that canal are of the character of a calm mill pond, as the hon. gentleman seems to think, the expenditure of maintaining the canal will not be as high as my hon. friend anticipates. In regard to the bridges, the number of which I gave the House the other night, the hon. gentleman has misinformed the House in stating that they were new bridges. They were for the purpose of replacing old bridges that already existed, so that the fact of there being so many is not due to the action of the Government in giving to the town more bridges than they formerly had. The bridges have existed for years, and in the reconstruction of these four bridges the town of Perth made a certain appropriation, and the Government provided the balance. There is one bridge, however, that is new, and cannot be classed among the other four to which I refer. Now, I have shown, in the first place, that the expenditure of money was authorized by Parliament. It is true the first forecast of the estimates has been exceeded, as it has been in the case of almost every work that has been undertaken by this or by former Governments. It would be well if engineers had arrived at that state of perfection in their profession which would enable them to lay before a Government the exact cost of any work which is to be undertaken; but there are so many circumstances which intervene between the commencement of any work and its completion, that it is almost impossible to give an exact estimate beforehand. I have shown from the report of the engineer the reasons why this extension was made, and upon his authority I make the statement that the advantages which the hon. gentleman said were to accrue to the hon. senator and to the member for South Lanark, will not be shared by those gentlemen any more than by other property holders in the vicinity of the canal. Their interests are no more subserved by the extension of this canal to the town of Perth, than are the interests of any other resident or property holder in the town. In fact it does not give to either of those gentlemen any particular advantage over their neighbours, as has been inferred by the hon. gentleman. The hon. member insinuated that the opening up of this basin and the extension of the canal was made for the special benefit of the member for South Lanark, on account of his owning a mill. This statement is not the case. Now, with these facts before the House, and with others which will, no doubt, be laid before us before this debate closes, I scarcely think that the deductions drawn from the quotations which were made by the member for Huron are justified in fact. While I have no doubt as to the manner in which the House will vote upon this question, neither have I any doubt as to how the hon. members opposite would vote for any motion which might be moved by that hon. gentleman, no matter how unreasonable the proposition might be or however incorrect it might be. However, you have the facts before you so far as I am able to give them in connection with this work. And until, I repeat, it can be shown that there has

been any improper act on the part of the Government in the spending of this money, in the giving out of the contracts, or that it was done for the special benefit of any member of the House and more particularly a member of the Government, I hesitate not to say that the hon. gentleman's motion should not have been put to the House.

Mr. GIBSON. Considering the subject, I congratulate the acting Minister of Railways on the defence he has put forward. I was one of those who went up to look at the work, making the visit more from feelings of curiosity than anything else. I did not make estimates or surveys, but I would be a very stupid man if I failed to see on the face of the work the reason for the extension of the Tay Canal. The acting Minister of Railways has said the expenditure on the canal was for a public work. I must say for the people of Perth that they are very blind to their own interests if they imagine the expenditure for the extension of the canal is to benefit the town by carrying the business further on, because the canal as it now stands is in the very centre of their town, within 100 feet of the public buildings. I must say as regards the canal itself that it is a work well done. I am not afraid of the "raging waters" as the hon. member for Huron (Mr. Cameron) suggests, because I find in the official records that the canal is only 5½ feet deep. Very few people would drown in that depth, and I fail to understand how, as the hon. acting Minister of Railways pointed out, vessels drawing 13 feet of water could pass through it on their way to Montreal.

Mr. BOWELL. I do not think I said that. I was referring to the Murray Canal when I made the reference.

Mr. GIBSON. At all events, I trust that the hopes of the Minister will be realized in the future, if they are in this direction. When a work of this kind has cost \$4,500,000—

Some hon. MEMBERS. Oh, oh.

Mr. GIBSON. \$450,000 I mean, and if the receipts have only amounted to \$58.81, it is high time the traffic on the canal was increased. The acting Minister of Railways spoke as if an improper charge was to be made against the Government. Does the Minister think that because the Ministry, or some member of it, is not charged with stealing out of the public chest, we have no right to question the propriety of any expenditure? He said that this work was encouraged by the town of Perth to the extent of giving \$6,000 for the highway bridge through the centre of the town. As a public contractor, and one employing labour, I say that a sum of \$6,000 given by a town as a bonus is money well spent in a case of this kind, where I find 80 men employed in town at \$1.40 per day, and who will probably be there for some time to come. The Minister also stated at another time that there were 1,000 cubic yards of rock excavation. According to Mr. Wise, whose report he read, the extension is 2,000 feet long. And if we take 2,000 feet of rock cutting, 40 feet wide and a foot deep, we will find it will give nearly 3,000 cubic yards of rock excavation under this contract, which, when the contract comes to be paid up, will come in as a claim on the Government not contained in the estimates. The matter of the canal has been so well and fully dis-

cussed by the hon. member for Huron that he has left me little to say, further than to say that I have not the least objection to the canal itself, but I do object to the scandalous use of public money for the extension of this work from the town of Perth carrying the business outside the town limit to Haggart's mill. It is done for no other purpose than to give the mill a greater head of water. It would have paid the Government well to have increased the depth of the tail-race instead of carrying out this work, and the result might have been accomplished without building a canal, which is of no particular benefit to the country, or it would have paid to have moved the old mill further down.

Mr. LISTER. What is its capacity?

Mr. GIBSON. About 75 barrels in the 24 hours. I have nothing to say against Mr. Wise's report, because he, being a Government employé, might be doing a very unwise thing if he had reported otherwise. Let an independent engineer visit the place and give an unbiassed report, and if he says this extension of the Tay Canal from Perth to Haggart's mill is a work of general utility, I will give him my head for a foot ball.

Some hon. MEMBERS. Too soft.

Mr. GIBSON. It is not too soft. It would be better for some hon. gentlemen opposite if they had both softer heads and softer hearts. The capital invested in this canal when finished will be, roughly speaking, \$500,000. The interest on this may be placed at \$20,000 per annum; maintenance of canal banks, &c., at \$1,000 per mile, \$6,000 per annum; cost of lock-tenders, wages 8 men at \$1.25 per day, 200 days, \$2,000. These items show that the annual cost of maintenance will be \$28,000. I find that on the Welland Canal the cost is as follows: Maintenance, 27½ miles, staff, \$97,035, or \$3,528 per mile; repairs, \$50,402, or \$1,829 per mile. Carillon and Grenville Canal, 6½ miles, wages, &c., \$7,582, or \$1,166 per mile. Under these circumstances, I hold that it would have been much better to have deepened the river above the town of Perth so as to have increased the head of water for the hon. Postmaster General's mill, for this would have saved all this extra expenditure incurred to make it appear that the Government were building a canal for the purpose of increasing the trade of Perth, which canal, in my humble judgment, does not require any extension, as the canal basin is now situated in the centre of the town. For these reasons, I shall vote for the amendment of the hon. member for West Huron.

Mr. WATSON. As my name has been mentioned by the hon. gentleman opposite as one of the inspectors,—

Mr. BOWELL. Engineer.

Mr. WATSON. I am not an engineer. I was given to understand that I was supposed to be an engineer by the remarks of the acting Minister of Railways, but that is not my business. My business is that of a millwright, and I have some knowledge of that on which I am about to speak. Having some knowledge of the subject I felt it to be my duty to visit Perth for the purpose of seeing these public works. I believe it is the duty of every hon. member as far as possible to visit and view for himself, if he has any idea of forming an estimate of the work going on, as to how the

Mr. GIBSON.

public moneys are being expended. I have on former occasions asked this House to vote public money for the purpose of opening up and developing large trade. I have asked repeatedly for a vote for improving what are known as St. Andrew's rapids on the Red River. Not one dollar has been spent there. Talk of water power, thousands of horse power could be obtained there for the expenditure made on the Tay Canal. I visited Perth and took in the sights. I must say that I never was more surprised in my life to hear that any Government, or that any engineer would report to the Government, that they should expend the public moneys for the work that is now going on in Perth. I had heard of Haggart's mill, and I thought it was a large mill, that it might be one of these infant industries that the Government wished to protect and encourage, and that they wanted to construct the canal for the accommodation of the trade to and from that mill. But, Mr. Speaker, what did we find when we arrived at Perth? We found a small mill, with a capacity of turning out 75 barrels of flour in twenty-four hours; a two and a-half storey building, forty by sixty feet, and any gentleman in this House knows what a building of that description is worth. It is true it has a water power, and I suppose that the acting Minister of Railways will see fit to condemn the action of the Government, or at least to say that the Opposition are justified in bringing forward this matter, if it can be shown that the present Postmaster General has benefited by the construction of this canal. The hon. Minister of Railways stated that if it could be shown that the canal raised the head of water, then there would be good grounds for complaint. Now, Mr. Speaker, I venture to say, without being a surveyor, that the construction of this canal will give to Haggart's mill three and a-half or four feet greater head of water than it has. It does not raise the dam, but it lowers the tail-race, which has exactly the same effect. Who is to be benefited by that? There is no person in Perth that I can find out, who will be benefited by the construction of that work, except the Postmaster General who owns the mill, and Senator McLaren who happens to own three acres of land on the opposite side to Mr. Haggart's mill. If that is the case, it is easily seen by whom the benefits are to be derived. The acting Minister of Railways has stated that the engineer sends in a report in respect to this work; but I say that that is not a very wise report. He says the object of the engineer was to bring the Tay Canal into the centre of the town of Perth. We might not complain of that expenditure, if the town of Perth demanded it, but I find that in the town of Perth, with a population of scarcely 4,000 inhabitants, there is no trade of any extent carried over the canal. It is not a distributing point now, as the trade is cut off by the railways from the town of Perth. In other words, there is a canal built from the Rideau into Perth apparently for the accommodation of pleasure boats running from Perth, because we find that all the receipts we got last year from tolls from these two locks was \$58.81, which clearly goes to show that there is no freight, and very little traffic over that canal. Now, the acting Minister of Railways states that the extension of the canal to the mill was to increase the wharfage. Well, Mr. Speaker, I should say that it would be well for a great number of members of this House to visit Perth, and

see what an immense amount of freight is lying on the present wharf around the canal basin. When we went there, there was not a single craft visible to us except a small rowboat lying in that canal basin, and there was no freight lying on the wharves except the stone that was brought there for the purpose of building the abutments to the new bridge. The Government in order to make this extension pulled down a first-class stone bridge that had stood there for years, and would probably have stood for the next hundred years, if it was left alone. They pulled that down for the purpose of putting up a draw-bridge, in order to extend this canal. As was stated by the last gentleman who spoke (Mr. Gibson), we found, on arriving there, that there were certain reasons why the people of Perth should vote \$4,000 for the purpose of having this work done, even if it were only to benefit the Postmaster General; because we found that there was a very large amount being expended on that work, and the pay-roll must be large, as, I think, the contractor told us that he had eighty-five men working at \$1.40 per day. It was clearly a matter of speculation for the people of Perth to give this \$4,000 in order to encourage this work. Outside the benefit which will be derived by the gentlemen owning the property where the water power is at present in existence, namely, Senator McLaren and the Postmaster General, there is not a single individual who will be benefited by this extension and this large expenditure, except the people of the town who will get the benefit of the money while the work is in progress. Now, the acting Minister of Railways and Canals told us that we should not take for granted that a speech made by the Minister of Public Works should be the final estimate of the cost of building any public work. I could understand that this might be the case in a work where there were engineering difficulties to contend with, but an estimate for simply digging a ditch over a level piece of country, ought to be calculated nearer than 50 per cent. of the cost. I certainly think that reflects very badly upon the Public Works Department.

Mr. LISTER. The cost is more than 100 per cent. beyond the estimate.

Mr. WATSON. Yes. The estimated cost of this canal was \$240,000, and now it is costing in the neighbourhood of \$500,000; and when it is stated that there is only one lock at the mouth of this canal where it connects with the Rideau, it can be easily understood that there is nothing but a ditch to dig through a piece of level ground. I do say that it is the business of every member of this House, be he an engineer or not, to go and see that canal. I believe that any intelligent man in this House—and no man should be elected to this House unless he had some fair understanding of knowing when he sees a work whether that work is in the interest of the country or not—I believe that if any man visits Perth and says that that work is done in the general interest of the country, or even in the interests of the people of the town of Perth, then I would be willing to do what my hon. friend from Lincoln (Mr. Gibson) says he is willing to do, that is, to give my head for any purpose. With the exception of benefiting the Postmaster General and his little mill the canal will do

no good. I contend that an infant industry of that kind, if it is no use without such a work, should have been bought out by the Government at once, for it would be very much cheaper to do that than to build such a canal as this. I venture to say that there is not a practical man in this House or in Canada who would pay \$8,000 for that mill to-day. It has six set of double rollers, 9 by 18 inches, and 75 barrels per day is the capacity of the mill. It would have paid the Government far better to buy out the mill at once, or bring it down to the canal basin, if they wanted to give the Postmaster General his head of water. The Minister has told us that the people of Perth used this for a dumping ground; but I do not think that any sane man will say that the Government should have expended half a million dollars of public money on a canal in order to prevent the people of a town from using the land as a dumping ground. The present canal basin is within 75 yards of the post office and the Customs house of the town of Perth. It is right where the people want it. We might justify the expenditure of cutting out that canal basin if there were any idea of extending the canal so that it would facilitate the business of a town, but the Government, after all their expense in taking away a good stone bridge, and erecting a new draw-bridge, and extending the canal up to Haggart's mill, are, in my opinion, doing an injury to the people of Perth, because they are carrying the freight past the business portion of the town. Not only have we this expenditure on the canal, but we have a lot of other incidental expenses connected with it. We have six draw-bridges to take care of, three of them within the town of Perth, and a fourth one to be erected. We find that the Government has two persons attending to those three bridges that are now erected there, but I suppose that these bridges will not have to be opened very often, because when we were in Perth we saw no sign of navigation on the canal. If there were any object in extending the canal beyond Haggart's mill, it might be justifiable, but we could hear of no person who would even suggest that that canal might be extended further than the present extension. I do say, as one of those interested in the expenditure of public money, and one who believes that money should be spent in opening up and developing public highways or waterways in Canada, when necessary; that it is an unjustifiable expenditure to throw this money away as it has been thrown away for the purpose of benefiting any one particular individual. If individuals wish to have the Government keep them and sustain their business, and improve their property, the best thing the Ministers could do is to visit these districts, and buy out the industries at once, to benefit their friends. I say that it would pay us ten times over to buy out the property at present in existence at Haggart's mill, than to extend this canal to the mill for the purpose of giving the owner of the mill this water power. For these reasons, I shall have great pleasure in supporting the resolution moved by the hon. member for West Huron, which I consider in the public interest. I am only sorry that there was not further time to enable some hon. gentleman from the other side of the House to visit that district and see how the public moneys are expended—to see those 85 men working there at the public expense; and not a man in the town of Perth will

tell you that it will benefit any person except Mr. Haggart and Senator McLaren.

Mr. FERGUSON (Leeds). I have heard a hundred say differently myself.

Mr. WATSON. I have not heard anybody say so, and when I visited the place I do not think anybody knew that I was a member of Parliament.

Mr. FERGUSON (Leeds). It was the class of people you visited.

Mr. WATSON. I venture to say that the hon. gentleman, if he visited that place—

Mr. FERGUSON (Leeds). I was there before you were born.

Mr. WATSON. You may have been; but I venture to say that the hon. gentleman himself will not get up and justify the expenditure which was made in extending that canal, and I defy him or any other person to visit that locality and then say that the people of Perth will be benefited by that extension. If he has found out in what way it will benefit them, I venture to say that no other man has. The statement made here to-day by the acting Minister of Railways, who gave Mr. Wise as his authority, is a very lame excuse. It cannot be shown that this work has benefited anybody but those two gentlemen, and there is no justification for spending the money of the people of Canada in this way, for the purpose of benefiting two of the Government's friends.

Mr. MACDONELL (Algoma). Mr. Speaker, some time last week it was whispered in the corridors of the House that a deputation made up of members from the other side of the House had visited the Tay Canal. It was also whispered, after these hon. gentlemen returned, that during their hilarious excursion they got so full of benzine and tangleleg that they did not know whether it was the Tay Canal or the St. Lawrence River.

Mr. WATSON. Mr. Speaker, I rise to a point of order. I contend that no hon. gentleman has a right to throw any such insinuations across the floor of the House. The hon. gentleman makes a charge that the members from this side of the House who visited Perth were under the influence of liquor. I wish the hon. gentleman to understand that the deputation who visited that place are not built that way. If the hon. gentleman had been along, perhaps there would have been good grounds for the charge.

Mr. SPEAKER. I presume that the hon. gentleman wants a ruling on the point he has raised. Then I rule that the hon. gentleman is not out of order: he is not referring to anything that has occurred in this House.

Mr. MACDONELL (Algoma). I merely mentioned what I have heard, and if I have been incorrectly informed that is my misfortune. I would be sorry to say anything against the morals of hon. gentlemen opposite when they go on little junketing tours of that kind. But with regard to the Tay Canal, it strikes me that money expended for developing the country, such as the money expended on that work, is money spent in the best interest of the Dominion of Canada. I believe that every dollar of public money expended in the Dominion is for the benefit of the people of this Dominion, and it is a base insinuation to suggest that

Mr. WATSON.

money is expended there for the benefit of an hon. member of this House. I would scorn to use language of that kind, and say that the Postmaster General is being benefited by this scheme. I was glad to hear an hon. member from one of the Hurons state that certain boats pass through the canal. His remark brought to my remembrance an expenditure of public money which took place a few years ago in the district which I have the honour to represent. It was an expenditure on a work which was supposed to be a canal or a lock, and it is there yet, Sir, as a monument to the imbecility and inability of the Reform Government that existed from 1873 to 1878, and through that canal no boat has ever passed and no boat can pass. In fact it is not a canal at all; it is but a hole dug out of the rock, through which the water trickles, but through which a boat does not pass. Call it a canal if you choose; it is but a canal in appearance, in so far as it is a hole in the ground, and nothing else; and when this Government is charged with having built a canal that is of some use, a canal that will float boats and through which merchandise can be carried, it should not for one moment be compared with the expense of half a million dollars which was incurred in the district of Algoma to make a hole in the ground. Sir, I am prepared to vote against that resolution, as I think that public money expended for the benefit of that particular part of the Dominion is for the benefit of the whole Dominion of Canada.

Mr. FRASER. I have some interest in this discussion, coming as I do from a province that has been attempting to get some improvements of such a character as would be in the interest of the people. I congratulate the hon. gentleman who has just sat down upon the admirable way in which he seems to confuse in his own mind right and wrong. He is in favour of spending money anywhere and everywhere, he does not care where it is, and then he turns around and says that money was expended wrongly somewhere in his constituency. No wonder the hon. gentleman should confuse these matters, when he rises in holy indignation and scorn, and has the meanness to speak about gentlemen who are not only his peers but his superiors, and to impute to them things which never happened. He is a fine man to speak of scorn in this House—is he not?—and to lecture people upon a matter of public interest, when he has so far forgotten himself as to drag in an untruth about gentlemen who went in the public interest to look after an expenditure of public money. I trust that when the hon. gentleman gets up again, the proprieties of life and the common decencies that should prevail among gentlemen will prevent him saying things about men which he would not dare to say outside of this House where these gentlemen could have an opportunity to answer him. So much for the scorn and noble indignation of the hon. member for Algoma, who seems to have learnt from the boundless acres that he represents, the habit of making boundless statements in this House without data and without respecting the proprieties of life. Permit me to say, so far as the matter under discussion is concerned, though I did not visit the place myself, that as the hon. member for Marquette says, it is the business of every public man, by visiting the *locus* of any public work in this Dominion, to make himself

acquainted with it. I am very much surprised—perhaps I am wrong, but I understood that the acting Minister of Railways himself has not visited that canal, although it is very near his place. I asked a question a few days ago about the deepening of the East River, between New Glasgow and the town of Pictou, a river about six or seven miles long; and New Glasgow is a town of more than twice the population of Perth, while Pictou is a town of nearly the same population. The deepening of this river would be of great advantage, not only to the people of the county but to trade generally, because, as everybody knows, Pictou is one of the best harbours in Nova Scotia. And what was I told by the present comatose Minister of Public Works? I was told that investigation had been made and surveys had been made. And here let me say that when a deputation from the town of New Glasgow came first to Ottawa and presented the question to the Government, they were told that nothing could be done until the spring when the ice would be gone, and that an investigation would be then made. But I noticed last winter, just as soon as the election was on, men were down there at work cutting holes through the ice, which was two or three feet thick at the time. I was told that the work would cost over \$200,000, and, therefore, it could not be done; but here we have an expenditure of \$500,000 to enable two or three pleasure boats to navigate four or five feet of water to the town of Perth. That may be all right for the town of Perth. The difficulty with us is that the river is very crooked, but we have built some of the largest ships ever built in Nova Scotia, and taken them down that river, only it is rather difficult, and for \$200,000 we would have one of the finest rivers—something like the great rivers of Scotland, which have been deepened for navigation purposes. But in the case of the Tay Canal, the result we obtained from this expenditure of \$500,000 is a depth of four or five feet of water, and a revenue, in round numbers, of \$59 per year. That is the value of the investment. Are not our people being taught what it is to be economical? I admit that the revenue need not, and in fact cannot, always be in proportion to the amount invested. I admit that the Government must expend money, and that the people need not always expect they will receive a return for the money invested; but I submit that the amount of traffic on that canal is something ridiculous; and if the amount of revenue we now receive is any indication of what that canal will do in the future, I am bound to say that money has been thrown away. There is one sound principle upon which every Government should act in their expenditure, and that is, that the expenditure should be made always where it is most required. Is it required up there? When I heard the acting Minister of Railways speak about the raging waves, I pictured to myself something similar to what we have down by the sea. I heard the lashing and the roar of the Tay, but when I came to understand that all this lashing and roaring was in a turgid canal of four or five feet of inland fresh water, I began to think that it takes very little to frighten some people.

Mr. BOWELL. Give the hon. member for Huron credit for that.

Mr. FRASER. My hon. friend the acting Minister of Railways gave the clue to that, as I under-

stood him to say some vessels were cast ashore up there. If I am wrong, I beg to be corrected.

Mr. BOWELL. I did not say anything about that.

Mr. FRASER. But this I wish to say, that in all the lower provinces, and I do not want to be sectional, but bring this up as showing how unwise the Government is acting—in the lower provinces we have small harbours where the fishermen live, and the expenditure of \$500,000 would give us fifty harbours for our fishermen—fifty good substantial harbours. Would not that be a benefit to these people who have to risk their lives by being out in boats during such storms as I would not like the hon. gentleman to see. There we have storms, but here on the Tay Canal, in five feet of water, something like a little creek running through a farm, only a little wider, to talk of storms is absurd. Hon. gentlemen opposite ought not to think that it is wrong in the Opposition, as it ought not to be wrong on the part of hon. gentlemen opposite, to visit our public works and see whether our money is properly expended or not. There is no particular privilege hedging in a Minister of the Crown, and if the public money is devoted to serving his private interests, the Government is more culpable than if it were expended to serve a private member. I am not going to say that expenditure was made on behalf of the Minister. I have not been there, but I do say it looks very much like it, and if we are to believe the evidence, and you will notice, Sir, that even the report of the Minister, very carefully worded, got up for the very purpose, only says that the Postmaster General is not benefited more than anybody else. That may mean a very great deal. The hon. gentleman may own a lot of property there and consequently may be benefited with other property holders; or it may mean that nobody at all is going to be benefited, and that money is to be thrown away after all, and he will be as badly off as the others. But it seems to me, if the only result of this expenditure is to help a mill which only grinds seventy-five barrels a day, it is an expenditure which should not be made. I will not say that is the reason it was made, but the evidence looks like that. The point is this: Are the Government to go on spending money just to suit their own friends, or should they take into account the places that need the expenditure most? I contend that the closest investigation should be made, and any Minister in Ottawa, who lives so near the Tay Canal, and who knew that \$500,000 was being expended there and did not visit it, did not do his duty. Half a million dollars is a large amount of money, of course, not to hon. gentlemen opposite, but it is a large amount of money, when we consider how little is spent all over the Dominion. The evidence before me satisfies me that the last expenditure at least, an expenditure made outside of Parliament, looks very suspicious. I think the acting Minister of Railways himself will admit that when an appropriation of this kind is made outside of Parliament—

Mr. HAGGART. If it is so.

Mr. FRASER. I mean this last expenditure. If it is made by the Government without having submitted to the Parliament first—

Mr. HAGGART. If it is so.

Mr. FRASER. Yes, it may be suspicious. That itself may furnish a ground for suspicion. I do not say that that of itself is sufficient, but this I will say, that I believe that there is no town in this country with a population of only 4,000 whose trade will warrant us, when we have so many railways, in expending \$700,000 for a canal only 4 or 5 feet deep. This country cannot afford to spend \$700,000 to provide a 5-foot canal for a town of 4,000 people. The resources of this country are not sufficient. The country is not getting settled quickly enough for that. We will not have the means of paying that, because when we make that expenditure there, there are a hundred other places where such expenditure not only is necessary, but the trade is larger, and which will have the right to demand that this be taken as a precedent. The report says that the trade has been doubled, and I understood the Minister to say that the trade has been doubled. Doubled, when the whole amount collected is \$58! That is a very big trade to be doubled. If it were not for the canal, the amount of carriage would only pay \$29. To men coming from the Maritime Provinces, when they think of the hundreds of schooners that are never heard of and do more trade than the whole trade brought down that canal, I cannot tell you how ridiculous this whole matter appears. I would ask the Government to take into consideration those cases I have named, where the people and the country would be largely benefited, and where they would have the assurance that they were acting in the best interests of the best citizens in the country. And they were doing this for people who could not help themselves. I mean the fishermen of the second largest county in Nova Scotia. I heard here that this Parliament would not give the money to these men because it costs about half the money to distribute it, and I fear that my native county is not getting what it should. Some other influences must be at work. I would not like to impeach any Minister for having given any benefit to any person other than he should give, but, when a man was strong enough to use his influence with the Ministers, I think the Minister yielded to the aggressive methods which were used by his supporters.

Mr. BOWELL. When did the conversation which the hon. gentleman referred to take place?

Mr. FRASER. I did not say that you were the Minister I referred to.

Mr. BOWELL. You referred to the comatose Minister of Railways.

Mr. FRASER. My reference was to the Minister of Public Works.

Mr. HAGGART. As this is a matter which particularly interests me, and which I was the means of inducing the Government to enter into an expenditure for in 1883, perhaps it is necessary that I should make some explanation in regard to it. The first charge against me is that made by the hon. member for Huron that I induced the then Minister of Railways to construct a canal in order to benefit myself and the people of my locality on representations which were, perhaps, unfounded. The statement that I made at that time was that it was the intention of some parties in the vicinity to induce the construction of smelting works for iron and other ores; and that, if the canal was

brought up to the town of Perth, it would facilitate the smelting of these ores in that town. At that time there was a large traffic going to the town of Perth, and I then believed that it was the intention of several parties to erect smelting works and to bring the ore into the town of Perth to be smelted there. As to the construction of the canal, you would imagine from what has been stated that I was interested in the matter. The first idea as to the construction of the canal was brought up in 1883. It was then proposed to construct that canal by the enterprise of the merchants of the town of Perth, who proposed to put their own money into it. Afterwards a grant was given by the Government of Canada to assist in the building of this canal. The island in the centre of the town of Perth was given in order to assist in the building of this canal, and the merchants there were anxious to see the canal constructed from the mouth of the river to the place where it is now. A canal was constructed by private enterprise, but of course that canal had not the depth of water that members from Nova Scotia require for their canals in order to accommodate the large schooners which come in there; but it was sufficient for private enterprise to build a canal of a certain depth in order to encourage the local trade. They did that and they put their hands in their pockets in order to do it. Afterwards, when money was being distributed through the Provinces of Quebec, Nova Scotia and New Brunswick and other places for public works of public utility, I thought that one of the oldest counties in Canada had a claim to some assistance, a county which has contributed as much to the public revenue as any other part of the Dominion and had never received any return. Then I asked the Government to assist in the construction of that work, showing the expenditure that had been made by private enterprise and telling them what benefit would accrue from the completion of this work. These gentlemen say that there is no benefit derived by the town of Perth from this canal. The fact is that the benefit derived by the town of Perth in regard to the importation and the exportation of goods amounts to over \$30,000 a year. The freight exported and imported has been 400 tons a week, or 24,000 tons a year since the construction of that canal. The reduction on the cost of that freight because of the construction of the canal is \$1.50 a ton, or \$30,000 a year. Is that no benefit to the people of that locality? Is that no benefit to the people of the Dominion generally? I need not show the absurdity and folly of this resolution which is introduced in 1891 and professes to find fault with the legislation of 1883, and with the statement made by the Minister of Railways in 1887, 1888 and 1889. If they had any fault to find at that time, why did they not vote against the legislation then, and move against it? Why did they not raise their voice against it, instead of waiting till 1891, when they find new life and go back to review legislation which took place seven or eight years ago? As to the statement made by the hon. gentleman that this expenditure was made solely for the purpose of the extension in my interest, I do not mean to say anything. The canal from Perth to Oliver's Ferry was built before that with 3 feet of water and five wooden locks, and the water was 3½ feet at the time that the water in the Rideau Canal was 5½ feet. The

Mr. FRASER.

present canal is a great benefit to the country. I say the expenditure was perfectly justified. It is a benefit to that section of the country. Look at the vote that was given by the town of Perth for the purpose of contributing towards the construction of the basin and for erecting a bridge over the Tay Canal. The ratepayers of Perth, by ten to one, voted \$8,000 for that purpose; and will you tell me that no man in the town of Perth has received any benefit from that expenditure except the owner of one small mill and the Hon. Senator McLaren? The hon. gentleman says that the extension was made for the purpose of increasing the head of water for the mill I own there. I say that his statement is incorrect, it does not increase the head or fall of my property six inches. I risk my reputation as a Minister standing in this House, by challenging the hon. gentleman to get any engineer in this country who will go up and make a survey and confirm the statement the hon. gentleman has made. The engineer who recommended the extension says himself that it is not a fact, and that it does not add one single inch to the head or fall of the property which I possess there.

Mr. WATSON. The engineer's report does not say so.

Mr. HAGGART. The engineer's report does say so.

Mr. WATSON. Not the one that has been read.

Mr. HAGGART. The engineer's report says so. The extension was not made for my benefit. I did not care one bit about the extension. It was urged upon me by the ratepayers of the town of Perth, and I think I spoke to the Minister of Railways, stating that there was an unexpended balance for completing the Tay Canal, and that it was in the interest of the canal that the extension should be made. I stated, and the engineers stated, that there was an old saw-mill at the head of it, a couple of hundred yards above, and all the refuse was dumped into the water every spring and had accumulated in a large pile; the ice brought it down in large quantities into the canal, and they thought it would be much cheaper to extend it up there than to remove that mill. When he was doing it I said: Perhaps it would be more in the interest of those residing along the extension that there should be a strong bridge erected. I believe the people in the town of Perth wished it, I had no particular interest in it at all. The answer to me was that if it was extended the people of Perth would have to construct the bridge. An estimate was made for the cost of the bridge which was placed at \$4,000, and this sum the people of Perth voted and paid in cash for the purpose of building the bridge.

Mr. LISTER. That was the superstructure.

Mr. HAGGART. That was the superstructure. The piers of the bridge cost, I suppose, \$5,000 or \$6,000, and the total extension, as I understood it, cost in the neighbourhood of \$19,000 or \$20,000, of which sum the town of Perth contributed \$4,000 towards a steel bridge. Those are the simple facts in regard to the building of the canal and its extension. I say that in that section of the country it is a work which everyone is proud of; the people consider it not only in the interest of the place, but it saves them a large amount in freight. The amount

saved upon freight runs up to \$30,000 a year, which sum is saved to that section of the country, and represents more than 6 per cent. interest on the whole amount expended. When a statement was made in the House concerning the advantages of building that canal, I well remember the then leader of the House asking: Would it develop more water power? And he asked me what was the principal reason of the extension from the Rideau up to Perth. The answer was that it would enable the public to effect a great saving on the amount of freight carried over that canal, and it would enable us to say to the railways around us: If you do not give us freights at fair rates, we have a competing line which we will use, and in that way the canal would be a public benefit. The hon. member for Niagara (Mr. Gibson) has made an absurd calculation as to the probable annual expenditure on that canal in paying parties for taking care of the canal, the locks and the bridges, including the wear and tear, and he comes to the conclusion that it will cost about \$28,000 a year.

Mr. GIBSON. I beg the hon. gentleman's pardon. I made a calculation of 8 men's wages, at \$1.25 each, making \$10 a day, which, for 200 days in a year, would be \$2,000. I added to that the wear and tear of the canal, but I limited my deductions according to the experience of other canals, and taking the Tay Canal as a basis, I estimated the wear and tear at \$6,000, which, with the wages added, would amount to \$8,000, and adding \$20,000 for interest, I made \$28,000.

Mr. HAGGART. I misunderstood the hon. gentleman. But even \$8,000 a year for management would be largely in excess of the requirement; one-quarter of that amount would be quite sufficient. Let him look at the estimates of the Government engineers of the sums required as yearly expenditures upon both the Tay and the Rideau Canals. The Tay Canal is only six miles in length, while the Rideau Canal extends from Kingston down to Ottawa, and the whole amount of the annual expenditure upon the latter canal is in the neighbourhood, I think, of \$32,000. If you will look at the old accounts from year to year you will find that Mr. Wise's estimate fully reached the amount that is expended each year; so you can see the absurdity of the figures given by the hon. gentleman when he says that the Tay Canal will require an expenditure of \$8,000 a year. The hon. gentleman takes the breadth of the bottom of the prism, which is to be built from the extension up to the mill, and you will find \$32,000 in the Estimates this year for both it and the other, including the excavation of rock from the bridge up to the end of the extension. If the hon. gentleman will only wait until the result is known, he will find out that there is not nearly the quantity of rock, nor nearly the expenditure, which he anticipates. I do not know what the amount will be, but I say his estimate is far in excess of the probable requirements. There is another point. The canal was open for traffic only last summer; the lock-tender was put on last summer, and the bridge-tenders were only put on the first of the present month. There has been very little traffic, because the canal was not really open until the 1st of July of this year. I have nothing more to say upon the subject, except that I think this expenditure was perfectly justified,

and the people in that section of the country have found it to be greatly in their interest. Certainly, they considered it to be so, when they put into the enterprise a large sum of money. No expenditure can produce more beneficial results to the people of any portion of the province than this expenditure on the Tay Canal. The action of the people of the town of Perth proves that they consider that it has been a boon to that section of the country, and I have shown that they save in freights alone the sum of \$30,000 a year. So I think that the Government, in making this expenditure, has been perfectly justified by the results.

Sir RICHARD CARTWRIGHT. I have listened with some pleasure to my hon. friend the Postmaster General. The first thing I think that would strike forcibly on the minds of his colleagues, and on the minds of hon. gentlemen on that side of the House, is that he must be astonished at his own moderation in only asking for a paltry \$500,000 for so desirable an end. And knowing the weight, and knowing the deserved influence which my hon. friend, as a member of the old guard, and in various other relations, has always exercised over the heads, shall I say, of some of his colleagues, I, for my part, am rather surprised that my hon. friend did not go it one better, and demand at least a round million for the benefit of the town of Perth. After hearing the statements on both sides, after hearing the enthusiastic defence of this expenditure by the acting Minister of Railways and Canals, and the much more temperate address from the hon. gentleman who has just sat down, a doubt does remain in my mind, and the doubt, Mr. Speaker, is this: Whether, all things considered, a much more wilful and wanton waste of public money was ever incurred in this country. We have seen a good many schemes in which the public money was wasted by both hands. We have voted \$2,000,000 or \$3,000,000 for a Chignecto Ship Railway, which I believe to be as useless an enterprise as was ever formed on the face of the earth. We have known what it is to have to consent to an expenditure of millions on millions made on the faith of another Minister of Railways, who formally declared that by spending a couple of millions we would reduce the distance by the Intercolonial Railway to important points by 45 miles, and which afterwards turned out to have the effect, if it did have the effect, of causing a reduction of four miles. But I think, taking all things into consideration, bearing in mind all the facts of the case, bearing in mind what was known to the Government and the country when this work was entered into, the Postmaster General may be congratulated on having extracted a larger sum out of the public treasury on shallower pretences than any other hon. member has done. The hon. member tells us there was an ancient canal built there some 50 years ago. If the condition of things was as it existed 50 years ago, there would have been some considerable justification for the hon. gentleman's defence, because in those days railways were not. The only navigation open to the citizens of Perth and the people in the neighbourhood of the Rideau Canal was by the Rideau Canal, and consequently it was natural that the citizens of Perth should wish to spend some of their own money in obtaining a connection. But what was the case in 1883? The case in 1883 was that a railway was

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running through the town of Perth, giving the people full access to their markets and making them, to all intents and purposes, absolutely and completely independent of this canal. What was the fact in the town of Perth as to this same Rideau Canal, of which the Tay Canal is a branch? Why, the fact is this, and it has been pointed out by me, it has been pointed out on the floor of this House times without number, that the Rideau Canal has all but become an abandoned work, that the Rideau Canal is ceasing to do the traffic and business of the country, that the Rideau Canal is at this moment in such a state that, while we had to pay for the maintenance of the canal an amount of \$55,000 per annum, independent of extra sums occasionally required for repairs, the total income of the canal is just \$7,000, or one-eighth of the amount of the annual expenses, without taking into account the cost of maintenance, or a farthing on the cost of construction, which I believe was done by the British Government. We will now consider another point which the hon. gentleman made. He admits that \$500,000 of the public money has been spent for the town of Perth. He admits that there will be a considerable charge, which, however, he places at a less sum than did the hon. member for Lincoln (Mr. Gibson), whose authority on this subject as an eminently practical man is, I think, as good as that of the Minister; there will be, at all events, a considerable annual charge to keep this work in repair, and judging from our past experience I should say that the annual charge would be much more likely to approximate to the sum named by the hon. member for Lincoln than that by the Postmaster General. He tells us that by an expenditure which he places at \$22,000 or \$23,000, but which the hon. member for Lincoln places at \$28,000, an expenditure of \$30,000 may be saved in freight in the town of Perth. His statement in that respect will hardly stand washing. First, he declared that there is an annual export of 400 tons a week. Very well. It will be well, however, to remember that for a long period of the year, unless the climatic conditions alter considerably, the Tay Canal will be sealed up firmly against all freight whatever, and that, even if there were 400 tons a week, it could not benefit Perth during half the time assumed. I should like to know whether the hon. gentleman means to tell the House that, having a railway at their doors, running straight through from Perth to Montreal, there is any reasonable ground for believing that the bulk of that traffic or the great proportion of it, even if the railway companies were to put up rates would go by the very uncertain and tedious navigation of the Rideau Canal to Kingston and then go down to whatever point it might be consigned. The more the matter is looked into the more it will be found that no such benefit as the hon. gentleman suggests can be obtained by the town of Perth. He says there has been a reduction on 20,000 tons of freight of \$1.50 per ton. I think that reduction would have come in any case, and, if the facts are investigated, it will be found the reduction did come to them wholly and entirely irrespective of the construction of this little six-mile canal. That, however, is a point which will repay some investigation. And it is well we should consider it, in the case of a town represented by a Minister, it is worth while to spend dollar for dollar of the public money forever to benefit it to the extent of

securing a possible reduction such as the hon. gentleman alleges has been obtained, because that is what his contention amounts to. The hon. gentleman used another very extraordinary argument. Says the hon. gentleman—and I call the attention of the House to this—there were large outlays going on under the present Government, large outlays were going on all over Canada, in Nova Scotia, New Brunswick, Prince Edward Island and Quebec, and he claimed for the good county town of Perth and for the county he represented a share and a right liberal share of the plunder. That is about the length and breadth of the hon. gentleman's argument. Where are we going to come to if it is laid down by a Minister of State that if outlays are made in other provinces, presumably for objects of general utility, thereupon every other sub-division of Canada is entitled to claim an expenditure to the tune of \$500,000 or thereabouts? The hon. gentleman in criticizing my hon. friend's argument used a remarkable illustration. My hon. friend was speaking of the cost of maintaining an actual canal mile by mile. He put that cost at \$1,000 per mile. That is a thing I am not in a position to judge from my own personal knowledge; but the answer made by the Postmaster General is this: Why, he says, there is the Rideau Canal extending from Kingston to Ottawa, over 100 miles, and the cost of that is only \$33,000 annually.

Mr. HAGGART. \$32,000, including the Tay Canal.

Sir RICHARD CARTWRIGHT. The Tay Canal being just built, it at present requires no very great outlay. My hon. friend spoke of the future. I know the Rideau Canal almost as well as does the Postmaster General, and it may interest the House to know that the greater part is not a canal at all, but a series of lakes, for the proper keeping up of the water in which no repairs on the banks, most assuredly, are likely to be called for.

Mr. HAGGART. The Tay Canal is mostly river.

Sir RICHARD CARTWRIGHT. I think the Tay Canal, as constructed, will require banks to be kept up. That is the information I have in regard to the matter. I do not think if it be a river, it is at all likely to be so free from requiring repairs as is a canal which, like the Rideau Canal, consists mainly of a series of lakes. There is no parallel whatever between the cost of keeping up a "canalled" river, if you choose to use such a word, and between the cost of keeping up a so-called canal, which really consists of a series of very short canals connecting one lake with another. The Minister also laid a great deal of stress on another point. He declared that it was proof of the wisdom of this expenditure of half a million dollars that the town of Perth was willing to put up eight thousand dollars for the sake of having five hundred thousand dollars spent for its benefit, a large part of which went for wages, and all of which wages were spent in the town of Perth. Which of my hon. friends here would not enter into bonds with the Government that he will cause his county or the chief town of his county to furnish them, not with \$8,000, but I venture to say with \$80,000, if the Government on their part will consent to spend \$500,000? But, Sir, the hon. gentleman alluded to another point, on which I think he was altogether ill-advised. The hon. gentleman

declared that we were not justified on this side of the House in bringing up the question of the wisdom of this large expenditure, because, forsooth, against our protests and remonstrances, the Government had in former times succeeded in passing votes through the House on this subject. I say that now is the proper time for my hon. friend to bring this up, when he is in a position to show to this House and to the people of this country with what wasteful lavishness the public money has been expended to gratify a powerful and influential supporter. How are we to know; how are we to tell beforehand, that this same Tay Canal which we were told originally would cost \$130,000, which we were told afterwards would cost \$240,000; how were we to tell that this was going to cost \$500,000? Why, Sir, had we based our opposition to it on the ground that it was sure to cost half a million dollars, what would have been the answer of the hon. gentleman? How the late Minister of Railways, Sir Charles Tupper, would have declaimed, would have made this House ring with his denunciations of the ignorance and presumption of members on this side of the House who disputed the careful calculations which he himself had verified at every point, and to which he would pledge his reputation that this work would not exceed \$240,000. Now, what does the engineer's report say? Well, Sir, it is a cautiously drawn report; it is such a report as I would expect would be drawn by an officer of the Department who was sent down specially to report in defence of an anticipated parliamentary attack. In that report which was quoted just now, does the engineer say that this is a valuable work? Does he say that he approves of it; does he enter into any calculation or give any reason why a work so easy as this, a work the cost of which should have been estimated for within a mere fraction, cost nearly \$270,000 more than was originally estimated should be spent? All that he says is this: That this work and particularly this extension which the hon. gentleman speaks of, would be a useful drain for the town of Perth; and would be a useful outlet for certain impurities and certain matters which they appear to have been in the habit of precipitating into the canal. The report is not that it does not advantage my hon. friend the Postmaster General, but that it does not advantage him in particular. I am not going to enter into that particular question. I have not been at Perth; I do not know for my part how this would affect his mill; but, I think, it will be obvious to most hon. gentlemen, that if the effect of this is to extend a navigable canal a thousand feet from the Perth basin up to the hon. gentleman's mill, that it must be of some considerable value to that property. I am not going to say—we have not any evidence on that point—that this extension was undertaken for the purpose of benefiting the hon. gentleman's mill; but I should think, as a matter of fact, that whether it did or did not enable him to obtain an additional head of water power, that the probabilities were all and strongly in favour of it benefiting the mill itself. I think that it is reasonably clear on the face of it; that if you extend the navigation up to his mill door, some considerable sum may be fairly added to the value of his mill. But the truth is this: I think that this must be regarded as a small testimonial to show the extreme respect which the Government entertained, even at that early date, for the

member for South Lanark (Mr. Haggart). The hon. gentleman says truly that his county had not received anything for any considerable time, although it had benefited largely, no doubt, in the early days by the construction of the Rideau Canal, as all that part of the country did benefit. I think, Sir, that the real object of the matter was to show, and to convince the citizens of South Lanark, that my hon. friend was a power in the state and a power behind the throne, and as I say: What was half a million of the money of the people of Canada, compared with establishing my hon. friend firmly in his constituency? This is a very fair specimen—and that is what makes it of importance—of the way in which we have been spending public money during these past years. There was no reason on earth, there was no sufficient or adequate excuse, for adding half a million dollars to the public debt and for adding a considerable charge to the public expenditure from year to year, other than this: that, no doubt, it was a very convenient thing for a prominent supporter of the Government that this expenditure should be gone into. They had the flimsy excuse, as I must call it, that, half a century ago, when the whole condition of the country was entirely different from what it is now, certain citizens of Perth for their own benefit had constructed a shallow canal in that quarter. But, knowing that Perth was adequately supplied with railway accommodation, they had no excuse for voting half a million dollars under these circumstances. Now, there are a few points here which the House may very well have its attention called to. The hon. the Minister of Customs takes refuge in the statement that, always and under all circumstances, engineers' estimates are apt to be incorrect. That is a very poor excuse under the circumstances which now exist. If there was one thing on the face of the earth which it should have been easy for competent engineers to estimate to a nicety, it would be the work of constructing a 4 or 5-foot deep canal in such a locality as that is, from the town of Perth to the Rideau Canal. There could have been no difficulty there about boring the ground to the requisite depth, there could have been no difficulty there in ascertaining almost to a pennyweight what was the extent of rock cutting, or earth cutting, or all the other expense that would be necessary. There ought to have been no difficulty whatever, and if the department was worth its salt it ought to have known within 5 per cent., or 10 per cent. at the outside, all that this work could possibly cost. My hon. friend from Huron (Mr. Cameron), in bringing forward this motion, showed that not once, but twice and three times, very misleading statements, to say the least of them, were made to this House. He showed that time and again the House was told that everything had been expended that required to be expended, that time and again they were told that this work could be off our hands for a certain sum, and that, notwithstanding the former statements made both in the estimates submitted, and the declaration of the hon. Minister, the practical result is that we have a dead loss of at least \$20,000 a year in the shape of interest. You may depend upon it that we shall have in all probability an annual loss of from \$5,000 to \$10,000 inflicted upon us for the purpose of keeping this work in a proper state of repair; and when it is all

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done, Sir, with all deference to the Postmaster General, I doubt exceedingly if a committee of practical men were appointed to investigate the subject, and to have conferences with the railway company, and examine into all the savings that could possibly be effected by giving the citizens of Perth the Rideau Canal extension to Kingston, from which point they would have to ship to other points—I doubt exceedingly if they would not report that instead of a saving of \$1.50 a ton being effected on the 400 tons a week that he speaks of, there would not be a saving of 15 cents a ton. With regard to the personal advantage, I do not refer to it, although, be it more or less, this work must redound to his advantage. The hon. gentleman did not touch, nor did the hon. Minister of Customs touch, the fact that apparently this extension was made without acquainting Parliament with the intention of the Government to make it. In the original statements made to us it was said that this canal would extend from the town of Perth to a certain point on the Rideau Canal. Now, it turns out that an extension of a considerable distance and at a considerable cost has been made, with which the House was never acquainted until the motion of my hon. friend was laid before us. I think, that is not dealing fairly with the House. And more than that, I think a very bad precedent has been established. I think, that other members of this House, supporters of the Government, relying on the example of the hon. Postmaster General and the doctrine he has preached, that, because his county had not received any considerable public expenditure, he has done a meritorious thing in using his influence and position as a supporter of the Government to extract half a million out of the public funds for the purpose of benefiting his own county, will be only too ready to go and do likewise. Now, Sir, we have no half millions to throw away. I will venture to say that throughout the length and breadth of this Dominion there are to-day, not one, but five hundred, or it may be a thousand, public works of infinitely more utility than this canal at Tay, all of which are naturally enough clamouring at the doors of the public treasury for assistance; and the Government having granted this request, have made it doubly difficult for themselves to refuse the requests of others; because such an example as this under the circumstances will most assuredly be quoted only too readily by all the hon. gentleman's followers; and I am very much afraid that when you come to consider the incidental results that will flow from this expenditure, we shall be well off if we escape from this Tay Canal without finding that it has involved us in an expenditure of as many millions as it has cost us in hundreds of thousands. But, Sir, the gist of the position of the hon. Minister of Customs is to be found in one or two remarks he made. The hon. gentleman appeared to me not to enter with very great zeal or zest into the task of defending this expenditure. He did it in a rather perfunctory manner. He appeared to feel very much like a certain eminent politician who remarked: "Mr. Speaker, this is a very bad case; we must apply our majority to it." That is almost precisely in terms what the hon. Minister of Customs has suggested to his colleagues and supporters.

Mr. BOWELL. I said that is what you would do.

Sir RICHARD CARTWRIGHT. The hon. gentleman did not like the task of defending it, and he wound up his speech by encouraging his friends to use their majority to put down this motion, on the ground that apparently they could not afford to quarrel with so powerful and influential a person as the Postmaster General.

It being six o'clock, the Speaker left the Chair.

After Recess.

Mr. MULOCK. Mr. Speaker, I do not intend to discuss the whole question of the Tay Canal and extension. I think that this question can be fairly divided into two distinct parts—that which has to do with the authorized portion of the work, and that which has to do with the unauthorized portion. I understand that it is admitted on all sides that there was no parliamentary authority for the entering into a contract for the construction of the canal from the basin in the town of Perth to the northerly terminus at Haggart's mill. Therefore, the Government have taken upon themselves the responsibility of establishing the necessity for that work under that legislation which alone authorizes the Government to expend money without the consent of Parliament. Is this, then, one of the works unforeseen and so urgent that the Government are warranted in applying to it the Audit Act, and in pledging the country's credit for it without the previous sanction of Parliament? I do not understand that the Government have seriously defended the work on any ground whatever. The acting Minister of Railways did not venture to compromise his reputation as a public man by saying that the work was a necessary one, a useful one or a wise one. The only extent to which he committed himself was in reading the report of Mr. Wise, the engineer of the Rideau Canal. Now, first of all, I would question the propriety of the Government in seeking to shoulder upon an officer of the Government responsibility for administrative policy. It is the duty of an engineer to decide upon such questions as location, mode of construction, and for that matter mode of operation; but it is no part of the duty of an engineer, in the employment of the Government, to be a witness in support of the policy of the Government in erecting public works. There is an attempt made by the Government of the day to get a defence from a subordinate of the department, when they are unable to find one themselves; and what sort of a defence do they get? They send out an officer after the work is under contract, to try and find an excuse for their previous act; and we may assume that however honourable the engineer is—and I believe that he is a thoroughly honourable and reliable public servant—we can understand that, nevertheless, in his desire to accomplish the object of his mission, he will certainly give the Government the benefit of the doubt. He was, then, sent out on the mission of trying to find an excuse for this work. Ordinarily one would suppose that the justification would have preceded the fact, but in this case the excuse comes after the fact; and what is the excuse offered by the engineer? In his report, in endeavouring to establish the utility of this work, he says what? Not that it is a necessary work at the present time; not that there is any certainty that it will ever be a necessary work; but simply

this, that if the navigation of the canal is extended from the basin to Haggart's mill, it will in the future afford facilities for the construction of wharfage along that extent, should wharfage ever be necessary. Was there ever a more flimsy excuse offered for an unjustifiable job than the defence offered under this report? The engineer says in so many words, I commend this report to the attention of the Postmaster General, for, after all, he must take the individual responsibility of this work, as there is no doubt he set the idea afloat, or, at all events, encouraged it until it matured, and I, therefore, commend his attention to the report of his own officer condemning the work as absolutely useless. Mr. Wise says: If you ask me to find out an excuse for this work, if you ask me to say what possible public service it can render, all I can say is that it does not render any public service at present, and, so far as I can see, it is not likely to; but should it ever be necessary, in the dim and distant future, to erect additional wharfage, then as you have the tail race made navigable, that will afford facilities to utilize wharfage. If we required any evidence on that point, which we do not, we could easily show there is no present necessity for any additional wharfage, and, therefore, there was no necessity, on the ground of wharfage, to extend the navigability of the canal. The hon. Postmaster General has not dared to commit himself to the suggested excuse that wharfage is necessary. He will not, at this moment, rise in his place, and say that the condition of trade in the town of Perth to-day required the extension of the canal to his mill for the purpose of supplying additional wharfage accommodation. I ask him now if he will say that, as that will have some effect on my argument. He is silent.

Mr. HAGGART. The extension of the canal does not go to my mill.

Mr. MULOCK. That is not the point. I ask the hon. gentleman—

Mr. BOWELL. That is the point you asked.

Mr. MULOCK. I did not ask where it went to or where it did not go to, but I understand it goes to Haggart's mill.

Mr. HAGGART. That is a mistake.

Mr. MULOCK. No matter where it goes, I ask whether additional wharfage is necessary? That is the question I put, and that is the question the hon. Minister cannot answer. The Minister will not dare to say that the trade of Perth requires additional wharfage, and the only excuse the engineer can find for the construction of this work is that, at some future period, additional wharfage may be required. The Government engineer having said, in effect, that at present no additional wharfage is required, and the Postmaster General having admitted that by his silence—for he is always ready to make statements when they will serve his purpose—he having now endorsed the statement of the engineer that additional wharfage is not required, and that being the only excuse, with the exception of one other to which I will refer in a moment, the construction of this work, so far as utility is concerned, was not at all required. The other ground which the engineer takes to say that possibly the work might be justifiable is that the tail race—

Mr. HAGGART. Let me inform the hon. gentleman that the extension was made on the recommendation of Mr. Page, the engineer.

Mr. MULOCK. Have you got the report?

Mr. HAGGART. No; but I have seen it.

Mr. MULOCK. If the hon. gentleman desires to take any advantage out of the reports of the engineers, let those reports be laid upon the Table. Where is the report of the engineer of July, 1890, on which the late Minister of Railways passed some judgment? Where is the rest of the papers? Why have the papers moved for in the Public Accounts Committee not been brought down in order to enable us to properly investigate all the circumstances? The hon. Postmaster General was in the Public Accounts Committee when they were ordered, and now he says that he has some reports.

Mr. HAGGART. I was not in the Committee.

Mr. MULOCK. I beg the hon. gentleman's pardon, he was.

Mr. HAGGART. I am not aware that the Public Accounts Committee ordered the papers.

Mr. MULOCK. The hon. gentleman was present and consented to the passage of the order. I moved it, and the hon. gentleman bowed his head in assent.

Mr. HAGGART. I do not remember.

Mr. MULOCK. Then the hon. gentleman's memory is defective. I remember it well. I come back to the point that, so far as the Government are concerned, they advocated the extension on the ground to which I have referred, and on another ground, namely, that the tail-race, which has been or is being converted into a navigable portion of the canal, has heretofore been used by the good people of Perth as a receptacle for refuse, and that, at a certain period of the year, this refuse was swept down to the canal. Was that a reason for extending the canal? It would have been a good reason for preventing the dumping of garbage into the tail race, but it is by no means a reason for extending the canal to prevent that nuisance. The town of Perth had its own remedy. It is entitled to the benefit of the municipal laws of the land, and if the people of Perth are above the municipal laws and could dump into the tail-race they could also dump into the completed canal. That excuse will not do, so that there is no possible defence to the transaction on the ground of public utility. What is the object? The Postmaster General has stated it is a very minor offence at best. He acknowledges the wrong, but he says after all I only misapplied money voted for a different purpose; Parliament voted money for the construction of a canal from the Rideau to the basin in the town of Perth, and there was a small balance over, which I was entitled, by some forced construction, to misapply to a work Parliament never ordered or intended should be done. No more dangerous doctrine could be advanced on the floor of Parliament. Parliament, in the exercise of its wisdom, looks into proposed expenditure, plans and specifications ought to be laid before the House, and when money is voted for a particular work and not used, it belongs to the people generally; and I am surprised that to-day, in a Parliament like this, a Minister of the Crown should assert the doctrine that he has the right to seize upon lapsed balances

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and expend them as he or the Government, without further consent of Parliament, may determine. There is another circumstance in connection with the transaction. We find a contract given for the construction of a work which was not previously sanctioned by Parliament, and given on the eve of an election. We find that, in the month of February last, the Government entered into a contract for the construction of this work. Why did the Government happen to select that particular time, when the whole country was locked up in the embrace of winter, for the construction of a canal? Why did they choose that most inopportune season of the year in every respect, except a political one, namely, that it was a month before the day of voting. Sir, the whole thing smacks of fraud. It is fraud. In my judgment it was a gross misapplication of the public money. Whether the purpose was to put money into the hands of private individuals or to promote the political advancement of an individual, the money was not expended in the public interest. It is as illegal a transaction as if it had been made through the medium of a contract with Larkin, Connolly & Co. for dredging or other works; but it is in harmony with the practice which has obtained for many years in a certain branch of the public service. It becomes all members of this House, no matter where they may sit, to endeavour to restore a more correct idea of the duties of public men. If there is one thing more than another which we should sacredly guard, it is that we should be true to the public who entrust us with representing them, and should not misapply the taxes we are taking out of their pockets. If we once concede that the Government can, before Parliament assembles, pledge the credit of this country by entering into a contract which is not sanctioned by Parliament, though to-day it may be a small matter of \$30,000 or \$40,000, if that is once allowed to go unnoticed, I say we are on the eve of wiping out the control of the people over the expenditure of their money, we are abolishing the rights which the people have over the control of that money, we are abolishing the rights of Parliament in that regard and we are abolishing the only safeguard which the people have, which is that Parliament should come together and should deal with their financial affairs in a constitutional way. This, however, is in keeping with the transactions of the past year. I believe that never has there been so much disregard of the rights of the people of Canada shown by any Government as has been shown during the last year. Look at the violation of the spirit of the Audit Act, when between two and three million dollars have been used without the sanction of the people's representatives, and, during the same time that that illegal expenditure was taking place, we find that a member of the Government promoted his own ends by a course equally unjustifiable and of the same class as that to which I have referred. I say, therefore, it is time for this new Parliament to establish, if it be possible, a position for itself in this matter, and to lay out wholesome rules for its future guidance. Without dwelling upon the other portions of the works which may or may not have been of a useful character, the one question in regard to this which I desire to consider is that this extension was unauthorized by the representatives of the people, and I think that those who desire to secure the respect of the people for Par-

liament should feel it their duty as trustees of the people to condemn such an act as this, even if it had the sanction, illegally obtained, of a Minister of the Crown and of the whole Government. Any member of Parliament has a right, if the Postmaster General had any right, to do the same thing. If any member of Parliament is a supporter of the Government, he may induce the Government and has the same right to induce the Government to do such a thing as this as the Postmaster General had, though perhaps he may not have the same influence to aid a particular individual or a particular locality which is friendly or which may be made friendly to the Administration. If this action is to be ratified by Parliament, there is no end to the abuses which may arise. No matter on what side I might be, I would condemn such a measure as a subversion of the principles of parliamentary representation. If people are free to vote as they like on such a subject they should condemn this action, and it was not complimentary on the part of the Minister of Railways to say that on this side we were not free to vote as we choose.

Mr. BOWELL. The same thing has been said a dozen times.

Mr. MULOCK. I have no doubt the hon. gentleman has violated the decorum of this House a dozen times, and will do so again; but I say that partyism ought not to be strong enough to induce members of this House to endorse measures which are not worthy of endorsement, and this action is one which, in my judgment, deserves the condemnation of the people's representatives here; and I am sure that in a free Parliament, as I hope this is, it would receive such a condemnation.

Mr. CAMPBELL. I do not intend, after the very thorough discussion which this subject has received at the hands of hon. gentlemen who have preceded me, to take up very much time; but there are one or two features of this matter which I desire to call attention to. First, I think there is no question that the House ought to hold the Government to a strict account in regard to the proposed expenditure on any new works, and I think the House should demand from the Government, especially when they inaugurate any new works, that the statements they submit to the House should be accurate and reliable. If that is not insisted upon, we can never know, when any work is started, where the end is to be or what it is going to cost. For instance, in this matter of the Tay Canal, the first estimate, submitted in 1882, was \$132,000. I need only say that, if the House had known in 1882 that that canal would have cost half a million dollars it is very unlikely that the vote of \$50,000 would have been passed at all. Then, in 1883, after another year's investigation, they told the House that, after a careful examination, they estimated the cost at \$240,000, and asked for another appropriation of \$75,000 for the construction of this canal. In 1884 they again said they had made careful estimates of the cost, which would be only \$240,000, and to-day we find that, notwithstanding all these statements submitted by the Ministry to the House, the cost of this canal has run up to half a million dollars. I say the Government ought to have known and to have been able to give a careful estimate and a more reliable statement of the cost of this canal to the people and to the House, and that, in neglect-

ing to submit an accurate statement of the cost, they were deceiving and misleading the people and the members of the House of Commons, and in this respect I think they deserve the censure of the House. This seems to have been in accordance with their course in regard to all the contracts that have been entered into. Within the last ten years we have not had a single contract entered into by the Department of Public Works or the Department of Railways, the amount of which has not been largely exceeded. We always find that the final estimate is two or three times the amount of the estimate first submitted to the House, and I think that in that respect the Government deserve censure for not being more accurate and careful in submitting their plans to the House. So far as the Tay Canal is concerned as a whole, I do not intend to say very much. It has already been shown, I think, that the canal was of very little use to the country, and that it cost more than it was worth, but I wish to refer more particularly to the recent extension which was begun last winter without the sanction of Parliament, and for which the House is now asked to vote this large sum. I had the pleasure a short time ago of visiting the beautiful little town of Perth, and of examining closely the location of the proposed extension now being constructed, and I may say that I believe there never was a work undertaken by this Government, or any other Government, that was of so little value to the people of this country. I cannot for the life of me see what in the world ever induced the Government to go on with that work except that it is going to increase the value of the property known as Haggart's mill. Now, the hon. Postmaster General stated that it would not increase the head of water at all. Well, I differ very much with him; I believe it will increase the head of water at the mill from three to four feet; it will give him at least three or four feet more head, and in that respect, of course, his property will be increased in value.

Mr. HAGGART. Nothing of the kind.

Mr. CAMPBELL. Of course, I have not made an accurate survey of the exact height of the water, but it was the opinion of all those who went there, and I believe we can form a pretty correct estimate, that at least it will give an increased head at the mill of three or four feet. This is, of course, a great advantage to the mill. But outside all that, I believe that if the canal is extended up to where it is proposed to extend it, it will increase the value of that mill at least eight or ten thousand dollars. I know a good deal about flour milling, I have been in that business all my life, and I have no hesitation in saying that if I owned that mill, and if I could get that canal extended up to where it is proposed to extend it, I would not take \$10,000 for the mill more than it is worth to-day. It is easy to see that it will be worth that, because at present the mill is situated at least half a mile from the railway, without any means of getting in grain by rail. The canal in its present location is a considerable distance from the mill, and all the grain coming in has got to be carted from the railway or from the canal; but the very moment the canal is extended up to the mill, any man can see that immediately a great deal of trouble and expense is saved in carting this wheat from the basin to the mill, as is done now. Why,

with that extension, he can immediately put a small elevator in the scow or whatever brings the wheat to the mill, and elevate it right into the mill without any handling at all. In my opinion I believe it is worth \$1,000 a year to that mill to have the canal extended up to it. The House will see that when the canal is extended up to the mill you have got 60 miles of navigable stream from the door of the mill to Kingston or to Ottawa; you can buy grain all along the banks of the canal, put it in barges or scows, and bring it to the mill, put in a small elevator and lift the grain into the mill without a cent of expense. Now, you have got to unload all the barges at the canal basin where the canal stops, and then you have got to cart it to the mill a considerable distance. So, again, in shipping flour and feed from the mill, it is certainly a great advantage to have the canal come up to the door of the mill, because then you can put all your flour and feed into the canal boat and take it down to Kingston or this way to Ottawa, without any expense at all. I think there is no question that it is a great advantage to the mill to have the canal brought right up to its door, and I cannot see where it is an advantage to anybody else. As has been stated here to-day, the canal basin comes to within, I think, 100 feet of the main street of the town of Perth; it goes up to the main street within 100 feet I believe, or within a few hundred feet, of the post office and court house, so that it reaches now very nearly the centre of the town. There is a wide basin and good docks, and a splendid place to unload, where vessels can tie up to these docks, and everything complete. Now, they are extending that canal, and tearing down the old permanent bridge across the main street, and carrying it away out of the town into the suburbs to Haggart's mills. There is ample accommodation now, there is plenty of wharfage and plenty of accommodation for all the traffic that comes to that basin. You have all the facilities that you want, and there is no possible benefit to the people of the town in carrying the canal on any further. But the Postmaster General stated that the people desired it and had, ten to one, voted a sum of money in order to extend it. Well, I do not wonder at it. They would be very foolish, indeed, if they refused to vote a few thousand dollars to extend a work that would scatter so much money in their town. When we were there a few days ago, there were no less than 80 or 90 men working there at \$1.25 or \$1.50 a day. All this money is being spent in the town, the expenditure will be continued for months, and the people would be very foolish indeed if they did not vote the paltry sum asked for in order to have this work completed. But I certainly cannot see where there is any possible benefit to be derived to the town of Perth from the extension of the canal. If the basin was not there, if they had not ample accommodation in the present basin for wharfage and so forth, then I could understand the necessity for continuing it on and having a basin on the other side of the street. But as it is now, they have all this accommodation, and no possible benefit can be derived to the people of the town by the extension, as is proposed, to the mill property. As I said before, it is to that property alone that I think any benefit can be derived. I have no doubt that so far as the mill is concerned, if I owned it I would consider it worth at least \$1,000 per year more to

Mr. CAMPBELL.

me if I had that canal built right up to my door. The Postmaster General said there were 400 tons of freight a week shipped from the town of Perth. I would like to know what that freight is. He said there were \$30,000 a year saved in freight alone. Now, 400 tons a week means about 5½ cars of freight that is loaded every day in the town of Perth, and I think the hon. gentleman was far astray in his estimate.

Mr. HAGGART. It is an actual fact.

Mr. CAMPBELL. Outside of the Canadian Pacific Railway works, I do not know I am sure how it could be. I know that the flour-mill does not ship a great deal, and there are no saw-mills there that I know of, and I do not see where the 400 tons of freight a week come in. Then as to the statement about the \$30,000 saved in freight I would like to know how that occurs. That is a pretty wild statement also, and I think it requires a good deal of proof. When there are so many works required of so much importance all over this Dominion, it seems to me a most scandalous thing that this large amount of money should be expended upon this extension that is so little needed. The hon. member for Lincoln (Mr. Gibson) has estimated, and I think his estimate was a very fair one, that it will cost the people of this country about \$28,000 a year to keep up this work, and when we find that the total receipts for the last seven months were only \$58, it seems to me that it was a most foolish and unwise thing for the Government to go into. The interest on that investment of half a million dollars at 4 per cent. will be no less than \$20,000 a year. We have therefore this large expenditure, the interest on the money, the cost of these bridges, the swing bridges, repairs to the canal, &c., which will amount to at least \$28,000 a year, which I think is a very low estimate; and last year the receipts from the canal amounted to only \$58.81. Now, it seems to me that in itself is enough to show that the work was a huge job, and should be condemned by this House without a moment's hesitation. When we find that the only man going to be benefited by the extension of this work is the hon. Postmaster General, I think this House should vote its censure and express its condemnation for any such expenditure.

Mr. McMULLEN. I do not think we should permit this matter to pass without giving it that criticism it deserves. It appears to me that from the commencement of the work up to the present time every dollar expended has been expended on this work in the interests of the Postmaster General. I felt surprised when I heard the statement made to-night that in 7 months the receipts from this particular work had only reached \$58. That of itself is sufficient to prove that it is an unnecessary work, that it is a foolish work, that its inception was a mistake, and the carrying of it on and the extension of it is a still greater mistake. I say to my friends around me that they are not discharging their duty to their constituents if they permit matters of this kind to pass through the House without giving them that measure of criticism and searching investigation which they deserve. It appears to me that the Postmaster General has a peculiar personal infatuation for the development of water privileges. It seems as if the hon. gentleman was determined that he would not only spend his own resources on a matter of that kind, but when

they had gone he drew on the resources of this Dominion. I hold it is wrong, and the people will hold it to be wrong to permit this state of things to go on from year to year, and allow the hon. gentleman to occupy the position he fills and to draw on the country's resources for matters of this kind. I was surprised that the Minister of Customs should have tried to defend that piece of abomination. I thought he would have allowed the Postmaster General to have shouldered his own responsibility in these matters, and was surprised that the Minister of Customs was prepared to lend his countenance and assistance to defending an undertaking for which his hon. friend was responsible. I believe the work is called Haggart's ditch. Hon. gentlemen have been out of one ditch into another ever since we met this session. They have been out of one ditch and into another from the commencement of the Tarte investigation to the present time, and to-night they are in Haggart's ditch. The ditch is well named, and it was never intended for anything except to drain that particular section of the country which the hon. gentleman represents. The Minister of Customs would be quite willing to consent to-night to grant the necessary sum to begin at his friend's mill and fill in the ditch all the way to the Rideau Canal if he could bury in it all the scandals hon. gentlemen have had to face since we met in this Parliament. He would be willing to do it, but it would not hold half of them, and there would not be enough material found on the banks to cover them. It is not strange, when we review the expenditure of money throughout the Dominion, that we should find a great deal has been expended in the same line. The Postmaster General said this afternoon, and he did it to shield himself, that money for similar purposes was spent in other portions of the country. In all probability he had reference to the Chignecto Ship Railway, which is just about as foolish a scheme as is the hon. gentleman's ditch. By that railway the company undertook to lift ships out of the water, run them across the peninsula and put them into the water again. It is another wild goose enterprise, undertaken by the Government when it thought it might give advantage to them. Another scheme is the Cape Breton Railway, which my hon. friend opposite represents. He stated, when we were finding fault with the enormous cost of that undertaking, that it would pay for the grease on the wheels, and he even said it would pay running expenses. Suppose it does pay running expenses, we will have to pay \$400,000 of interest at 4 per cent. for the supreme satisfaction of allowing this road to be built, for the inception of which that hon. gentleman is responsible. If we look around we find monuments of folly from one end of the Dominion to the other, inaugurated since 1881. There is the Oxford and New Glasgow Railway, duplicating the line of the Intercolonial Railway, built for the purpose of securing certain seats, no doubt, in that section, and to fulfil a promise made by Sir Charles Tupper that a road would be run through that section absolutely and entirely at the cost of the people. The people have to pay interest on the money expended, and the money that goes to swell the amount we have sunk on the Intercolonial Railway to about \$52,000,000, for which the people are paying at the rate of 4 per cent. \$2,000,000, from which they

do not get one brass farthing. All this was done for the purpose of fulfilling promises made by such men as the High Commissioner when he comes out here on the dancing tour as the chief champion of the Tory party of this country. So we have from time to time railways, and ditches, and canals, and public buildings, sometimes constructed in places where they are not wanted, while other places that should have them do not secure them; these works are entered upon on the basis solely as to whether they tend to perpetuate the political existence of hon. gentlemen opposite. That is the whole movement and scheme. I suppose the Postmaster General found that in order to satisfy the people of Perth some particular drain or ditch should be constructed for the advantage of the town. The town has been run into that particular ditch and the Government are now proposing to extend it. After the efforts of the Postmaster General on behalf of the town, he no doubt expects and hopes that when he returns, notwithstanding all the incidents of his official life and the official lives of his associates, the people of that section will forgive and condone everything laid to his charge and return him to discharge his duties. I repeat that the Opposition are not doing their duty if they do not thoroughly investigate abominations such as this brought before Parliament. Here we are 5,000,000 of people with \$240,000,000 of debt, on which we are paying \$10,000,000 interest annually, and yet the Government are proceeding quietly and secretly, and without authority of Parliament, and are setting men to work to quarry out a basin close to the Postmaster General's mill to improve his property and give him advantages which he otherwise would not enjoy, and then come to Parliament and ask its sanction for the work. I say that it is time that we should put an end to these things. I earnestly hope that the statement which has been made by my hon. friend from North York (Mr. Mulock) with regard to the use of Governor General's warrants will have some little effect upon hon. gentlemen opposite. I believe that these Governor General's warrants have been very seriously abused, both last year and during years before. I have heard the matter brought before this House on several occasions, and it is time now that this abuse should be stopped once for all. I am surprised that gentlemen in the Government, who have earned for themselves a reputation of being honourable, would allow their names to be used in connection with a system of this kind, that is a discredit to them, and particularly so in the matter we are investigating to-night. I am sorry that we are called upon to-night to offer our criticism on this question, but if the Government discharged their duty as they should, and refused to expend this money before Parliament voted it, the possibilities are that the criticism offered to-night would not have been offered to the same extent. I say that the Government deserve condemnation on the two-fold ground: first, for undertaking this work at all, which is a monument to their folly; and, in the second place, for their having proceeded to complete a work without the sanction of Parliament, and thus adding such a large burden on the people of the country.

House divided on the amendment of Mr. Cameron (Huron):

YEAS:
Messieurs

Allan.	Harwood.
Allison.	Hyman.
Amyot.	Innes.
Armstrong.	King.
Bain.	Landerkin.
Beausoleil.	Langelier.
Béchar.	Laurier.
Beith.	Lavergne.
Bernier.	Leduc.
Bourassa.	Legris.
Bowers.	Lister.
Bowman.	Livingston.
Brown (Chateauguay).	Macdonald (Huron).
Brown (Monck).	McGregor.
Cameron (Huron).	McMillan.
Campbell.	McMullen.
Carroll.	Mignault.
Cartwright (Sir Richard).	Mills (Bothwell).
Casey.	Monet.
Charlton.	Mousseau.
Choquette.	Mulock.
Christie.	Murray.
Colter.	Paterson (Brant).
Davidson.	Perry.
Davies.	Préfontaine.
Delisle.	Proulx.
Devlin.	Rider.
Edgar.	Rinfret.
Edwards.	Rowand.
Featherston.	Sanborn.
Flint.	Savard.
Fraser.	Scriver.
Frémont.	Semple.
Gauthier.	Simard.
Geoffrion.	Somerville.
Gibson.	Spohn.
Gillmor.	Sutherland.
Godbout.	Trow.
Grieve.	Truax.
Guay.	Vaillancourt.
Hargraft.	Watson.—82.

NAYS:
Messieurs

Adams.	Laugelvin (Sir Hector).
Baker.	La Rivière.
Bergeron.	Léger.
Bergin.	Lippé.
Bowell.	Macdonald (King's).
Burnham.	Macdonald (Winnipeg).
Cameron (Inverness).	Macdonell (Algoma).
Carignan.	Macdowall.
Carpenter.	Macintosh.
Caron (Sir Adolphe).	McDonald (Victoria).
Chapleau.	McDougald (Pictou).
Cleveland.	McKay.
Coatsworth.	McLennan.
Cochrane.	McLeod.
Cockburn.	McNeill.
Corbould.	Madill.
Corby.	Mara.
Costigan.	Marshall.
Curran.	Masson.
Daly.	Miller.
Daoust.	Mills (Annapolis).
Davin.	Monerjeff.
Denison.	Montague.
Desaulniers.	O'Brien.
Desjardins (Hochelaga).	Quimet.
Desjardins (L'Islet).	Patterson (Colchester).
Dewdney.	Pelletier.
Dickey.	Pope.
Dugas.	Prior.
Dupont.	Putnam.
Dyer.	Reid.
Fairbairn.	Robillard.
Ferguson (Leeds & Gren.).	Roomie.
Ferguson (Renfrew).	Ross (Dundas).
Foster.	Ryckman.
Fréchette.	Sproute.
Gillies.	Stairs.
Girouard.	Stevenson.
Gordon.	Taylor.
Grandbois.	Temple.
Haggart.	Thompson (Sir John).
Hazen.	Tisdale.
Henderson.	Tupper.
Hutchins.	Tyrwhitt.

Mr. McMULLEN.

Ingram.	Wallace.
Ives.	Weldon.
Jamieson.	White (Cardwell).
Jones.	Wilmot.
Kaulbach.	Wood (Brockville).
Kirkpatrick.	Wood (Westmoreland).—100.

PAIRS:

Ministerial.

Opposition.

Mr. Barnard.	Mr. Walsh.
Mr. McKeen.	Mr. Borden.
Mr. McDougall (C. Breton).	Mr. Fauvel.
Mr. Lépine.	Mr. Forbes.
Sir D. Smith.	Mr. Mackenzie.
Mr. Skinner.	Mr. Brodeur.
Mr. McAllister.	Mr. Barron.

Amendment negatived.

Mr. TAYLOR. Mr. Speaker, the hon. member for Russell (Mr. Edwards) is entered as being paired with the hon. member for Lisgar (Mr. Ross). The hon. member for Russell has voted.

Mr. EDWARDS. Mr. Speaker, I was paired with the hon. member for Lisgar (Mr. Ross) to last Saturday night at midnight, and I have his letter to that effect. If any other entry is made it must be a fraudulent entry.

Mr. TAYLOR. If the hon. gentleman will look on the—

Mr. SPEAKER. There cannot be any discussion upon this. I wish now to refer to a matter that occurred in the House this evening. The hon. member for Algoma (Mr. Macdonell), in the course of a speech that he delivered, accused certain members of this House with having been "filled with benzine and tangle-leg." I confess that I did not quite understand those terms myself, but I have been informed that they implied that these hon. gentlemen had over-indulged in intoxicating liquors, and had therefore been guilty of conduct that was disreputable in members of this House. I ruled then, that as this matter had occurred outside of the House, the allusion of the hon. member for Algoma (Mr. Macdonell) was not unparliamentary. My ruling was not then called in question, but having some doubt about it myself I looked into the authorities more closely during the recess between six and eight o'clock, and I have come to the conclusion that statements of that kind made by hon. members of this House respecting the conduct of other members of the House, even although outside of the House, is unparliamentary. I must therefore ask the hon. gentleman, if I am correct in assuming that the expression "filled with benzine and tangle-leg" means that they were intoxicated, to withdraw the expression.

Mr. MACDONELL (Algoma). Mr. Speaker, what I said during the course of my remarks was: That I had heard that some hon. gentlemen—

Some hon. MEMBERS. Order.

Mr. MACDONELL (Algoma). However, Mr. Speaker, I withdraw the statement *in toto*.

THE INTERCOLONIAL RAILWAY.

On the motion of Mr. Foster that the House do resolve itself into Committee of Supply,

Mr. WELDON. Before the motion is adopted, I wish to take occasion to bring before the House a matter which I would have brought before the attention of the House and the Government at an

Appendix IV

The Tay Canal Debate, 1894

The debate of 12 August 1891 did not die in the House of Commons and revived on 12 June 1894. There had been skirmishing over the Tay canal in between, on 19 August 1891 (pp. 4143 - 4144); 9 September 1891 (pp 5219 - 5220); 20 March 1894 (p. 145) but as long as the Conservatives remained in power, they were reminded of past mistakes. This debate in 1894 was the last major tirade by the Liberal Opposition and it pointed out some of the major failures of the Tay Canal

[unnumbered document pages 260 to 269 follow]

SUPPLY—THE TAY CANAL.

Mr. FOSTER moved that the House again resolve itself into Committee of Supply.

Mr. CHARLTON. Mr. Speaker, before you leave the Chair I propose to place a motion in your hands and ask the sense of the House upon the question, which I shall briefly discuss. The subject I refer to is the celebrated Tay Canal—a public work of considerable cost and of not very considerable public utility. I find, in looking up the record, that the first grant was made in the year 1882, on application to the House by Sir Charles Tupper, and that the estimated cost of the canal, as then given by him, was \$132,660, exclusive of certain land damages, which, it was apprehended, might have to be paid in consequence of the flooding of land. In 1883, a second grant was applied for by Sir Charles Tupper, of \$75,000, and it was then said by that hon. gentleman that the lowest tender received for the construction of the canal was \$186,000, but that certain changes had been made which, it was estimated, would cost \$55,556, and that the revised estimate of the cost, owing to these proposed changes, was \$240,000. I find, in the debate upon that occasion, that my hon. friend, the present Minister of Railways justified the expenditure. At page 1072 of 'Hansard,' he is reported as having made the following justification for the proposed expenditure:

There is the traffic of the town of Perth and smelting works will be erected there, which require this canal.

I am not aware whether these smelting works have been erected yet or not. He continued:

In the back section of the country, as we all know, there are the largest deposits of iron ore in Canada, as well as of phosphates of lime. It will also enable freights to be cheapened in the bringing in of coal for the purpose of smelting iron and for other works intended in that section.

It seems that these anticipations of my hon. friend have not been realized, and the smelting works, and the export of iron and the imports of coal for the purpose of smelting, and the trade in phosphate of lime, has failed to materialize. In 1884, Sir Charles Tupper asked Parliament for a third grant, amounting to \$100,000. And in 1887 he asked for \$55,000 more. He then said that the expenditure had been \$256,360, and that the \$55,000 asked for would complete the work, including the basin at Perth. The statement made by the hon. gentleman will be found in the 'Hansard' of that year, volume 2nd, page 838. In 1888, Sir Charles Tupper asked for \$78,000 more, although the previous grant of \$55,000 was to complete the work, basins and all. This was required for the purpose of paying off the balances due contractors, the work being finished, and the total cost, he said, would

Mr. FOSTER.

be \$358,364. In 1889, the present Minister of Finance (Mr. Foster) asked for \$25,000 more, and he would not promise that this sum would be sufficient to complete the canal. The total cost, he said, would be \$364,951. And in 1890, the hon. gentleman asked for \$11,000 more to settle with the contractors and finish the work. This, you will observe, was the fourth final call, the fourth occasion on which a last call was made for the purpose of completing the celebrated Tay Canal. In 1890, a further vote of \$20,000 was asked for, a portion of which it was said to have been a revote. On August 3rd, 1891, the Hon. Mackenzie Bowell, then Minister of Militia, stated, in reply to a question, that the total cost of the canal was \$440,613.21. In 1891, a further vote for the Tay Canal of \$30,000, was placed in the Estimates, making a fifth call upon the treasury, despite the frequent promise that the last call had been made. It was then stated that the work was in progress from Perth basin to Haggart's mill, and that a new iron swing bridge would be constructed, the estimated cost of extension and bridge being \$18,466. This estimate was about as reliable as any of those made hitherto, for I find that when the extension was completed, the cost was computed as follows:—

Paid contractor, as per Auditor General's Report.....	\$31,507 55
Expenses of land inspection, engineer, &c.....	4,905 10
	<hr/>
	\$36,412 65

Or just about double the estimate for the extension. The Minister of Railways, in 1891, assumed the responsibility for the expenditure on this canal. He said, on the 12th August, 1891:

As this is a matter which particularly interests me, and which I was the means of inducing the Government to enter into the expenditure for in 1883, perhaps it is necessary that I should make some explanation in regard to it.

I presume the necessity was apparent to some other members besides the Minister of Railways. So he assumes full responsibility, and he is not the man to shirk responsibility. In the same speech, he claimed that the canal had been of great utility to the town of Perth and the country surrounding it. He claimed that 20,000 tons of freight—his language is a little involved; I do not know whether we are to understand him as saying that the 20,000 tons of freight were sent by the canal—but he claimed that, in consequence of the construction of the canal the cost of freight had been reduced to the extent of \$1.50 per ton, and the advantage to the town of Perth, in consequence of this reduction, caused by the canal, was over \$30,000. At the same time the hon. gentleman was making this statement, or a few days before, replies to ques-

tions had been given to the House, which informed the House of the total amount of tonnage upon this canal up to the 30th June of that year, and the amount of revenue. And I think that a very considerable discrepancy will be found to exist between the statement of the hon. gentleman and the return brought down.

Mr. HAGGART. Where does the hon. gentleman find that I said there were 20,000 tons of freight on the canal?

Mr. CHARLTON. I said it was rather involved and difficult to understand whether the hon. gentleman claimed it was carried upon the canal at a less cost, or carried elsewhere at less cost in consequence of the canal having been built.

Mr. HAGGART. The hon. gentleman is leading the House to believe that there is a discrepancy between my statement and the amount of tonnage returns.

Mr. CHARLTON. I believe there is, and will explain why. The hon. gentleman said upon that occasion:

These gentlemen say that there is no benefit derived by the town of Perth from this canal. The fact is that the benefit derived by the town of Perth in regard to the importation and exportation of goods amounts to over \$30,000 a year. The freight exported and imported has been 400 tons a week, or 24,000 tons a year, since the construction of that canal.

What did the hon. gentleman mean? Did he mean to mislead the House? Did he intend to convey the impression that the 24,000 tons were conveyed by the canal, and if not, what influence had the canal upon the cost of the transportation of the freight? If the hon. gentleman did not intend to convey the impression that the language here does convey he should have been more explicit. Here is a list showing the traffic of the canal for the period from October 1, 1890, to June 30, 1891:

Steamer 'John Haggart,' 59 tons, 24 trips; steamer 'John Haggart' (rebuilt), 117 tons, 21 trips; steamer 'Harry Bate,' 144 tons, 12 trips; steamer 'Geraldine' and skiff, 15 tons, 7 trips; steamer 'Firefly,' 8 tons, 4 trips; steamer 'Ranger,' 8 tons, 4 trips; scow (no name), 30 tons, 2 trips; skiff (no name), 1 ton, 1 trip.

Now, that is a record of the business done on the Tay Canal from the 1st of October, 1890, to the 30th of June, 1891. The total tonnage, as shown by multiplying the tonnage of each vessel by the number of trips made by each vessel, is 5,831 tons. And the hon. gentleman claims in his speech that the result of the building of the Tay Canal was to reduce the cost for 24,000 tons by the sum of \$1.50 per ton. Was it carried on the canal at reduced rates or did the competition of the canal oblige the rail-

ways to reduce the rates of freight? If the money expended on the canal was intended for the purpose of controlling freight, it was wholly unnecessary. The hon. gentleman had an easier and a simpler remedy at hand, a remedy which could have been applied without the construction of the Tay Canal, which during this period of time, according to the hon. gentleman, saved the town of Perth \$30,000 a year, while it earned for the Government \$58,31. His remedy will be found in the Railway Act of 1888. He himself is a member of the Privy Council of this country, and here were the provisions of the Act which would have enabled the Government to control unreasonable freight charges by railway and render it unnecessary to expend half a million dollars in the completion of the Tay Canal:

SEC. 237.—No tolls shall be levied or taken until the by-law fixing such tolls has been approved of by the Governor in Council, nor until after two weekly publications in the 'Canada Gazette' of such by-law and of the Order in Council approving thereof; nor shall any company levy or collect any money for services as a common carrier except subject to the provisions of this Act.

And section 228 provides:

Every by-law fixing and regulating tolls shall be subject to revision by the Governor in Council, from time to time, after approval thereof; and after an Order in Council altering the tolls fixed and regulated by any by-law, has been twice published in the 'Canada Gazette,' the tolls mentioned in such Order in Council shall be substituted for those mentioned in the by-law, so long as the Order in Council remains unrevoked.

Thus we see that the Government could easily have prevented the charging of exorbitant freight rates upon the railways passing through the town of Perth or any other railway in Canada, and I repeat it was not necessary to spend this large sum of money to dig a ditch six miles long. Now, Sir, it is absurd to suppose, even upon the contention the hon. gentleman may raise in regard to this matter, that the Tay Canal had any material influence in regulating railway rates from the town of Perth in either direction. This canal connects with the Rideau Canal, which is 5 feet or 5½ feet deep, and the canal is navigated by one skiff, one scow, two yachts and two tugs. The connection is either with Kingston in one direction or Ottawa in the other. Transshipment becomes necessary at either point. In one direction the canal leads away from the markets of the east, and it is not a direct route in any event, and could not compete with the railway companies. So far as regulating railway rates is concerned, the Tay Canal is powerless to produce any result.

As to what is called the Haggart extension, which was built at a cost of \$36,412, what, I should like to ask, was that

made for? Was it made to be navigated by boats? I am told that the only boat that has navigated it since it was completed is Hon. Peter Maclaren's yacht, which has made two trips. Well, it is a valuable franchise for Mr. Maclaren, to be able to take two trips in his yacht at a cost to this country of \$36,412. I am told that before this extension was built there was $2\frac{1}{2}$ to 3 feet of water at the foot of the mill of the hon. Minister of Railways and Canals, and that the back water came up to the wheels of the mill. I am told that since the extension was built there is no back water. I am told that the hon. gentleman had an 8 foot head of water, and he has a head of $10\frac{1}{2}$ feet now, in consequence of this extension. It may be that he has realized no special advantage from this, but if so it is only because he has not made the necessary changes in his mill. If he will lower his mill wheels $2\frac{1}{2}$ feet, he will get the advantage of the additional head of water in the form of power for his mills. I am told that advantage has been taken of this additional head of water, that a power house has been built to supply electric light to the town of Perth and that but for this extension the power could not have been furnished to the power house. The hon. gentleman's property is said to extend below the mill and along the bank of the canal 600 feet. That property, which was formerly low and swampy, is now filled up level with the street. If this extension has been made for the purpose of benefiting Mr. Maclaren, the return has been very inadequate, because his yacht has been up this extension only twice. If anything whatever has resulted, so far as I can learn, it is the incidental benefit that has accrued to the hon. gentleman in consequence of giving him two and a half feet of water more at his mill, in consequence of taking away the back water and in consequence of filling up the property below the mill along the canal. If that was the object—I do not say it was, I do not suppose it was—but if that is the only benefit from the expenditure of this thirty-six thousand dollars odd, it can hardly be said that the money has been judiciously expended. Now, a question was put by my hon. friend to my right (Sir Richard Cartwright) on the 20th of March of this year, from the answer to which it appeared that up to 1st of January last the total cost of construction of the canal was \$476,128.73. The cost of maintenance for the year 1893 was \$2,486. The total receipts from tolls for the year from the 1st of January, 1893, to the 1st of January, 1894, were \$135.76. Now, Sir, the interest on the investment at 4 per cent was \$19,045.14. Add to this the cost of maintenance, \$2,486, and you have a total of \$21,531.14, against receipts of \$135.76. This makes the cost of maintenance and interest on investment 158 times greater—not 158 per cent greater, but

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158 times greater—than the receipts. Is not that a magnificent piece of financiering? Is not that a magnificent investment—an outlay, the interest upon which, with the cost of maintenance, is \$21,531.14, to secure a revenue of \$135.76? The cost of the canal is \$476,128.73; and the cost of maintenance, \$2,481, capitalized at 4 per cent, amounts to \$62,150, so that the cost of the canal, with the capitalized cost of maintenance, amounts to \$538,278.73; and \$135.76 represents a return of interest of $2\frac{34}{100}$ th cents on every \$100, not \$6 or 6 per cent, not \$4 or 4 per cent, but $2\frac{34}{100}$ th cents, or, in other words, less than $\frac{1}{40}$ th of 1 per cent. The celebrated Tay Canal yields to the Government of the Dominion, on its original cost and on the capitalized cost of its maintenance, the magnificent return of $\frac{1}{40}$ th of 1 per cent, or $2\frac{34}{100}$ th cents on every \$100 of investment. Now, great credit is due to the hon. member who is now Minister of Railways and Canals, for it is creditable to him that he has taken upon himself the responsibility, for this thing, as he did in 1891; and I think that he is entitled to all the credit that can be derived from this investment made on the Tay Canal. Another reason assigned by the hon. member nearly as good as any other, was stated by him in the course of his speech:

Afterwards, when money was being distributed through the provinces of Quebec, Nova Scotia, New Brunswick and other place, for public works of public utility, I thought that one of the oldest counties in Canada had a claim to some assistance, a county which had contributed as much to the public revenue as any other part of the Dominion, and had never received any return.

So, while the money was being distributed, while millions were being scattered about, the hon. member for South Lanark thought that his riding ought to come in for a share of the spoil, and he secured the expenditure of a round half million dollars in a work that is practically useless, that makes practically no return, and has only served the purpose of expending a few million dollars among his constituents, and lowering the water at Haggart's mill two and a half feet. So far as I can see, these are the principal advantages derived from this work. Now, Mr. Speaker, this Tay Canal is a specimen of the lavish expenditure and the reckless waste of money that has brought the Dominion of Canada financially where it is to-day. We have squandered money, this being a specimen, millions and millions of money, for no practical purpose, and with no adequate results, and the monument is a monstrous debt, a debt of 240 million dollars, with fixed interest charges amounting to nearly 10 million dollars a year, with an enormous cost of management of unproductive works such as the Tay Canal and other canals of a similar character, with the utmost difficulty staring us in the face, of being able

to make any material reduction in the public burdens resting upon this country. This is a very serious question, and if no substantial relief can be secured for the people at the present moment, if my hon. friend is unable to reduce his tariff, after all the flourish of trumpets that was made, to any more than the paltry extent to which he has reduced it, and if, in face of the little reduction he has made, he expects to meet a deficit, I say this unsatisfactory condition of public affairs is due very largely to the reckless, lavish and foolish expenditure of money which has been made in so many instances, with one of which I have been dealing with to-day. I, therefore, move that all the words after "That," in the original motion, be struck out, and that the following be substituted in the place thereof:—

The first vote of \$50,000 for the construction of the Tay Canal was secured from Parliament in the Session of 1882, upon representation made by Sir Charles Tupper that the work would cost \$132,660 exclusive of certain land damages.

That in the Session of 1883, Sir Charles Tupper asked Parliament for a further vote of \$75,000 for the Tay Canal, and stated that the lowest tender received for its construction was \$186,000, but that certain changes had been made, estimated to cost \$55,556, and that the revised estimate of its cost was \$240,000.

That in the Session of 1888, Sir Charles Tupper asked Parliament for \$78,000 with which to pay off the balance due to contractors on the Tay Canal, the work having been finished, and that he then stated that the total cost of the work would be \$358,364.

That the cost of the Tay Canal up to January 1st, 1894, was \$476,128.73, or three and a half times greater than the estimated cost in 1882, and lacking but \$3,871.27 of being double the revised estimate of cost made in 1883.

That the cost of maintenance of the Tay Canal for the year ending January 1st, 1894, was \$2,486.

That the total receipts from tolls for the year ending January 1st, 1894, were \$135.76.

That the interest upon the cost of the Tay Canal at the rate of four per cent per annum amounted for the year 1893 to \$19,045.14; which together with \$2,486 the cost of maintenance for the same year makes the sum of \$21,531.14.

That to meet this charge of \$21,531.14 upon the revenues of Canada for interest upon investment and cost of maintenance for the year 1893, the Tay Canal yielded for the same year a revenue of \$135.76; the charge for interest upon investment and for maintenance being 158 times greater than the returns; and the interest yielded upon the cost of the canal, and the cost of maintenance capitalized at four per cent being $2\frac{1}{4}\%$ cents per \$100.00, or less than one-fortieth of one per cent.

That the amount of business transacted upon the Tay Canal is of insignificant proportions when contrasted with the cost and capacity of the work and that the benefits conferred upon the general public by its construction are comparatively trivial and unimportant.

That this House expresses regret that so large a sum as \$476,128.73 was expended in a way that no

consideration of sound public policy could justify, leaving the country to suffer, not only the loss of annual interest upon the investment; but a considerable annual charge in addition if the nearly useless creation of expenditure is maintained. And that this House is of the opinion that the magnitude of the public debt of Canada is due in no inconsiderable degree to that wasteful and unwarrantable class of expenditures of which the Tay Canal is a type.

Mr. HAGGART. The motion of the hon. gentleman shows clearly to what desperate straits the Opposition, especially the member for North Norfolk (Mr. Charlton), are driven to find material for complaint against the present Government. They are obliged to resurrect old material which we thought had been buried in political graveyards a number of years ago, and the hon. gentleman is forced to introduce almost identically the same motion as was introduced by the hon. member for Huron (Mr. Cameron) in 1891, in order to make a little cheap political capital. At that time I replied fully to the observations made by the hon. member for Huron (Mr. Cameron), and I may be obliged now to trouble the House by repeating a portion of my speech and some of the arguments which I adduced then in favour of, and in defence of the celebrated, as the hon. gentleman calls it, Tay Canal. The first time that this canal came before the House was in 1882. There was a vote taken for it at that time. In 1883 an item of \$75,000 appeared in the Estimates for the purpose of helping forward its construction. There was not a single objection made by any hon. member of the House to the commencement of the scheme or to the expenditure of a sum of money for the purpose of constructing that canal. The only remarks made, and I refer hon. gentlemen to 'Hansard,' were made by the leader of the Opposition of that day, Mr. Blake, who asked if the work was under contract, and what was the extent of the traffic, occupying altogether four lines of 'Hansard.' In 1883 the question came before the House, and I made the statement from which the hon. member for North Norfolk (Mr. Charlton) has quoted, and whose remarks in that connection I will answer after I have gone through the history of the work. In 1884 an item of \$100,000 was placed in the Estimates. All the leaders of the Opposition were in the House at the time, and yet there was not a question asked or a comment made on the vote. In 1886 it came up again, there being a vote asked of \$100,000 towards its construction. The discussion occupied about three lines of 'Hansard.' There was not one word of opposition to the scheme itself, Sir Richard Cartwright simply asking what the work would cost. In 1887, \$55,000 was asked, and a question was put by Sir Richard Cartwright to this effect: How long the canal had been under construction; how much it had cost, and how much it was likely to

cost? In 1888 there was an item of \$78,000 in the Estimates under this head. The only members taking part in the discussion were Messrs. Jones, of Halifax, Casey, of Elgin, and Sir Richard Cartwright as to the total cost, the names of the contractors, and whether the work had been let by public tender, the whole discussion occupying only ten lines. There was no fault found with the undertaking, and not the slightest objection was made to the expenditure. In 1889 an item of \$25,000 appeared in the Estimates. The only question asked in reference to it was by Sir Richard Cartwright, who wanted to know what the total expenditure would be. In 1890 there was an item of \$11,000 in the Estimates, and the only observation in regard to it was by Sir Richard Cartwright, who said that it was a useful work, because it drained the county of Perth, and he asked what the annual receipts were. These remarks occupied ten lines. In 1890 there was an item of \$20,000 in the Estimates. Sir Richard Cartwright again asked whether that vote would complete the cost of draining the county or not, the remarks occupying five lines of 'Hansard.' These were the only observations made in a series of consecutive years as to the expenditure on the Tay Canal. If it were such an objectionable work, if the amounts expended year by year were in excess of the statements made by the Minister of Railways and Canals, who had charge of the work, why did not hon. gentlemen object at that time? Most of that time I was not Minister of Railways and Canals, but a private member, supporting the Conservative Government. From the bottom of my heart I believed that the Tay Canal would be a work of utility, and be for the benefit of the riding I represent. It was petitioned for by the inhabitants of the county, and I venture to say there is not a single person in the south riding of Lanark but approves of the expenditure, and is grateful for the country for carrying out the work. So strongly interested were the people of the county in the building of the work, that private individuals put their hands in their pockets at first to build the canal, not to such a depth as has since been carried out, but so as to secure a channel three feet deep from the Rideau Canal to Perth. It was an object which the people of the county had always had in view—the extension of that important work, the Rideau Canal, to the town of Perth. The hon. member for North Norfolk (Mr. Charlton) has stated that it is no benefit to Perth or the surrounding country. I stated in my speech in 1891 the reason why I considered it was to the benefit of Perth. I did not state that 30,000 tons of freight were conveyed on the canal, because such a statement could easily have been contradicted by the canals returns submitted during the next six months or year. The words I used were:

The fact is that the benefit derived by the town of Perth in regard to the importation and exporta-

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tion of goods amounts to over \$30,000 a year. The freight exported and imported has been 400 tons of wheat, or 24,000 tons a year since the construction of the canal.

I went on arguing that on account of the construction of the canal, it has so controlled the charges on goods coming to and from the town of Perth and the neighbourhood, that it was a benefit of \$30,000 annually. I had the facts very accurately gone into and calculations made at the time by merchants who were in the habit of importing and sending out goods, and they declared to me that they believed that the benefit to the town of Perth alone from the construction of that canal, was equal to at least \$30,000 a year. The hon. gentleman (Mr. Charlton) has entered into an intricate calculation to show how much per cent of 1 per cent the canal has paid to the inhabitants of this country since its construction. Could not he have drawn a comparison between the Perth Canal and the St. Francis Canal, which the friends of the hon. gentleman (Mr. Charlton) constructed? Could he not have drawn a parallel between it and every public work constructed from one end of the country to the other? Could not he compare it with every wharf constructed in the Maritime Provinces, or with any canal constructed through the hon. gentleman's own county in western Ontario? The comparison would tell just as much in favour of the Tay Canal as in favour of any of the rest of these public works. The action of the hon. gentleman (Mr. Charlton) is not for the purpose of drawing attention to the amount of the receipts on the Tay Canal, or for the purpose of finding fault with the expenditure upon that particular work. The efforts of hon. gentlemen opposite are directed to trying to injure me in the country and in my constituency. Before I entered the Ministry I was doing my duty as the representative of the south riding of Lanark, and I never made a statement in favour of getting a grant for that canal the truth of which I did not thoroughly believe in. I believed then, and I believe now, that the construction of that canal has been of immense benefit to the district I represent, financially and otherwise, and that consequently it has been a benefit to all Canada. I believed that the people of that district, and especially of the riding I represent, were as much entitled to a share of public expenditure as were the people of any portion of the Dominion. This is the only expenditure for public works that was ever made in the south riding of Lanark. The hon. gentleman (Mr. Charlton) has quoted my remarks made in 1890 in a derogatory manner here to-day. I stated in 1890 that the county was an old county: that it had been in existence since 1812, that it had contributed taxes for the building of public works in every part of the Dominion, and especially in western Ontario. All that is very true. At that particular time the revenue of this country was buoyant, there were large surpluses in the treasury, and

I conceived that it was the duty of the representative of that county to secure that a public work not only of local but of Dominion importance, should receive fair consideration from the Government. These are the facts in reference to the Tay Canal. The hon. gentleman (Mr. Charlton) says: that Haggart's extension up to the mills was for the purpose of increasing the water power at these mills. There is no truth whatever in that assertion. The height of the water level or water fall has not been increased one inch by the construction of the canal. If the hon. gentleman wished to know the facts about this matter he could have gone to the Rideau Canal Office and he would there find levels, measurements and plans which would show him the height of water before the canal was completed, and after it was completed. Before he makes attacks of this kind, and before he attributes motives for the construction of a public work, the hon. gentleman should see that he stands on good ground. He should be more careful in making such statements, but the hon. gentleman before this has not been careful in his statements, and he has committed faults before in that respect, and gone a good way in verifying them on oath when they were found afterwards to be untrue. He could very easily have ascertained the facts about this matter and assured himself whether his statements were correct or not. As to this being done at my request, he will find if he looks at the documents in reference to it, that it was on the petition of the inhabitants of the town of Perth that the extension was made. He will find also that the people themselves contributed a large sum towards that extension, and that it was on the advice of the engineer superintending the canal, and on a statement of his reasons why it was necessary that the extension was undertaken. Perhaps this is the last we shall hear in this House of this celebrated work. It has again been brought forward for the purpose of doing service at the next election, and for the purpose of perhaps influencing a vote or two in the contest which hon. gentlemen opposite expect in a short time. But if hon. gentlemen opposite have not better material for a campaign than resurrecting from old graveyards issues that have been passed upon half a dozen or a dozen years ago, they will long remain in the position they occupy at present.

Sir RICHARD CARTWRIGHT. Mr. Speaker, although we have seen a good many cases of profligate expenditures of public moneys, I doubt whether for a very long time the House has been called upon to pass on a more scandalous waste of the resources of the public than the particular case to which my hon. friend (Mr. Charlton) has now directed your attention. Apparently, according to the doctrine laid down by the Minister of Railways—and a very convenient doctrine it is—if the Ministers of the Crown, with a great majority at their back,

make a series of statements which turn out to be utterly and entirely incorrect, if they allege to us, that particular works are likely to be productive of good: and if under these circumstances—not having any power to control them—we allow themselves and their majority to put through these votes in opposition to our general protest: then, Sir, not the Ministers of the Crown who are responsible to the people of this country and who draw considerable salaries for the purpose of investigating and examining into the propriety of these particular works; not these persons, but the members of the Opposition (according to the hon. gentleman) who have no power whatever to control or prevent these men from carrying out their intentions: are the parties who are to be held responsible because they contented themselves with general protests against the extravagance of the Government. Sir, it is enough to state that position, to convince every man of intelligence or sense in this House how desperate must be the situation of the Minister of Railways and Canals if that is the best defence which he can produce to the indictment of my hon. friend (Mr. Charlton). Now, Sir, I say that with respect to this expenditure there was absolutely no excuse whatever. The condition of the canal of which this is a branch, and with which this communicates, had been well known for many years, and I have been informed that it was at one time in contemplation by the Government that preceded the present Government, whether they would not absolutely shut up the Rideau Canal on the ground of the enormous cost to the public of keeping it up. At this present moment what is the condition of the Rideau Canal? The condition of the Rideau Canal is this, that it yielded an annual revenue last year all told of \$5,491, exclusive of hydraulic rents, and entailed a total expenditure of \$57,640. And with that example before their eyes, with the knowledge that by the progress of events in this country, by the construction of a very complete railway system, the former utility of the Rideau Canal, the main canal of this system, had been almost completely destroyed, we have these hon. gentlemen, at the instigation of the member for the county, embarking in an expenditure which has ultimately amounted, as my hon. friend has truly stated, to very nearly half a million dollars. Now, I intend to imitate my hon. friend and the hon. gentleman in one respect: I do not want to enlarge too much on this matter, because it is my opinion that the bare recital of the facts—if we can only succeed in bringing them before a sufficient number of the electors—is in itself the very best condemnation that can be imagined, of the intolerable extravagance which actuated the hon. member for South Lanark in demanding and the Government of the day in acceding to the expenditure on this work. Sir, a few weeks ago I myself put the question the hon. gentle-

man has referred to, and what were the facts as shown to the House? A capital expenditure of very nearly half a million dollars, an annual charge for maintenance at the moment—because it is likely to be supplemented by numerous bills for repairs—of over \$2,400, and actual receipts to the extent of \$135.60; being, as my hon. friend well and truly said, a cost for each dollar we receive of about \$150 a year. Sir, these hon. gentlemen have reversed the doctrine of the husbandman: good husbandmen sow their seed and sometimes reap a hundredfold; these gentlemen plant their dollars by the hundredfold, and they receive one. Now, Sir, the hon. gentleman has one argument—one argument only—and a very curious argument it is when you come to analyse it. The hon. gentleman does not dare to pretend that there is any traffic either to Perth or from Perth worth the mention on this particular canal. No thanks to him for making that admission at this time of day, because the facts are in his own department, the facts are under our hand, and cannot possibly be disputed. But he tells us that the town of Perth has a trade of 400 tons per week going and coming, and that this canal saves \$1.50 per ton, equal to \$30,000 a year. Now, Sir, these 400 tons per week are, I presume, for the year's work, and one of the very curious functions of the Tay Canal is that it saves \$1.50 per ton, winter or summer, frozen or open. Then, Sir, there is another curious matter. I am not quite as well acquainted with the good town of Perth as the hon. gentleman; but my recollection is—and he can correct me if I am wrong—that it is only about 100 or 110 miles in a due line from Montreal. Now, this 20,000 tons of freight, or the major part of it, I suppose, in the nature of the case, consists of heavy goods as to which we might properly say that their natural point of destination would be tidewater at Montreal; at any rate, that is the point they could most reasonably reach by the Tay and Rideau Canals. Now, a saving of \$1.50 per ton on freight carried 110 miles by railway to Montreal, would, if I am not mistaken, fully and completely dump all the produce at Montreal free of cost, and leave a good deal to spare. Of course, the hon. gentleman is an expert; but I think 1½ cents per ton per mile, even on the Canadian Pacific Railway, would be a pretty good rate for heavy freight—and it is only that class of freight that would be carried on the Tay Canal; but, according to the hon. gentleman, it is as cheap to send these goods—which must go either through Ottawa or through Kingston, probably through Kingston, and the same applies pretty much to Ottawa—around three sides of a square rather than by the short cut to Montreal. I do not know on what authority the hon. gentleman has made that statement; but I do not think there is a business man in Canada, looking at the situation of the canal and the situation of the Canadian Pacific Railway, and looking at the rates

usually levied on this kind of freight—I do not think there is a business man outside of the town of Perth or outside of South Lanark, who could be found to believe that a saving of 1½ cents per ton per mile could be effected on that 20,000 tons of freight winter and summer. Sir, the hon. gentleman has been good enough—and perhaps it is as well that we should understand where we are—to give us the real reason. The real reason, Sir, was that it was necessary to strengthen the member for that county. The real reason was that the people of the county of Lanark—not perhaps unnaturally, seeing that they were being taxed enormously for expenditures of very little value to them in other parts of the Dominion—clamoured for a share of the pap; and the hon. gentleman, being even then a tolerably influential man, being to a certain extent a kicker, a man whom it was desirable to propitiate—being a man who knew too much, as some of his colleagues subsequently discovered—had sufficient influence with the Government to compel them, for his benefit and for the benefit of his county—which was to that extent for his benefit, to expend half a million dollars to make everything solid in South Lanark, and to gerrymander it, if I am not mistaken, to boot. And, Sir, he did not hurry the work. The hon. gentleman is an old parliamentary hand—he understands these things. He took care apparently to see that this thing should do duty in three elections. The first vote was got a little before 1882, and it was very useful then, though the gerrymander was more useful. The next vote, or the next two votes, came in good time for 1887; and the hon. gentleman was not forgetful even of 1890. Now, being a Minister of the Crown, I do not suppose he requires so much of these little fixings as he did before; but he has undoubtedly erected a fine monument to himself. But, with the exception of the mode in which he and his colleagues manipulated a more notorious work, that is, the Trent Canal, I am not sure that any grants, administered to make things satisfactory in one particular county, have been more effective than the hon. gentleman's vote for the Tay Canal. Now, I venture to say that when the people of Canada come to understand that we have spent half a million dollars of capital, and are subject to an annual charge for maintenance of \$2,400, and an annual charge for interest of \$21,500, for which we receive a revenue of \$135.76 a year, I think that, however the good people of South Lanark may exult in their member, a good many other not equally favoured constituencies—perhaps in the Maritime Provinces more particularly, where works for the improvement of harbours and so forth are really necessary to the life, as well as property of the people—will come to think that the hon. gentleman, in his private capacity at any rate, was a rather expensive luxury. The truth is that this is a worse job even than the Curran bridge, on which a com-

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mission recently reported to this honourable House. On that we have lost over \$200,000; but at least we have got a work of some utility in exchange, whereas, here we have spent half a million dollars, and the result is worse than worthless, because it entails a permanent and considerable charge on the people without any return. Now this is, to a considerable extent, as my hon. friend truly said, a typical illustration of the way in which our debt has been run up, and of the extremely small benefit that has accrued to the people. You have in this one instance nearly every item which goes to make a mischievous job. You have, first, a most glaring miscalculation. Instead of telling us, as was the duty of the department, that this would probably cost half a million dollars, we were told that \$132,000, and some small claim for land damages, would see us through. I will pass over the suspicion which most undoubtedly does attach, in every case, to extensions such as those that are known as the Haggart extension, or whatever it is called. It is unfortunate, whether or no any particular benefit results to the hon. gentleman's mill, that a very considerable sum of public money should be spent for a purpose which appears, at any rate, to benefit his individual property. We have lately a very large outlay indeed, because I am not one of those who regard half a million dollars quite as lightly as the hon. gentleman and his friends seem to do. I am inclined to think that a great many good things could be done in this Dominion for that sum. There are a great many valuable harbours and other public works, real boons to the people, which could have been obtained by the expenditure of this amount judiciously and properly, and I may say in conclusion that, so far as I can see, the hon. gentleman, first and last, has wholly failed to bring forward a single sound argument to justify the expenditure of this money or the construction of this work, other than the one I have given, that it was for the purpose of making him safe, for a very considerable period of time, in the county he represents.

Mr. SPROULE. The reasons the Minister of Railways and Canals has given do not, in the estimation of the hon. gentleman who has just spoken, justify the expenditure of such a large amount, and he comes to the conclusion that it was a great mistake. If so, it is to be regretted that all political parties in this country seem to be liable to fall into similar error. If it was a mistake, as it may be—and I am not prepared to admit that it was—it is not the first that has been made by a political party in Canada in the construction of canals. I have in my hand, the memorandum of a very important canal that was started in the district of Thunder Bay, where the celebrated Port Francis locks were built, and I understand that the estimate of the cost of that public work was very much below what it

would likely have cost had it ever been finished. It was commenced in 1875 for the purpose of carrying out the construction of the Canadian Pacific Railway by uniting Port Francis River, Rainy Lake and Lake of the Woods. It was begun by the hon. gentleman and his friends, without even a survey of the work having been made, without asking authority of the House to let this work by contract, and without letting the work by contract. It was given to the political friends of gentlemen opposite, who were to go on and build this important work by day labour, and after considerable expenditure the work had to be stopped. The cost was estimated at \$250,000. In 1875, when Mr. Mackenzie determined to take the Canadian Pacific Railway by the northern route, he abandoned this work, and telegraphed to the contractor to stop proceedings. At this time \$73,940 had been spent, and spent to no purpose. In 1876 the Public Works Department instructed Mr. Sutherland, who was then in charge, to resume the work, and an additional \$176,000 was afterwards spent on it. The work was stopped again, and since that nothing has been done, and at present I understand it is filled up with sawdust and other debris. Up to that time we had expended on the work \$250,000, and it is standing there to-day as one of the monuments of the incapacity of hon. gentlemen opposite. That political parties are likely to make mistakes, no better evidence can exist than this work, which I am sure the hon. gentleman will not attempt to defend. And if this Tay Canal be a mistake, as is claimed—which I do not believe—surely it is no greater than the one made by hon. gentlemen opposite when in power.

Mr. McMULLEN. I desire to say a few words in reply to the hon. gentleman who has just sat down. He has discussed the expenditure of money on canals in the western section of this province. In that case the Government did not come down from year to year, and keep on asking additional votes and sink the money in a public work which is perfectly useless.

Mr. SPROULE. The difference is that they spent it without a vote.

Mr. McMULLEN. The hon. gentleman has not followed the example of the Minister of Railways. The Minister of Railways urged upon the Government that because his constituency was an old one, and had contributed considerably in the way of taxes to the general fund, it was entitled to an expenditure, and that a certain amount of money should be expended there. The hon. member for East Grey (Mr. Sproule) has not taken the cue, because he has had no expenditure of public money in his constituency, although he has been in this House just about as long as the Minister of Railways. The Minister of Railways, in reading over the remarks on this Tay Canal,

quoted the remark of the hon. member for South Oxford (Sir Richard Cartwright), but did not quote what followed. I will quote the passage in full :

Sir RICHARD CARTWRIGHT said : This, I understand, is a really useful work which drains the county of Perth.

Sir JOHN MACDONALD. It drains the public treasury pretty well.

The hon. gentleman did not give us that remark of Sir John Macdonald. Unquestionably the county of Lanark has reaped the advantage. And I suppose the canal has now subsided into a muddy ditch. There has been many a muddy transaction with which the Minister of Railways has been connected as well as the Tay Canal matter. We have had many dark transactions in all parts of this Dominion—railways that, in many cases, are not giving any return, so far as the country is concerned. We know well that in the case of the Oxford and New Glasgow road, which passes through the counties of Cumberland, Colchester and Pictou, these counties were represented by Cabinet Ministers at the time, who unquestionably took the same course as the hon. Minister of Railways. I suppose they concluded that their counties were entitled to some consideration too. Sir Charles Tupper represented Cumberland, Mr. McLelan represented the county of Colchester, and the hon. Minister of Marine (Sir Charles Hibbert Tupper) represents Pictou. They constructed a double line of the Intercolonial Railway, branching off at Oxford and running to New Glasgow, and spent \$1,800,000 on the construction of that road.

Sir JOHN THOMPSON. Mr. Speaker, I would ask you whether the hon. gentleman is obliged to confine himself to the question under discussion or not.

Mr. SPEAKER. In discussing an amendment to a motion for Committee of Supply, the latitude allowed is very wide. Hon. gentlemen may discuss almost anything they please.

Sir JOHN THOMPSON. The hon. gentleman is only about two thousand miles away from the subject now.

Sir RICHARD CARTWRIGHT. This is by way of illustration, Mr. Speaker.

Mr. McMULLEN. I was trying to draw the attention of the House to works of a similar character as the Tay Canal on which the money of this Dominion had been absolutely squandered. Such works are scattered all over the Dominion. As I am reminded by one of my hon. friends, the Chignecto Marine Railway is one of them.

Mr. McMULLEN.

Sir CHARLES HIBBERT TUPPER. Will the hon. gentleman state how much of the public money was wasted on the Chignecto Railway ?

Mr. McMULLEN. The public credit is pledged for the construction, and we shall see the public treasury drawn on for a number of years in order to pay for a foolish and insane undertaking that not a single seaman in Canada has the slightest confidence in.

Mr. FOSTER. The Dominion Government is not pledged to a cent.

Mr. McMULLEN. We have a great many such works as I have described that have been constructed at the expense of the Dominion, and this Tay Canal is one of them. For years, the efforts of hon. gentlemen have been directed, each one, to secure something for his own constituency. It does not appear to matter very much whether the work is needed or not, so long as the money is spent. It may be a canal or railway, or, if nothing else can be thought of, a post office will do. We hope that the end of this kind of thing has been reached, but, in order to draw the public attention to this extravagance and to keep the people informed of what is going on, it is the duty of the Opposition to criticise these expenditures closely. The Minister of Railways has drawn the attention of the Opposition to the fact that very little criticism took place on this expenditure when it was first proposed to the House. He took the opportunity in the Public Accounts Committee this year to say that in the Hard Pan cases very little criticism had been engaged in, and very few questions had been asked when the work was undertaken. It is to be hoped that under these rebukes which the hon. gentleman has administered to the Opposition, they will endeavour to perform their duties by thoroughly and minutely criticising every expenditure proposed by the Government. We of the Opposition have a duty to perform, and perhaps we have been lax in the performance of that duty. But hon. gentlemen have thrown out their challenge. They have thrown the responsibility upon us for these extravagances because we have not thoroughly criticised these expenditures. Hereafter we shall endeavour to discharge our duties. We want the Government to understand that when they bring down items of expenditure and ask quietly that they be allowed to pass, we are bound to see the top and bottom of every item before the House decides, and I hope this rebuke which the hon. gentleman has given the Opposition will be sufficient, and that hereafter they will so discharge their duty as to make such rebuke impossible.

House divided on amendment of Mr. Charlton :

YEAS :

Messieurs

Allan,	Grieve,
Bain (Wentworth),	Guay,
Beausoleil,	Harwood,
Bécharde,	Innes,
Beith,	Landerkin,
Bernier,	Langelier,
Borden,	Laurier,
Boston,	Lavergne,
Bourassa,	Leduc,
Bowman,	Legris,
Brodeur,	Livingston,
Brown,	Lowell,
Bruneau,	McGregor,
Carroll,	McMullen,
Cartwright (Sir Richard),	Mignault,
Casey,	Mills (Bothwell),
Charlton,	Monet,
Choquette,	Paterson (Brant),
Christie,	Perry,
Colter,	Proulx,
Davies,	Rider,
Dawson,	Rinfret,
Featherston,	Rowand,
Flint,	Sanborn,
Forbes,	Scriven,
Frémont,	Semple,
Geoffrion,	Somerville,
Gillmor,	Sutherland,
Godbout,	Vaillancourt.—58.

NAYS :

Messieurs

Adams,	Lippé,
Amyot,	Macdonald (King's),
Bain (Soulanges),	Macdonell (Algoma),
Baird,	Maclean (York),
Baker,	McAlister,
Belley,	McDonald (Assiniboia),
Bennett,	McDougald (Picton),
Bergeron,	McDougall (Cape Breton),
Blanchard,	McInerney,
Boyd,	McKay,
Cameron,	McLennan,
Cargill,	McLeod,
Carpenter,	McNeill,
Caron (Sir Adolphe),	Madill,
Carscallen,	Mara,
Chesley,	Marshall,
Cleveland,	Metcalf,
Coatsworth,	Miller,
Cockburn,	Mills (Annapolis),
Corbould,	Montague,
Costigan,	Northrup,
Craig,	O'Brien,
Daly,	Quimet,
Davin,	Patterson (Colchester),
Davis,	Patterson (Huron),
Dugas,	Pelletier,
Dupont,	Pridham,
Dyer,	Putnam,
Earle,	Reid,
Fairbairn,	Robillard,
Ferguson (Renfrew),	Roome,
Foster,	Rosamond,
Fréchette,	Ross (Dundas),
Gillies,	Ross (Lisgar),
Girouard (Jacques Cartier),	Ryckman,
Girouard (Two Mountains),	Simard,
Grant (Sir James),	Sproule,
Guillet,	Taylor,
Haggart,	Temple,
Haslam,	Thompson (Sir John),
Hazen,	Tisdale,
Hodgins,	Tupper (Sir C. Hibbert),
Hughes,	Tyrwhitt,
Hutchins,	Weldon,
Ives,	White (Cardwell),
Joncas,	White (Shelburne),
Kaulbach,	Willmot,
Kenny,	Wilson,
Lachapelle,	Wood (Brockville),
Langevin (Sir Hector),	Wood (Westmoreland).—101.
Leclaire,	

PAIRS :

Ministerial.

Messieurs

Opposition.

Dickey,	Gibson,
Pope,	Mulock,
Bergin,	Devlin,
Barnard,	Martin,
Prior,	Tarte,
Bryson,	Edwards,
Wallace,	Préfontaine,
Cochrane,	McDonald (Huron),
Ferguson (Leeds),	Campbell,
Smith (Sir Donald),	Fraser,
McLean (King's, P.E.I.)	Yeo.

Mr. SUTHERLAND. Mr. Speaker, I desire to call attention to the fact that the hon. member for Winnipeg (Mr. Martin) has not voted.

Mr. MARTIN. Mr. Speaker, I was paired with the hon. member for Cariboo (Mr. Barnard).

Amendment negatived, and House again resolved itself into Committee of Supply.

(In the Committee.)

Sir JOHN THOMPSON. Mr. Chairman, allow me a moment to give an explanation which I promised to the committee. First, with regard to an item in Senate contingencies. Two sums were paid, \$100 each for expenses of managing the restaurant in the Senate. It appears that in the session of 1892, \$100 was placed at the disposal of the committee appointed to assist the Speaker in the management of the restaurant, to pay for necessary assistance and supervision. This is shown by the second report of the Contingencies Committee, dated 9th July, 1892. In the session of 1893, \$100 was voted by the Senate for the same purpose—second report of the Contingent Committee, dated 22nd of March, 1893. These amounts were both paid under the vote for 1892-93, in consequence of the session of 1892 extending beyond the 30th of June. Nothing has been paid for the service for the year 1893-94. It seems that the amount is generally paid for the services of some person appointed to supervise and take care of the table furniture of the restaurant. I promised, also, to give the evidence and judgment in the case of Gibson vs. the Queen. I have not obtained the evidence—that is the shorthand writer's transcript of the evidence—because I learned that the cost would be \$60 or \$70. But the judge has been good enough to send me a copy of the notes he took in the trial, and as these notes were pretty full, I presume they will suffice.

Mr. DAVIES (P.E.I.) I suppose the hon. gentleman will lay the papers on the Table?

Sir JOHN THOMPSON. Yes. I find that we were mistaken in discussing the amount of the judgment. The amount awarded for the expropriation was \$19,068, with interest at 6 per cent from the 21st January, 1888. An observation is made by the judge in sending me his notes and evidence which I think I might properly read, although it

Endnotes

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2. Bathurst Courier. 24 December 1847.
3. PAC, FAD, RG43, Vol. 1010, file 15007, 12 May 1894; Vol. 2007 pt. 1, Charles Legge to Roderick Matheson, Montreal, 18 September 1866, pp. 429-439.
4. PAC RG12, 4616-84, A. J. Matheson to C. Schreiber, 23 April 1894.
5. RG43, Vol. 2007 pt. 1, 18 September 1866, pp. 429-439.
6. Vol. 1010, file 15007, 12 May 1894.
7. Vol. 1584, file 8518, 30 August 1898.
8. RG12, Vol. 531, 4616-84, Shaw to Wise, 25 September 1883.
9. RG12, Vol. 531, Shaw to Wise, 31 October 1882.
10. RG12, Vol. 531, 4616-84, Matheson to Schreiber, 23 April 1894.
11. Canada. House of Commons Debates (11 February 1896), p.1508.
12. PAC, RG43, Vol. 2006 pt.1, 11 October 1865, pp. 254-8.
13. Vol. 2007 pt.1, 18 September 1866, pp. 429-439.
14. Canada, Journals of the Legislative Assembly, (10 August 1866) p. 348.
15. In 1831 the building of the Rideau Canal and widespread immigration fueled a boom in Perth. In 1866, more than a decade of reciprocity, new found phosphate deposits and continued lumbering encouraged the economy while the National Policy and railroad development formed the basis of the boom in the early 1880's.
16. PAC, RG43, Vol. 1005, file 127338, Haggart to Macdonald, 15 January 1888.
17. See Turner, First Tay Canal, pp. 52-65; Statutes of Upper Canada. 1831-36, "An Act to authorize a Loan to the Tay Navigation Company", (6 March 1834), pp. 230-1; Statutes of Upper Canada. 1837-40, "An Act granting a sum of money, by way of Loan, to the President, Directors and Company, of the Navigation Company, (4 March 1837) pp. 306-7; Canada. Journals of the Legislative Assembly. (10 August 1866) p. 348.
18. Canada. House of Commons Debates (12 August 1891) p.3760.
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20. Perth Courier. 19 June 1896.
21. Tom Naylor, The History of Canadian Business. 1867-1914. Vol. 1, pp. 7-10; John H. Taylor, Ottawa; An Illustrated History (Toronto, James Lorimer & Co., Canadian Museum of Civilization, 1986) p. 81. Taylor maintains the depression hit the Ottawa area most severely with decline in the 1870's and 1890's with a growth period experienced in the 1880's. In Perth the growth period was concentrated between 1878 and 1884.

22. Joseph Schull, Ontario Since 1867, (McClelland and Stewart, 1978) , p. 105; Randall White, Ontario 1610- 1985: A Political and Economic History. (Dundern Press, 1985), pp. 148-153.
23. Naylor, op.cit., Vol. 1, pp. 35-37; See also Richard Reid, "The Rosamond Woolen Company of Almonte: Industrial Development in a Rural Setting", Ontario History. September 1983, pp. 266-289.
24. Perth Expositor. 27 April 1882; Halpenny's Canadian Farmers Almanac. 1866, pp. 40-41.
25. Perth Courier. 23 August 1872.
26. Commercial Review. Vol.V - No. 52, e August 1878.
27. H. Belden, Historical Atlas of Lanark and Renfrew Counties. 1880-81, reprinted by Mika Publishing Company, p. 18.
28. Ibid.
29. Ibid.
30. Courier. 11 October 1872.
31. Belden, op.cit., p. 18.
32. Courier. 16 November 1866.
33. See Naylor, op.cit.. Vol. II, pp. 138-140; Perth Town Council, Minutes, May 1877, 14 June 1879.
34. Expositor 3 June 1884; 18. May 1882.
35. Expositor. 25 May; 8 June; 3 August; 24 August; 12 October 1882; Donald M. Wilson, The Ontario and Quebec Railway (Mika Publishing Company, 1984), pp. 50-52.
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38. Expositor, 3 August; 28 December 1882; Toronto Mail, 14 May 1884.
39. Expositor. 9 November 1882; 10 May 1883.
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41. Ibid.. 12 July; 19 July 1883; 30 June 1887.
42. Ibid.. 9 November 1882; 30 June 1887.
43. Belden, op.cit..p. 18.
44. Ibid..
45. Jopn P. Heisler, The Canals of Canada. Occasional Papers in Archaeology and History, No. 8, 1973, pp. 131, 136; B. Osborne and D. Swainson, The Sault Ste. Marie Canal, Parks Canada, 1986.
46. Expositor. 10 August 1882; 9 August 1883; Judith Tulloch, The Rideau Canal; Defence Transport and Recreation, History and Archaeology 50, Parks Canada, 1981, pp. 51-55.
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49. Ibid.. file 94604, 24 April 1882.
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51. Ibid., (12 August 1891) pp. 3759-60.

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83. Ibid.f p. 347.
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87. "The Haggarts", op.cit.. pp. 12-14.
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174. [no entry]
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446. RG43, Vol. 2023 pt.2, 24 February 1930, p. 908.
447. Expositor. 24 June 1920; 26 May 1921.
448. Ibid.. 1 July 1924.
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450. Ibid.. 2 June 1925.
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454. RG43, Vol. 2019 pt. 2, 28 June 1921, p. 309. In 1933 when A. T. Phillips was asked to describe the duties of seasonal men, the following was written for Perth: "Four Swing Bridges across the Canal on lines of streets in Perth. One Bridgemaster in charge, who has a permanent day labourer with departmental number, to assist him, and paid by the hour. There are large areas of lawns and flower beds to look after as well as some miles of canal banks to patrol. He could not attend to these without assistance although the swinging of the bridges is negligible. These men keep bridge floors in repair, cut grass/ paint etc. RG43, Vol. 2025 pt. 3, 22 June 1933, p. 99.
455. Smiths Falls Rideau Record. 19 May 1912.
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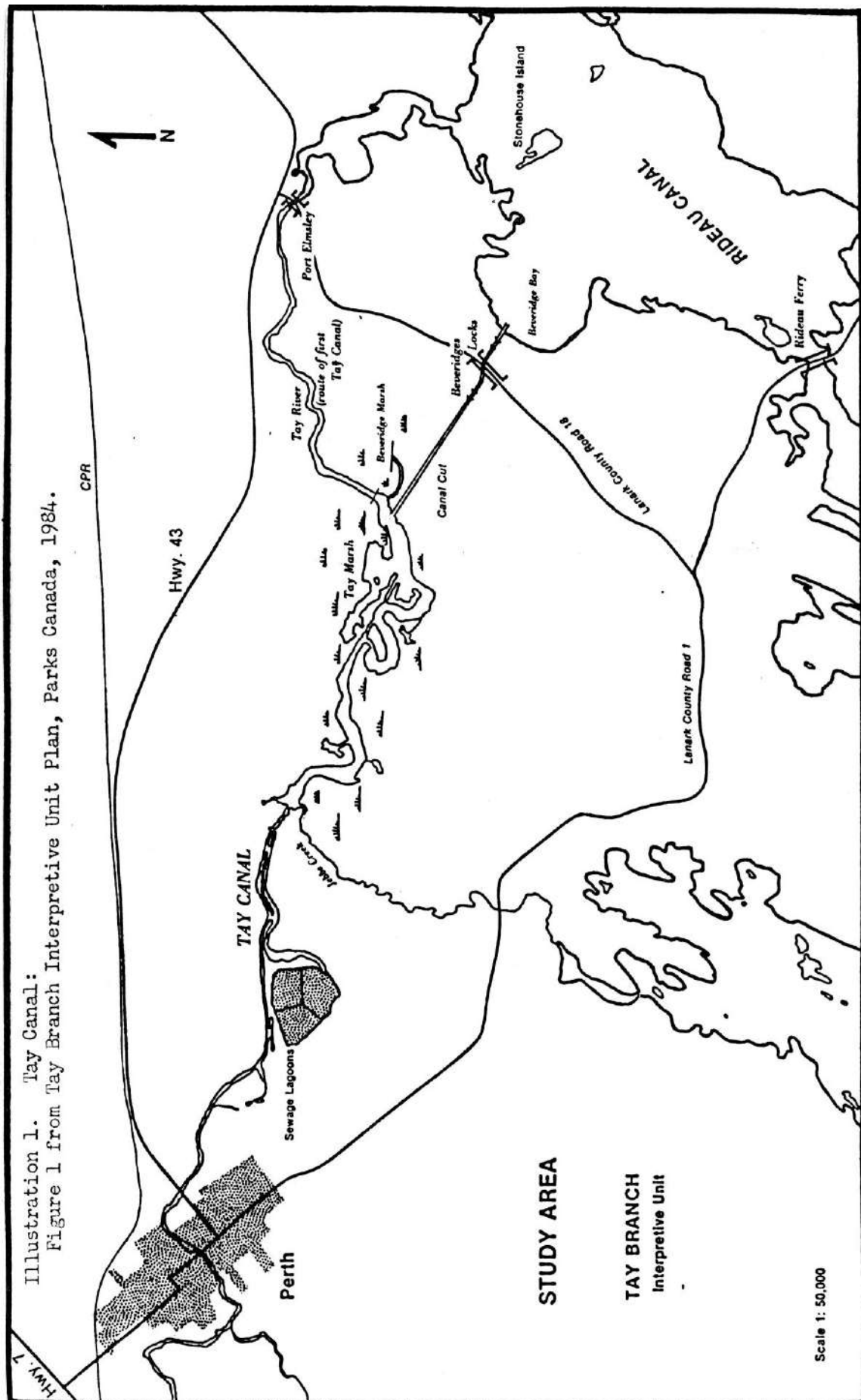
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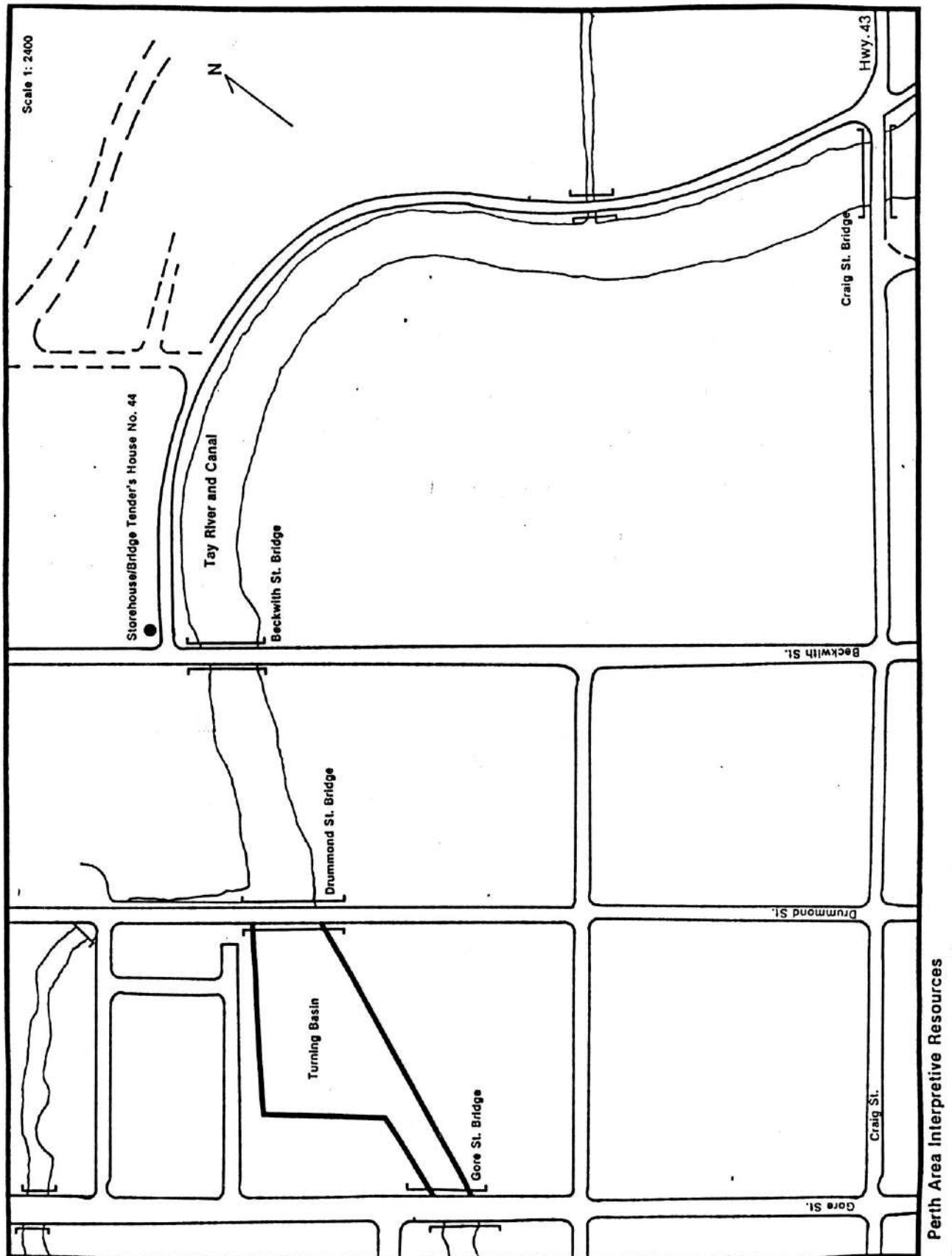


Illustration 2. Tay Canal in Perth:

Figure 6 from Tay Branch Interpretive Unit Plan, Parks Canada, 1984

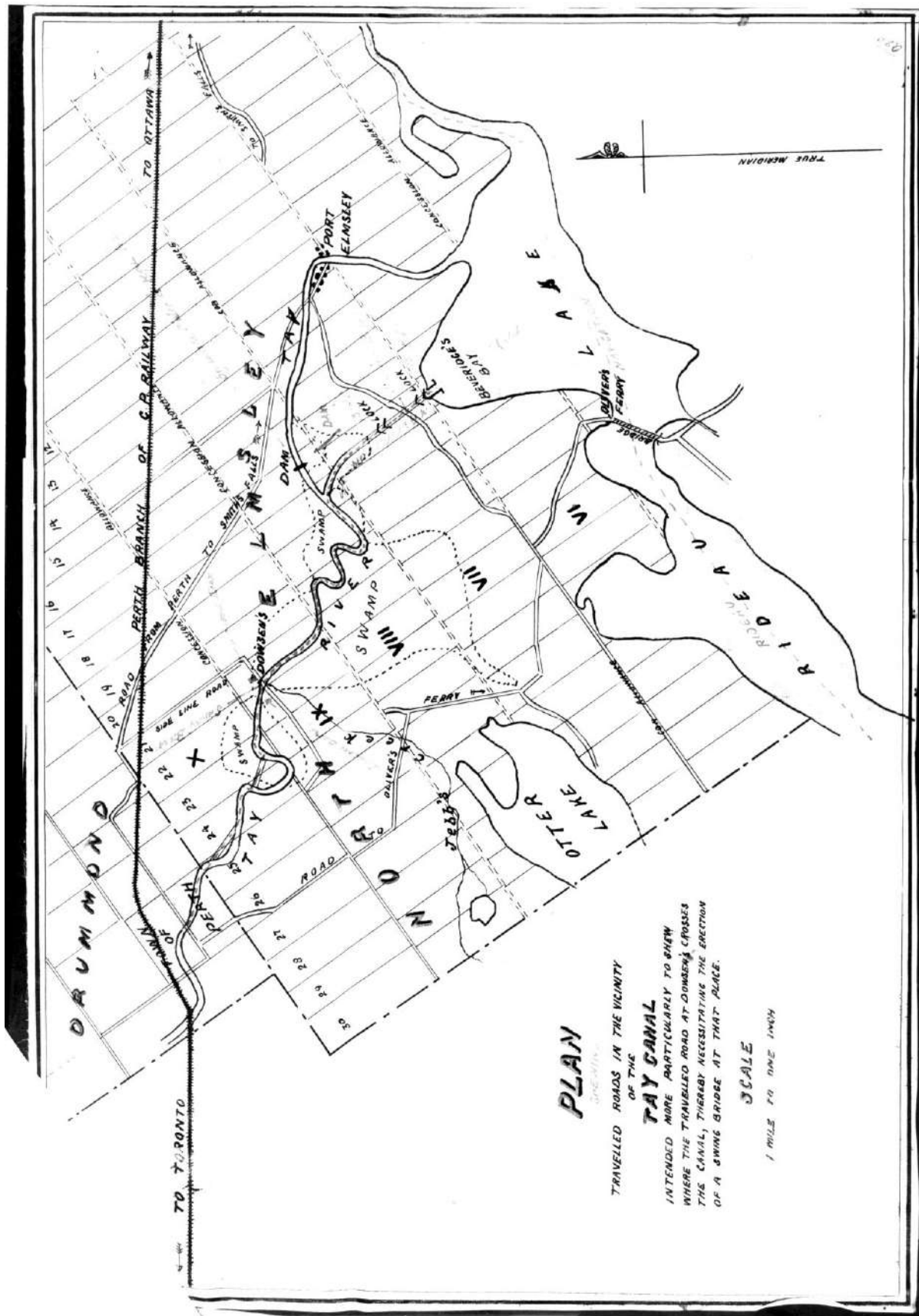


Illustration 3.

Plan Showing Travelled Roads in the vicinity of the Tay Canal, PAC, RG
43, Vol. 1003, File 120903 (21 Aug. 1888)



Illustration 4.

Plan of the Tay Navigation, (1) RG 84, 745-30246 Item 16, NMC 88235

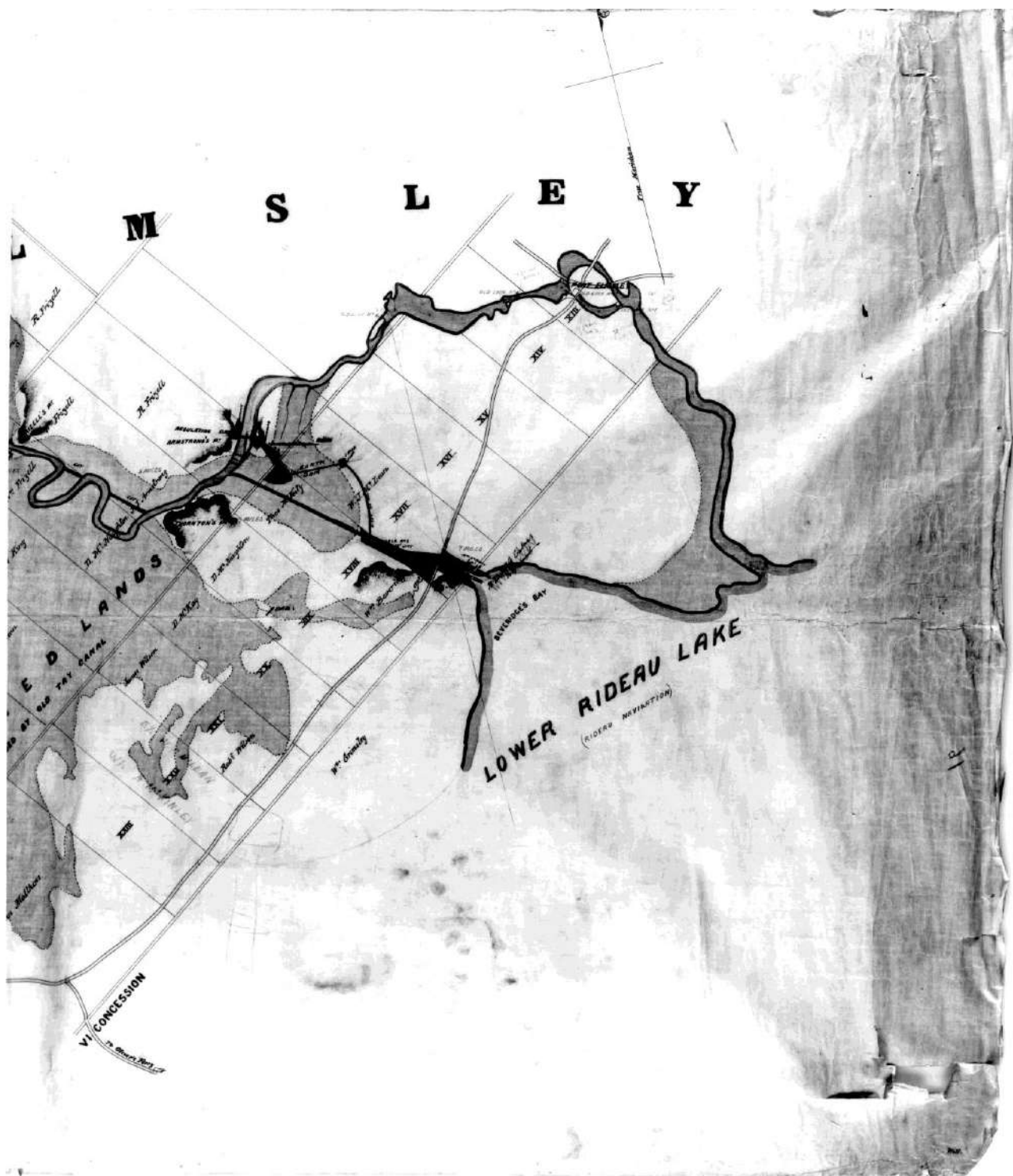
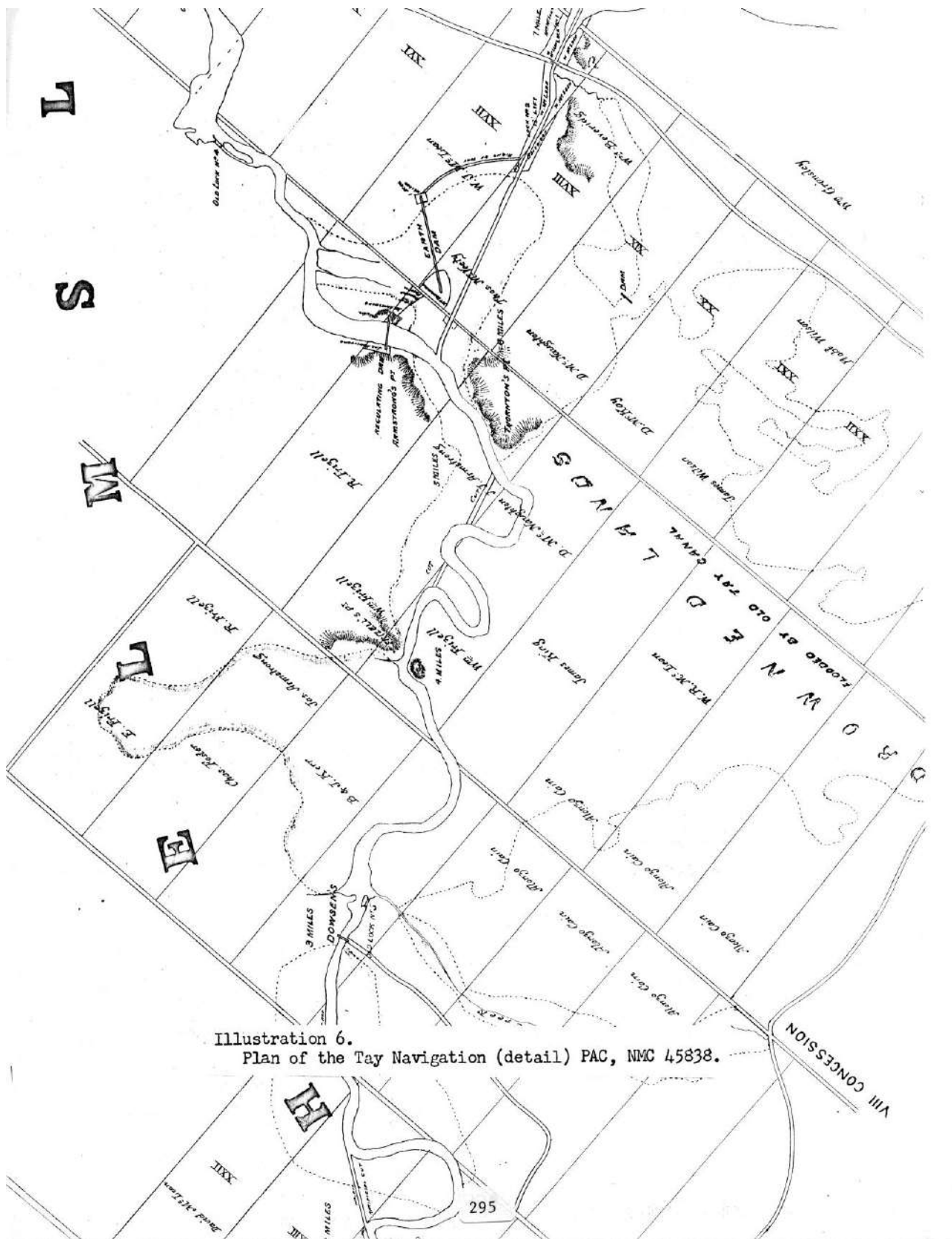


Illustration 5.

Plan of the Tay Navigation, (2) RG 84, 745-30246 Item 16, NMC 88235



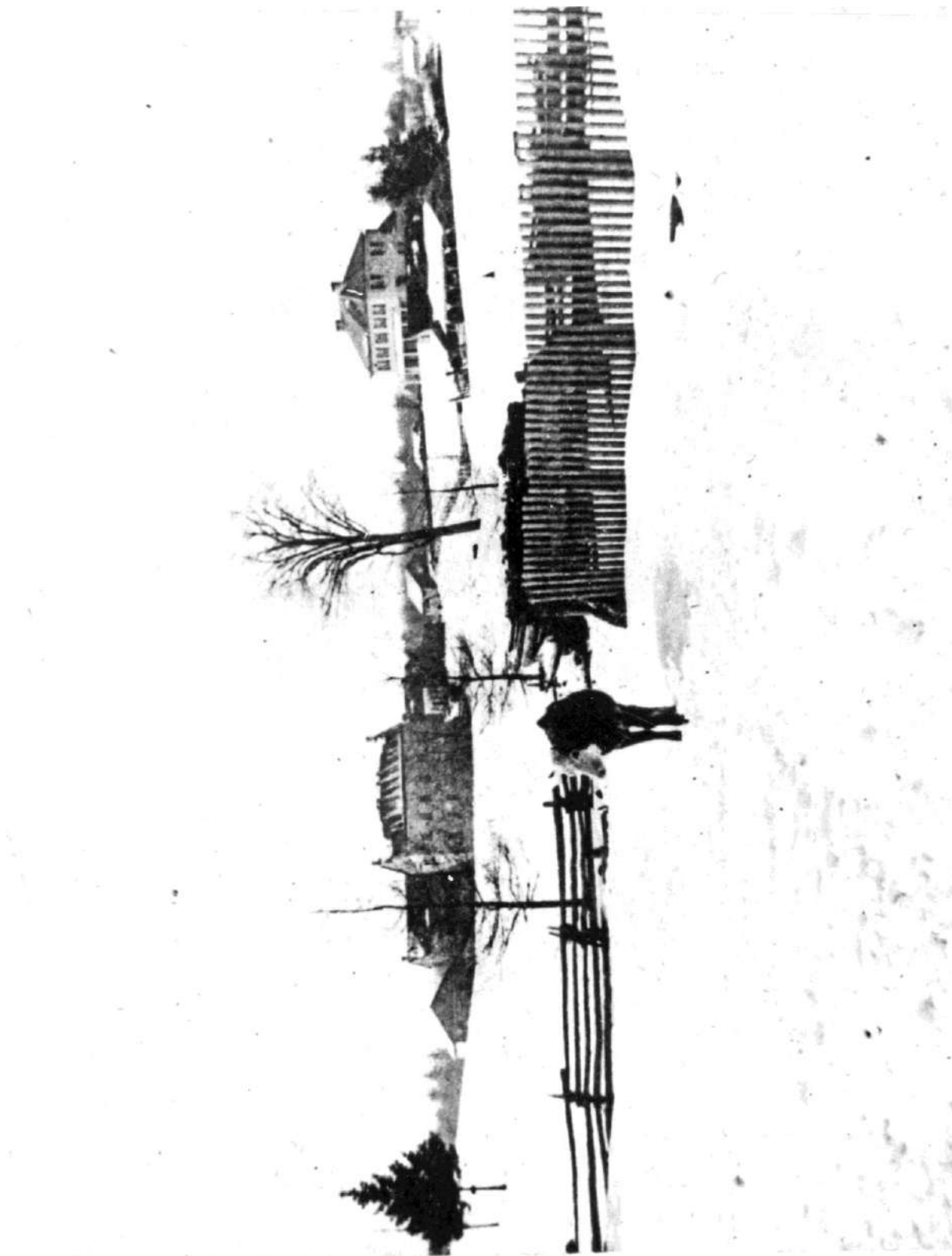


Illustration 7.

Haggart's Mill and House, n.d., Ontario Archives, S 2207

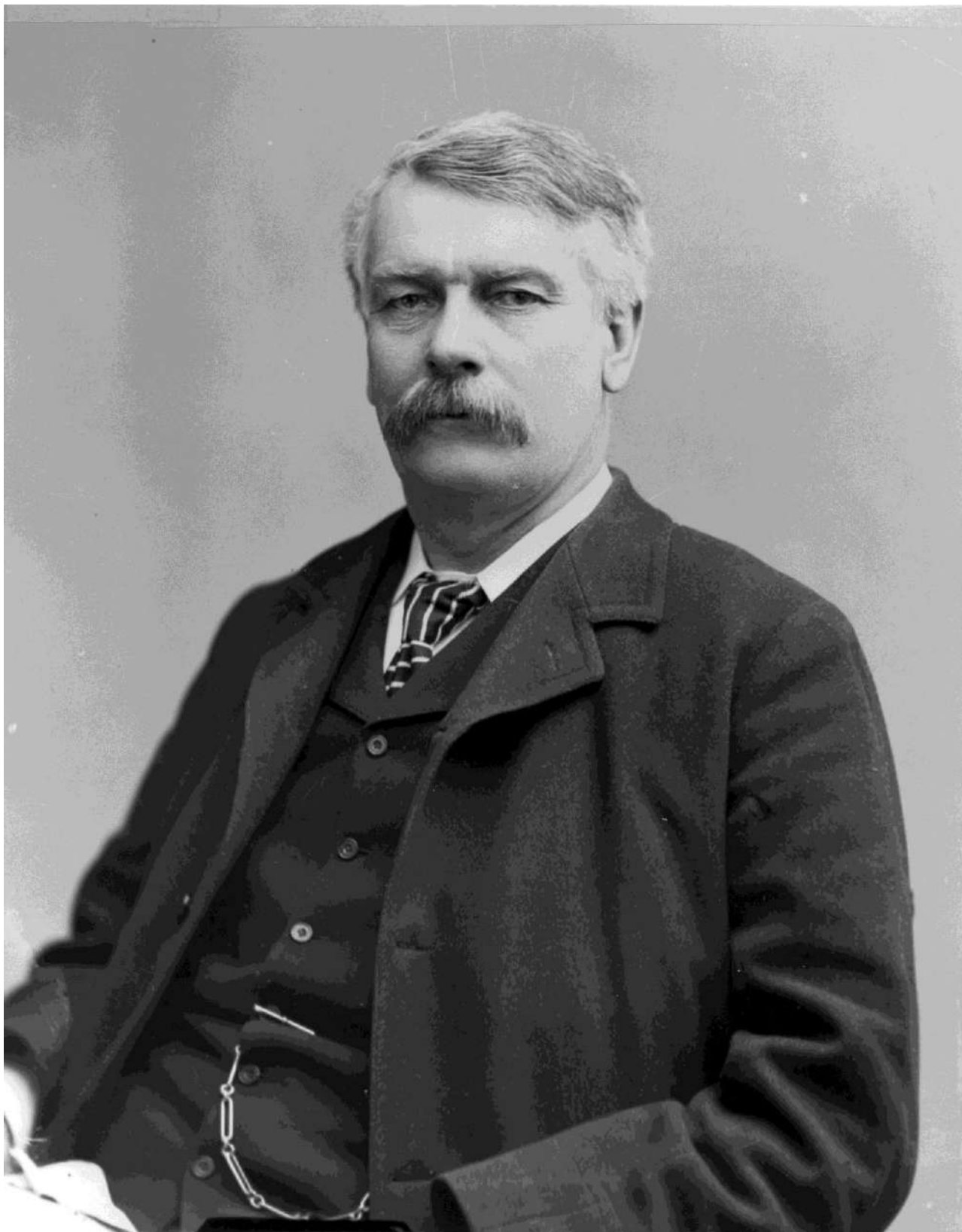


Illustration 8

John Graham Haggart (1836-1913) April 1889, PAC, PA 25679



Illustration 9.

Stone House of the Haggart Family, Ontario Archives, S 1880.

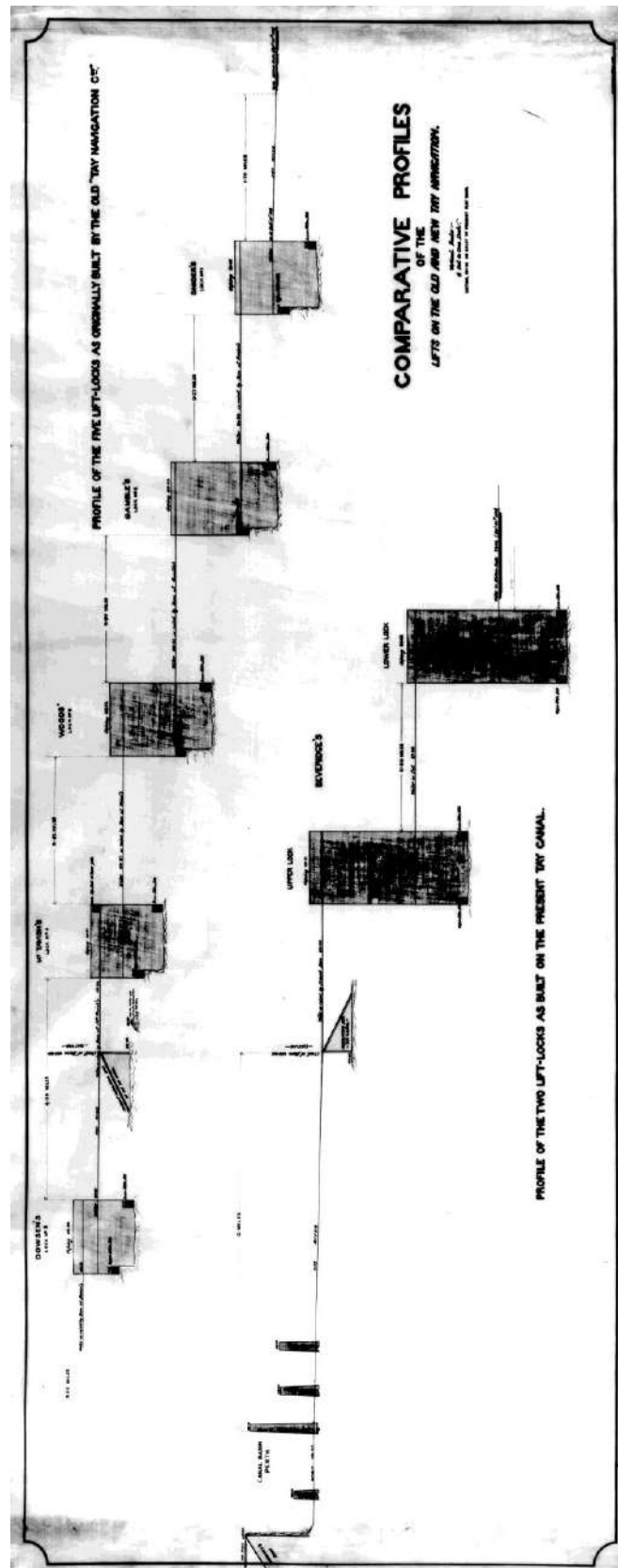


Illustration 10.

Comparative Profiles of the Lifts on the Old and New Tay Navigation.

PAC, RG 84 - 745 - 30246, Item 424, NMC, 80233

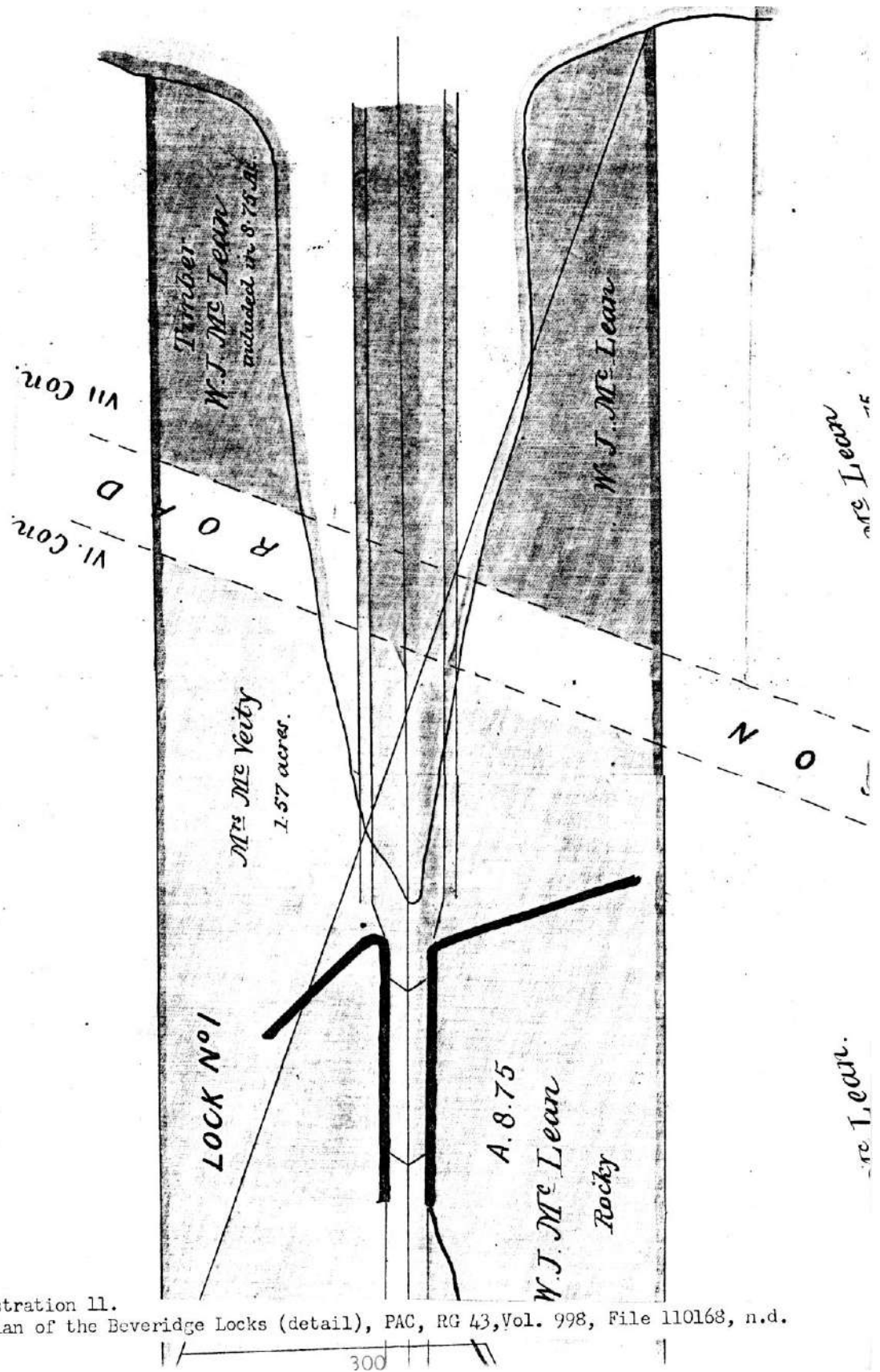


Illustration 11.

Plan of the Beveridge Locks (detail), PAC, RG 43, Vol. 998, File 110168, n.d.

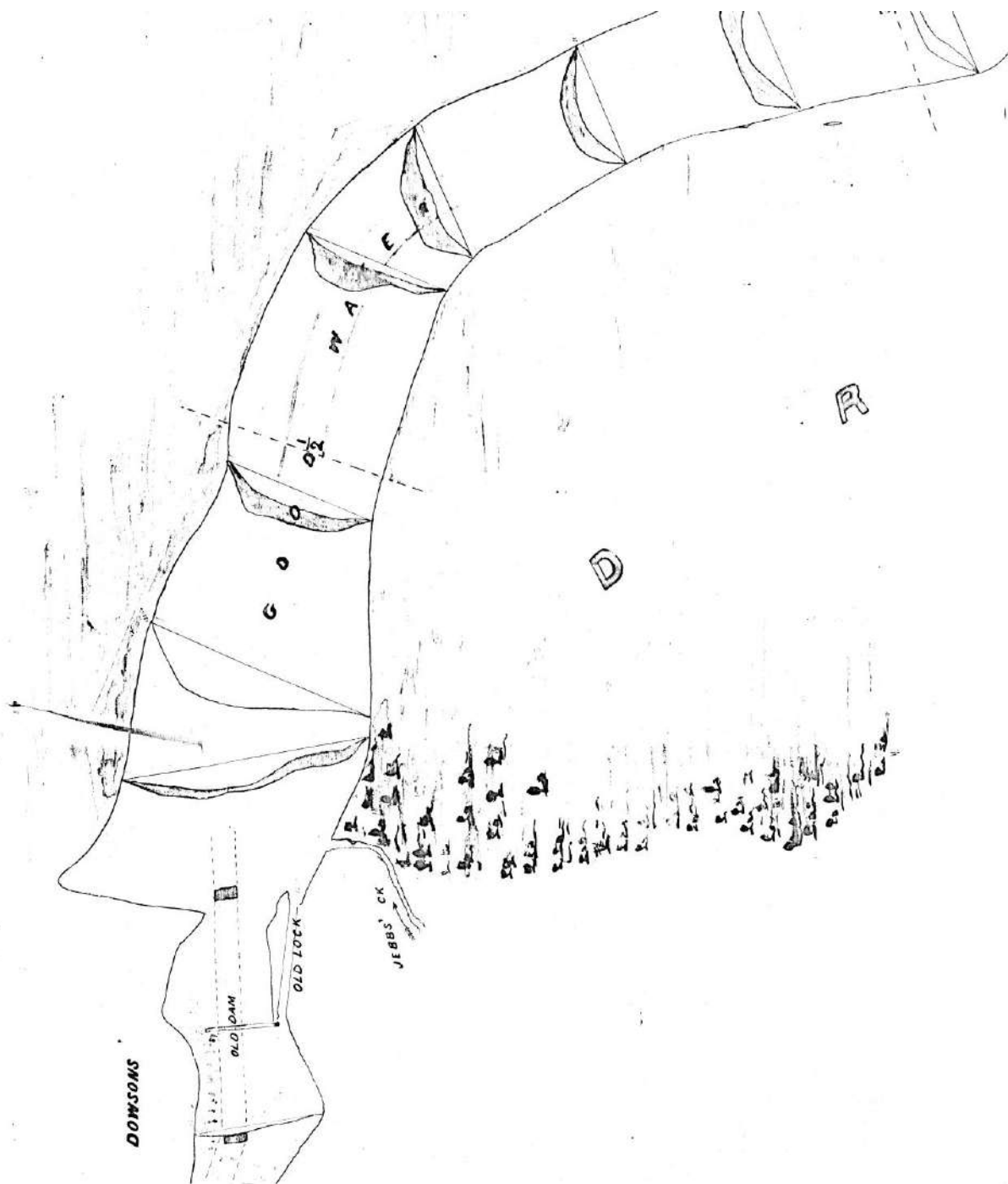


Illustration 12.
Dowson's area excavation cross-section plan. (detail), PAC, NMC. 45839.

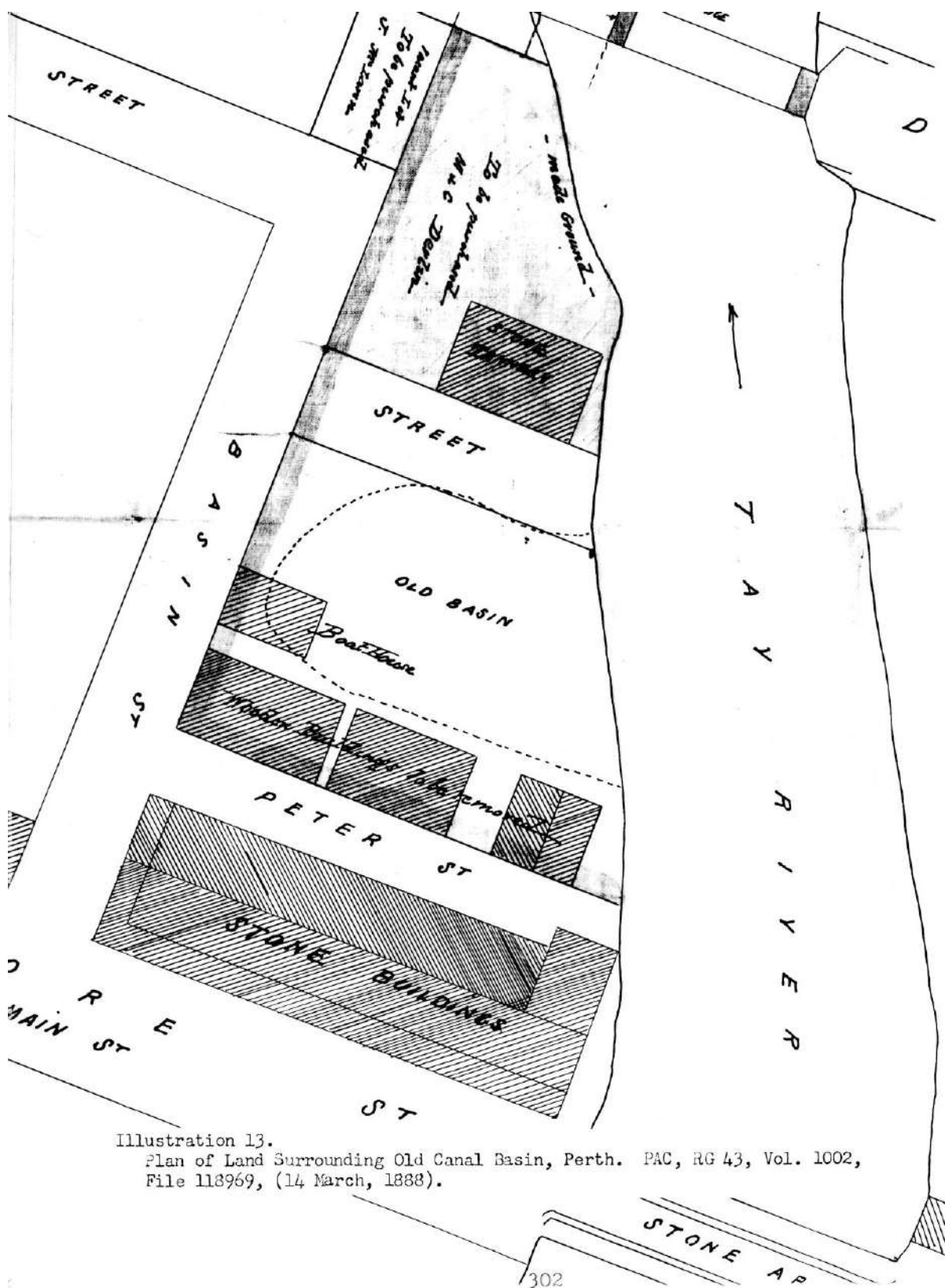


Illustration 13.
Plan of Land Surrounding Old Canal Basin, Perth. PAC, RG 43, Vol. 1002,
File 118969, (14 March, 1888).

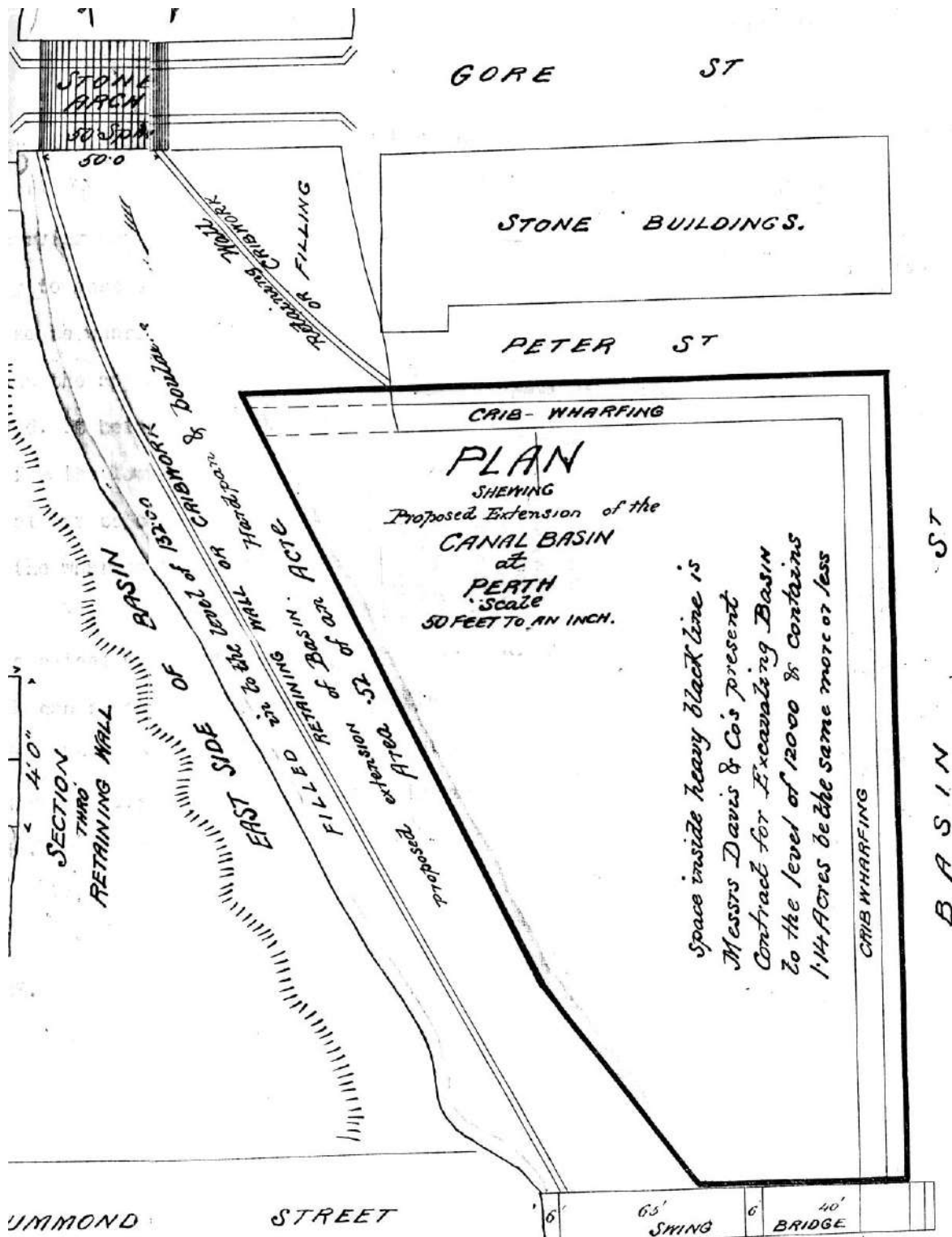


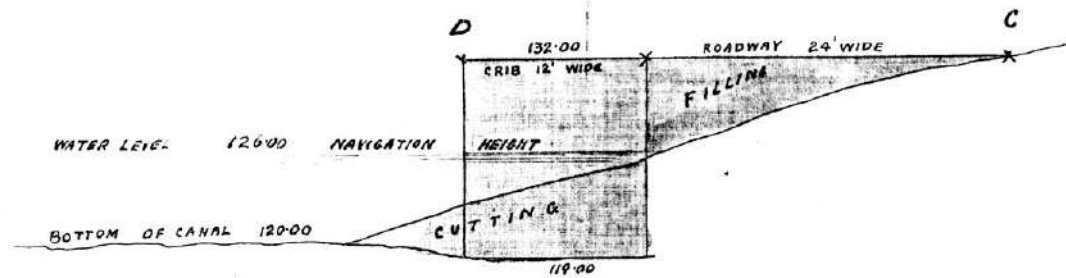
Illustration 14.

Plan Showing Proposed Extension of the Canal Basin at Perth. PAC, RG 43, Vol. 1003, File 122059, (6 Nov. 1888).



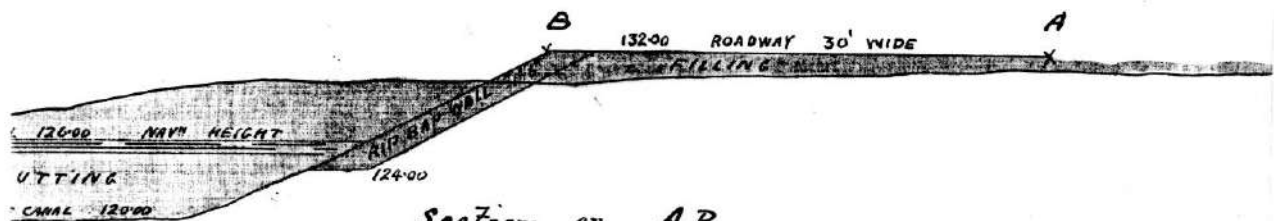
Illustration 15.

Excavation of the Perth Basin, 1888. Parks Canada, Smiths Falls Office,
Rideau Canal.



Section on C.D.

Natural Scale of 10 Ft to 1 Inch.



Section on A.B.

Natural Scale of 10 Ft to an Inch.

Illustration 16.
Cross-Section of Tay Canal cribbing and rip-rap wall. PAC, RG 43, Vol. 1003, File 121348, (21 Sept. 1888).

305

305

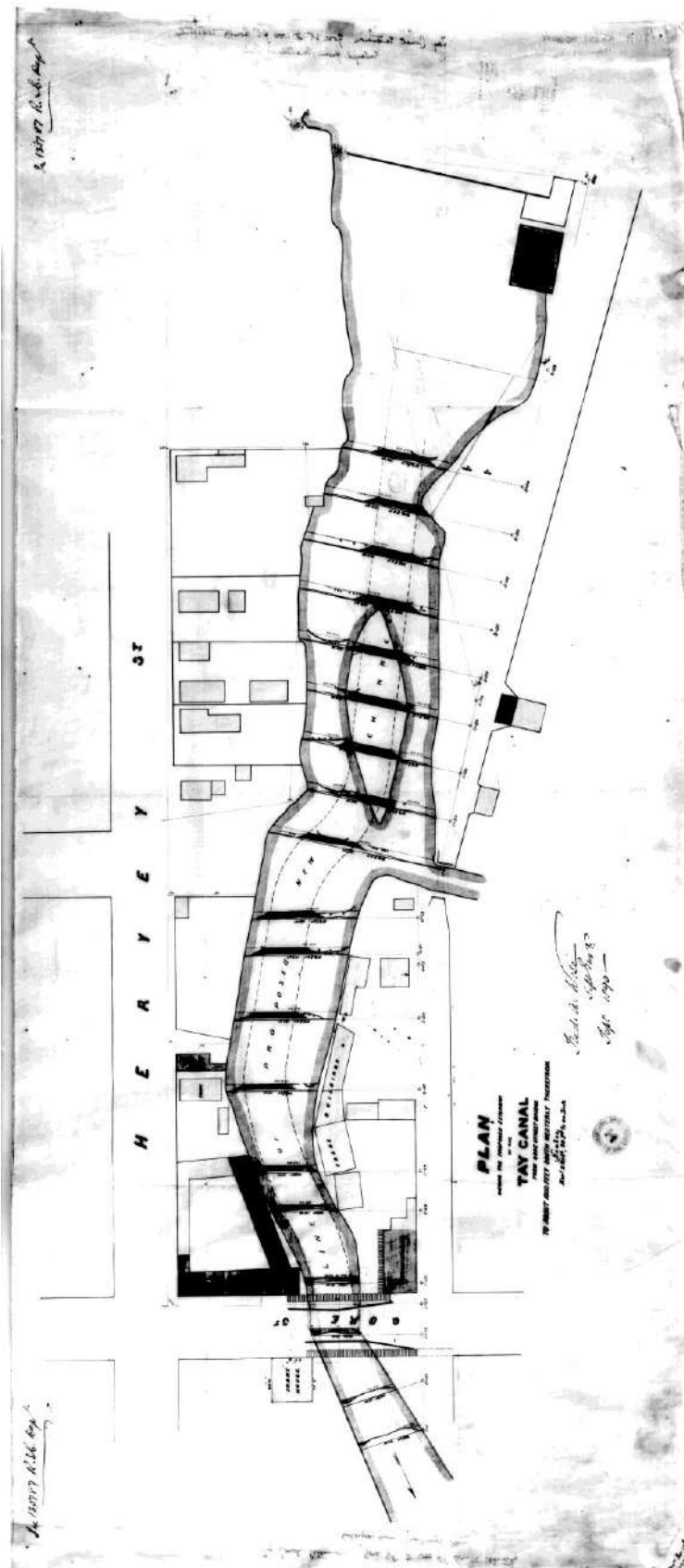


Illustration 17.

Plan Showing the Proposed Extension of the Tay Canal from Gore Street Bridge. PAC, RG 84 - 745 - 30246, Item - 140 A NMC. 88232.

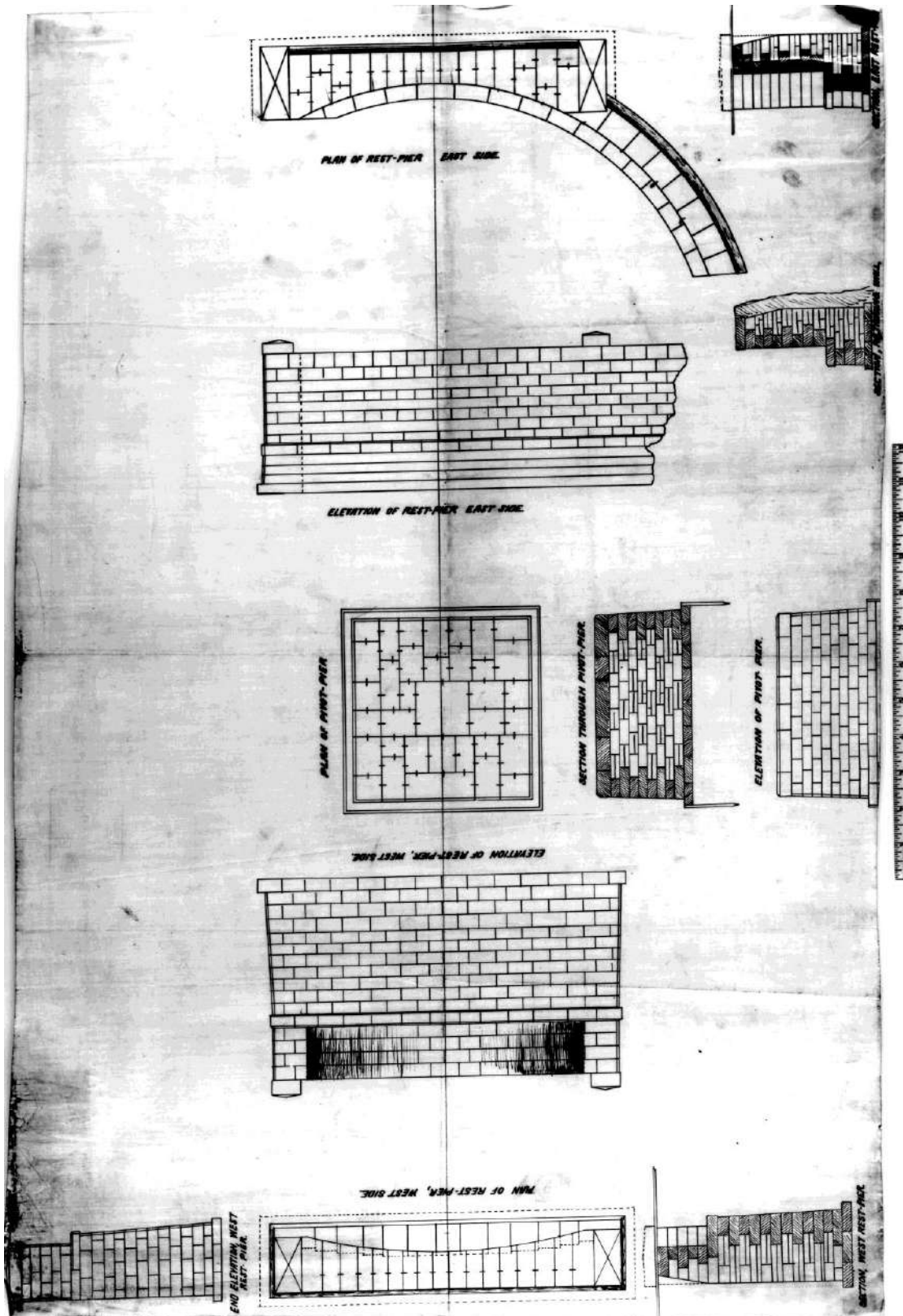


Illustration 18.

Tay Canal: Plan of Masonry Piers for Proposed New Steel Swing Bridge across Gore Street in the Town of Perth.

PAC, RG 84 - 745 - 30246, Item - 398, NMC, 88231



Illustration 19.
Beckwith Street Bridge, Perth (looking south-east), n.d. Parks Canada,
Rideau Canal Collection, A.T. Phillips Collection, Smiths Falls

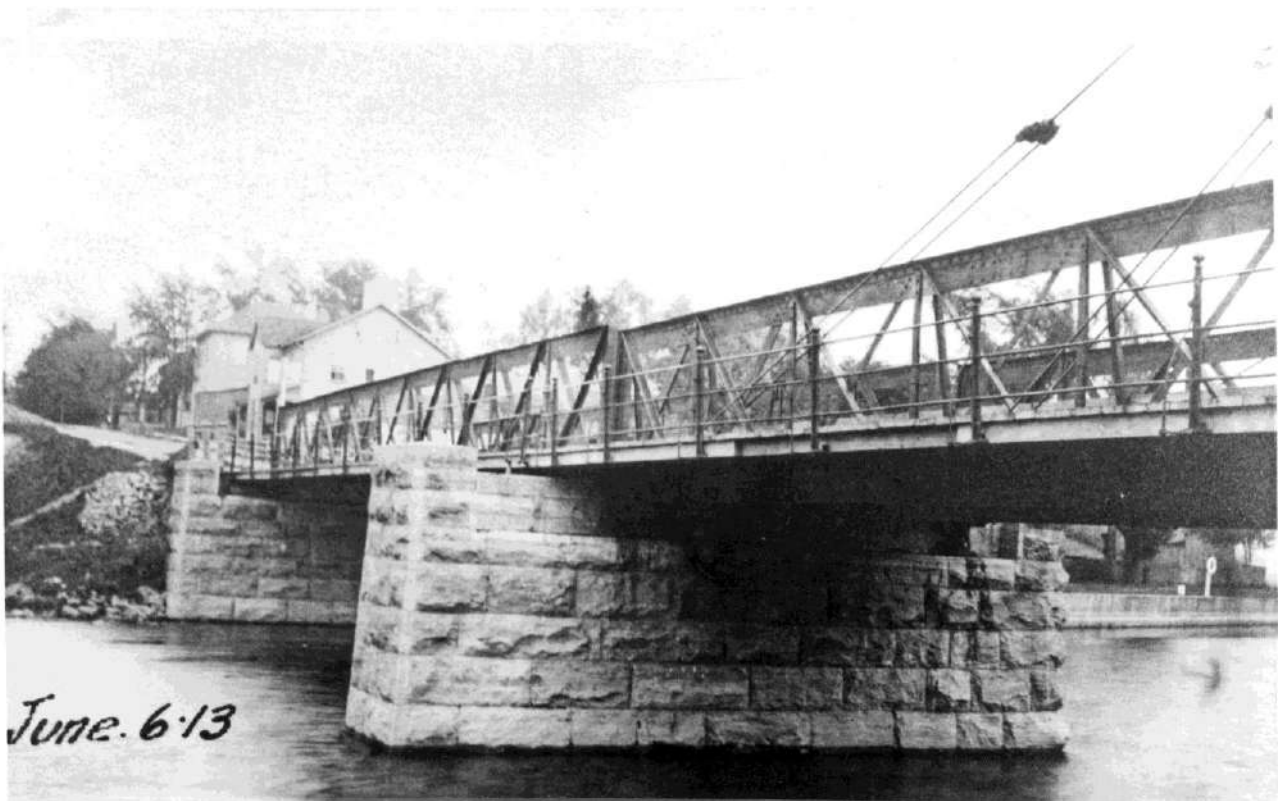


Illustration 20.

Drummond Street Bridge, Perth (looking south-east), 6 June 1913, Parks Canada, Rideau Canal Collection, A.T. Phillips Collection, Smiths Falls



Illustration 21.

Drummond Street Bridge, Perth, showing hand railing, sidewalk and timber floor, (looking east) 6 June 1913, Parks Canada, Rideau Canal Collection, A.T. Phillips Collection, Smiths Falls



Illustration 22.

Gore Street Bridge, Perth (looking west), n.d., Parks Canada, Rideau Canal Collection, Smiths Falls.



Illustration 23.

Gore Street Bridge, Perth (looking south), n.d., Parks Canada, Rideau Canal Collection, Smiths Falls.

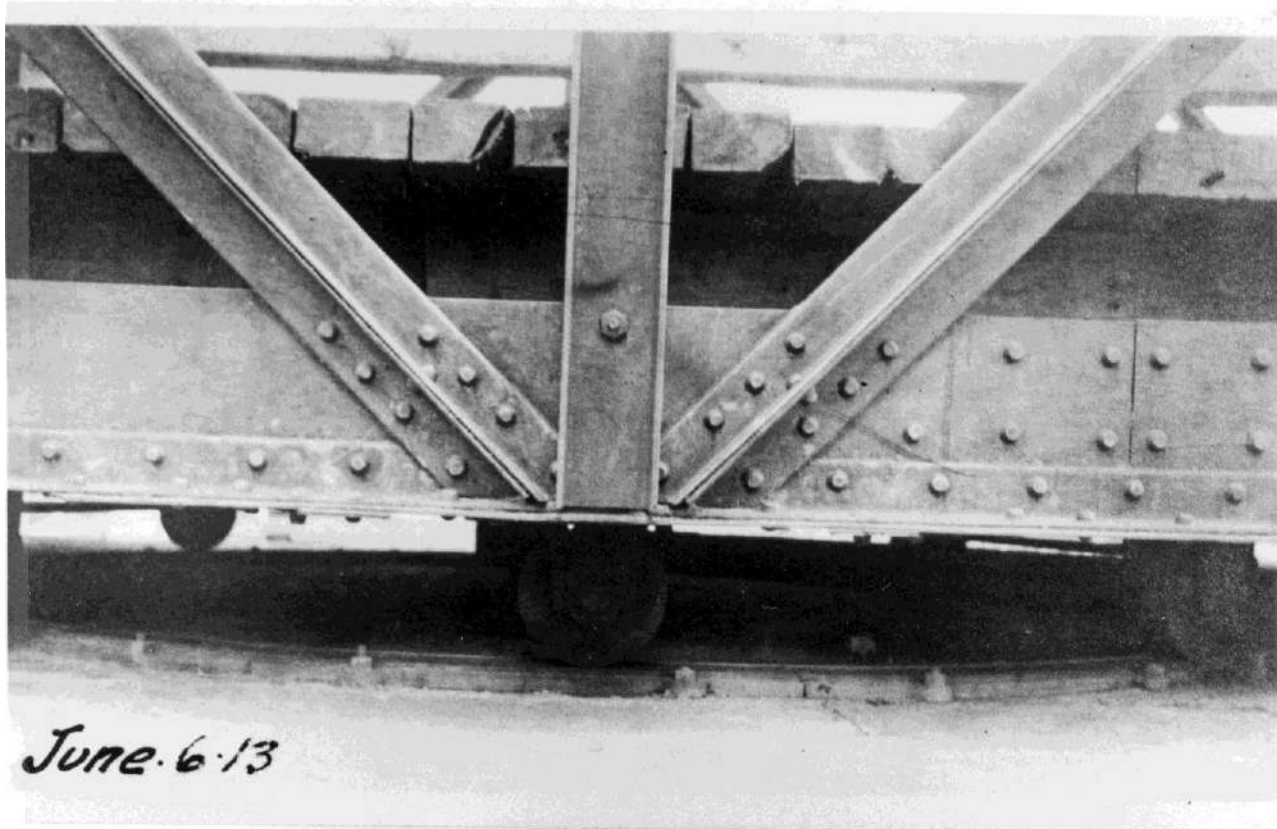


Illustration 24.

Photo of Swing Bridge mechanism, Perth, 6 June 1913. Parks Canada, Rideau Canal Collection, A.T. Phillips Collection, Smiths Falls.

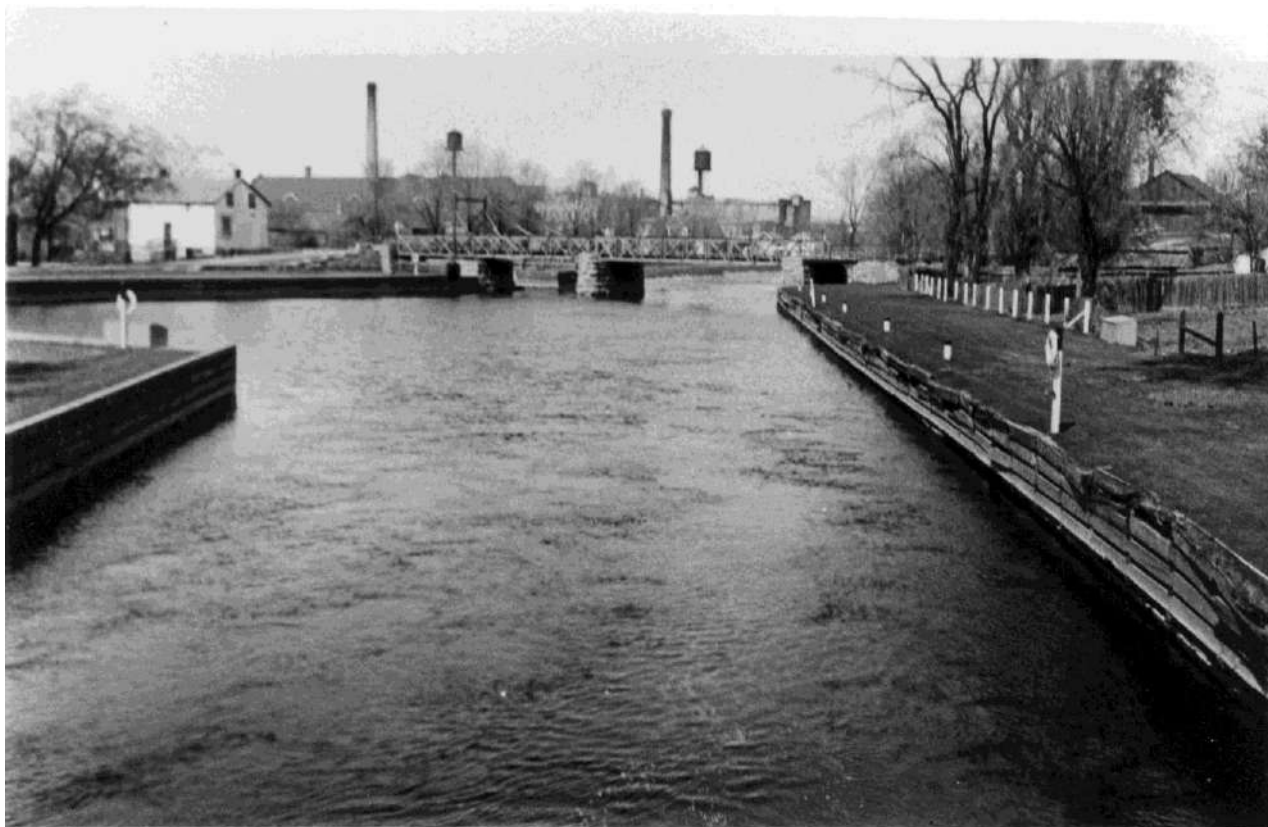


Illustration 25.

Tay Canal looking toward Perth Basin and Drummond Street Bridge. Parks
Canada, Rideau Canal Collection, Smiths Falls



Illustration 26.

Tay Canal flat dam near Beveridges Cut, c. 1957, Parks Canada, Rideau
Canal Collection, Smiths Falls



Illustration 27.

Beveridges Locks Swing Bridge, n.d., (post 1924 - note iron bridge),
Parks Canada, Rideau Canal Collection, Smiths Falls



Illustration 28.

Beveridges Locks Swing Bridge (looking toward locks), n.d., (post 1924 - note iron bridge), Parks Canada, Rideau Canal Collection, Smiths Falls.



Illustration 29.

Beveridges Locks Swing Bridge (looking up-stream) n.d., Parks Canada,
Rideau Canal Collection, Smiths Falls.



Illustration 30.

Beveridges Lockstation, n.d., Parks Canada, Rideau Canal Collection,
Smiths Falls

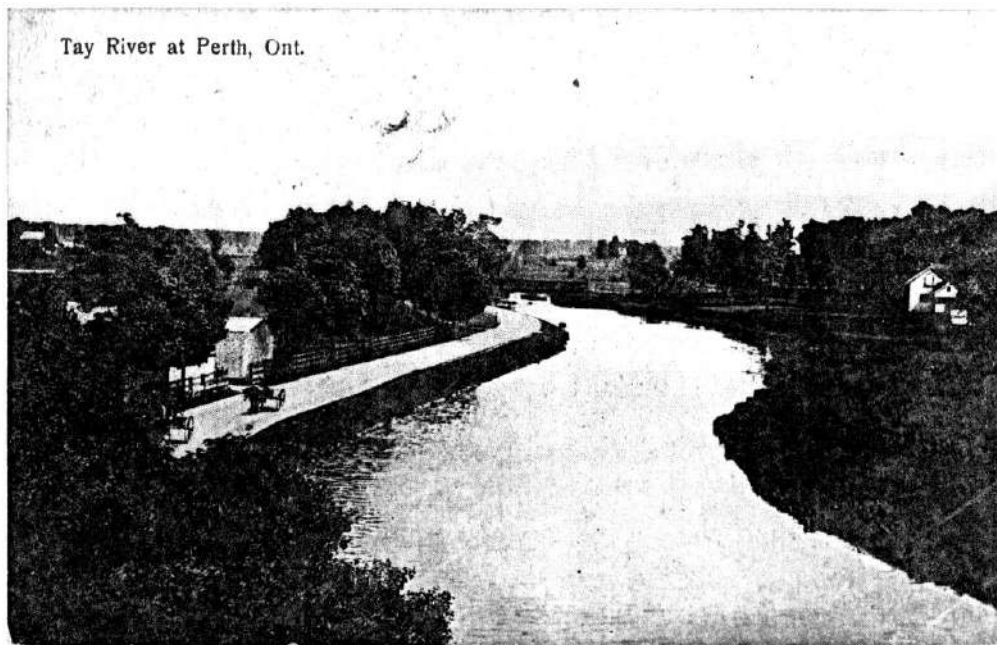


Illustration 31.

Postcard: Tay River at Perth (looking toward Craig Street Bridge, c. 1900, Author's Collection.

Illustration 32.

Postcard: The Tay Canal from Drummond Street Bridge, Perth, Ontario, c. 1906. Author's Collection.

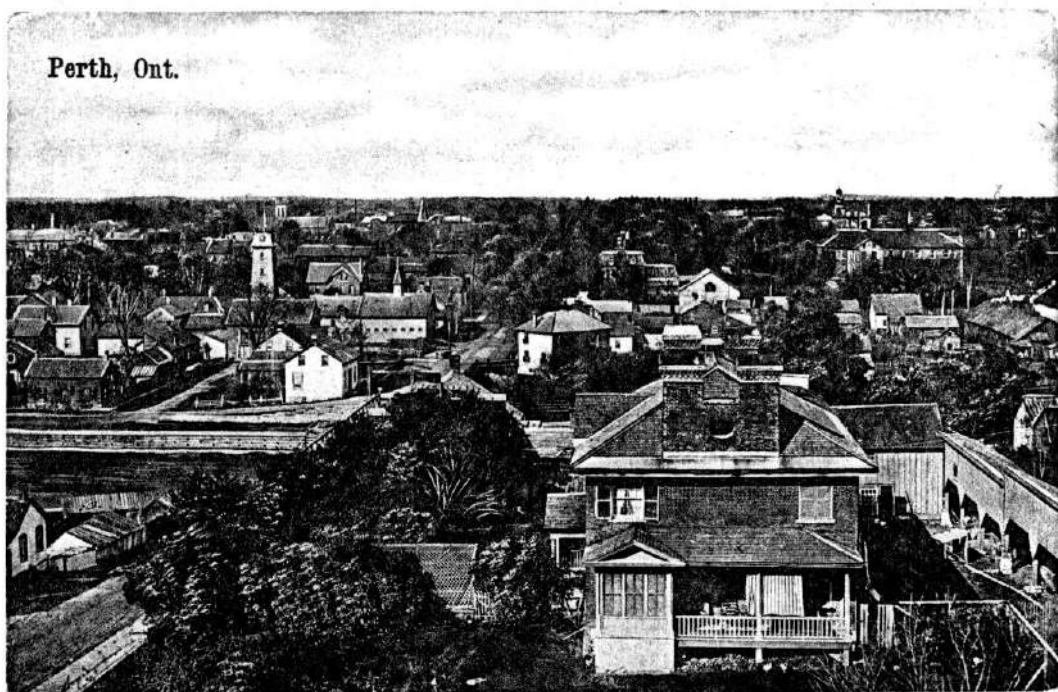
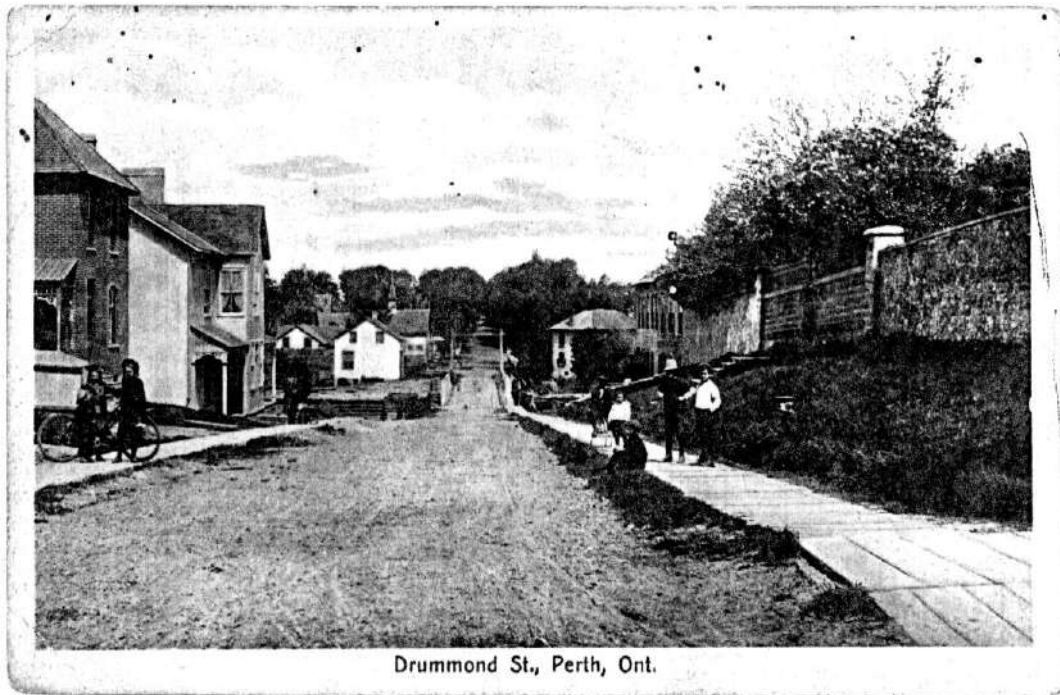


Illustration 33.

Postcard: Drummond Street, Perth, (looking west), c.1890-1900, Author's Collection.

Illustration 34.

Postcard: Perth, Ontario, (Drummond Street from St. James Tower looking west), c. 1910, Author's Collection.

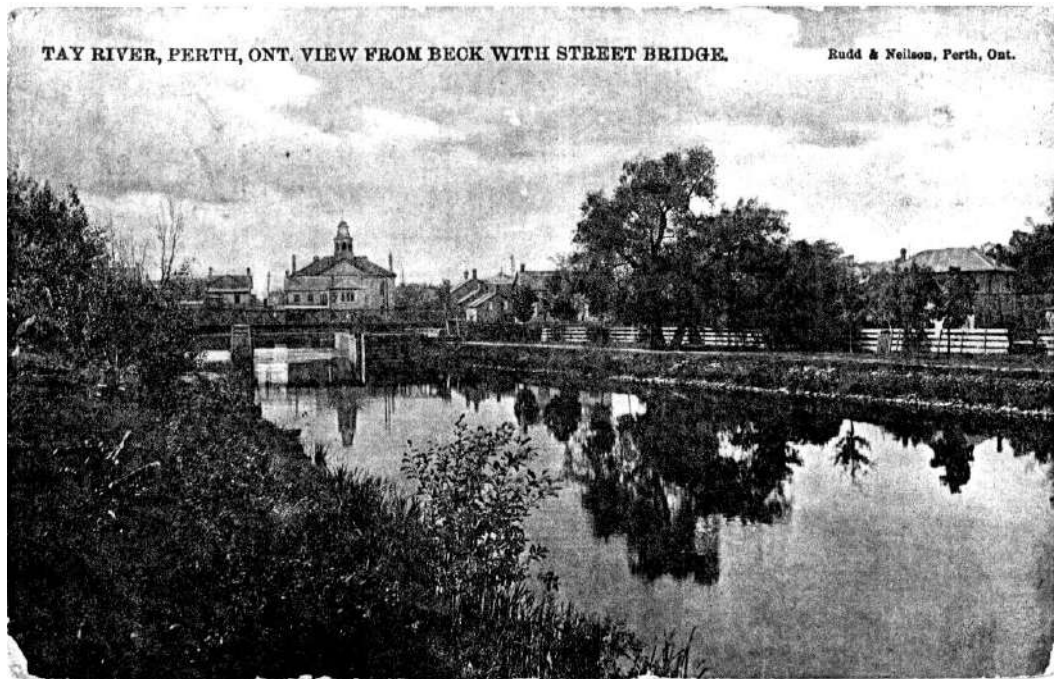


Illustration 35.

Postcard: Tay River, Perth, Ontario, view from Beckwith Street Bridge, (looking towards basin), c.1900 - 1908, Author's Collection.

Illustration 36.

Postcard: Tay River, Perth, Ontario, Canada, (looking toward Perth Basin), c.1930-1935, Author's Collection. (note comparison of Canal banks over 20-30 year period.)

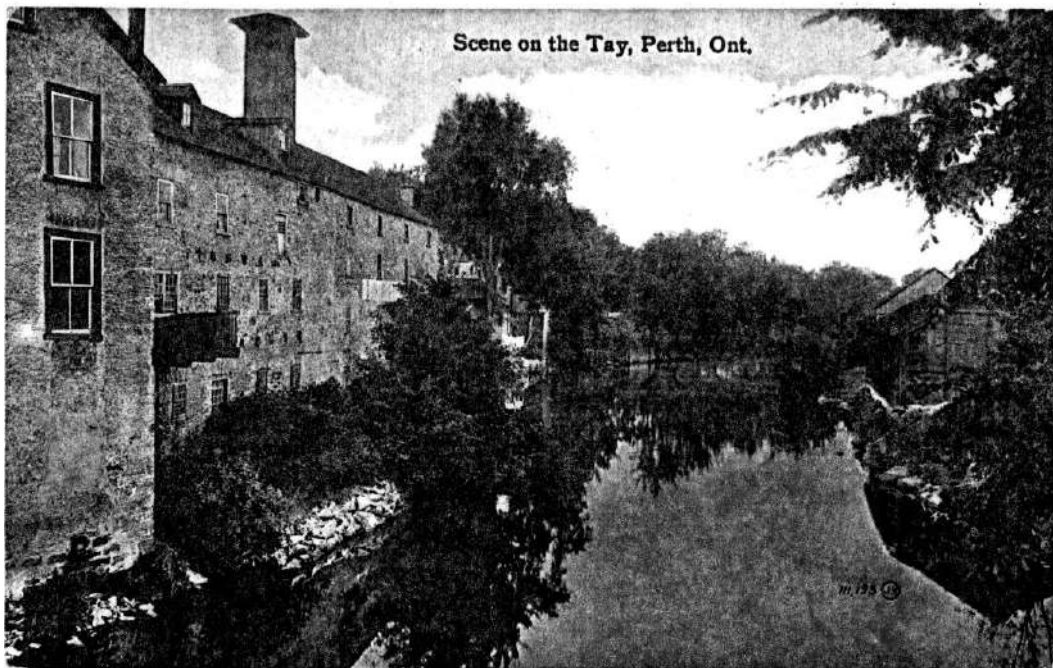
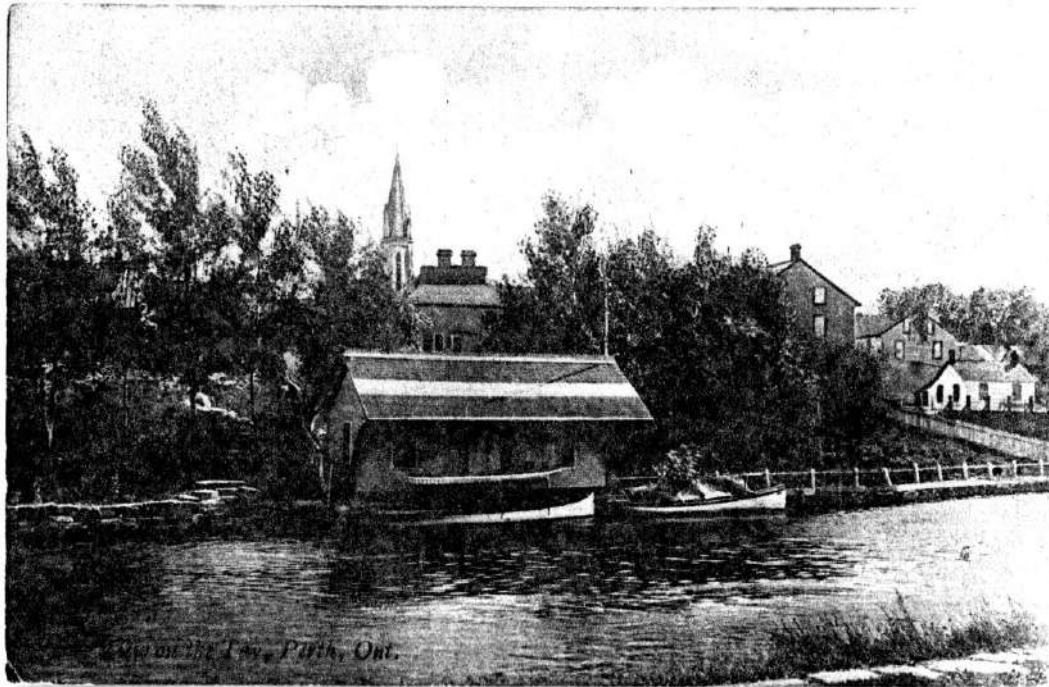


Illustration 37.

Postcard: The Hicks family boathouse on the Tay Canal, Perth, c.1900 - 1910, Author's Collection.

Illustration 38.

Postcard: Scene on the Tay, Perth, Ontario., (looking above Gore Street Bridge over Tay Canal extension to Haggart's Mill), c. 1900 - 1910, Author's Collection.

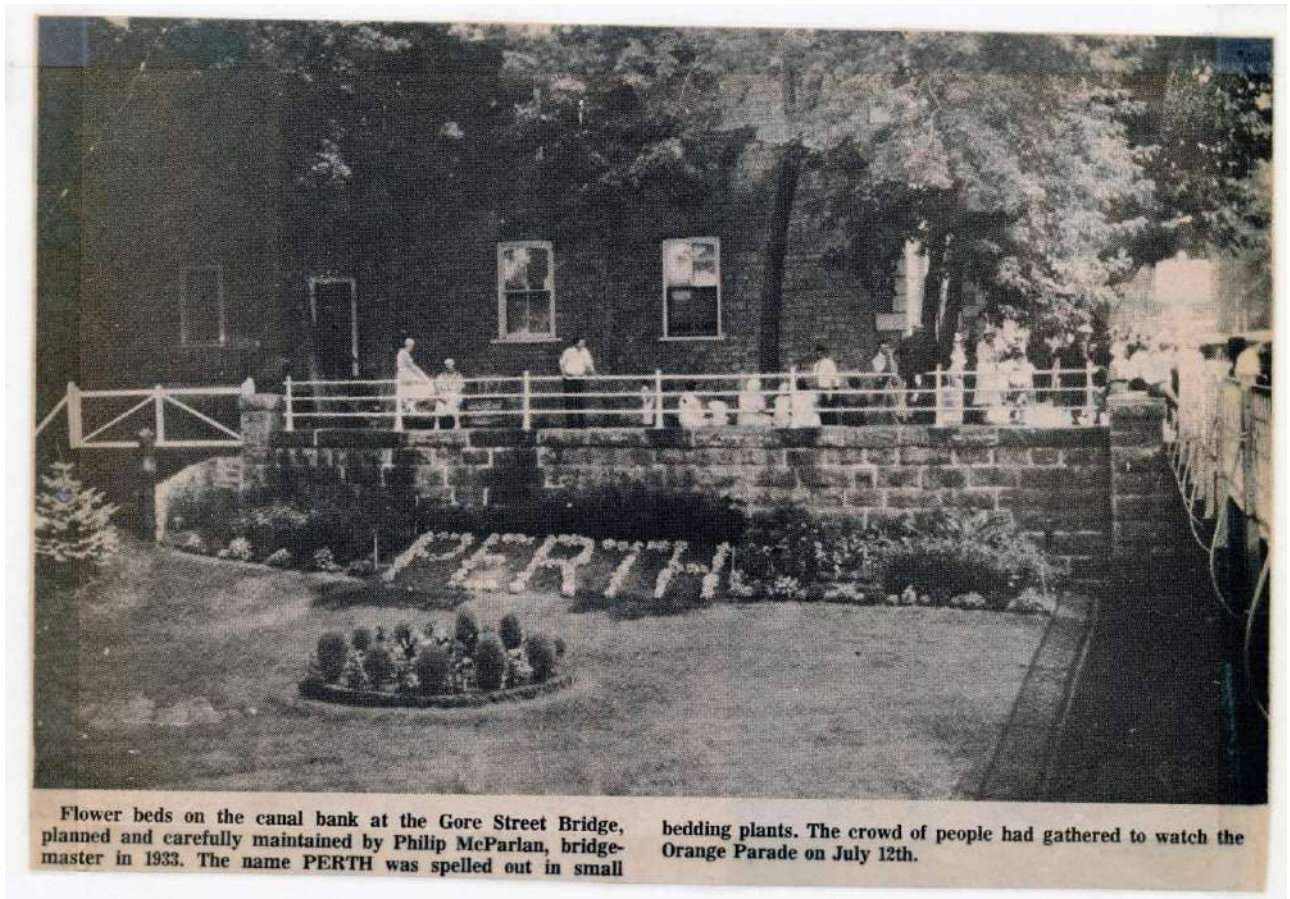


Illustration 39.

Flower beds on the canal bank at Gore Street Bridge, 12 July 1933, Perth Courier.

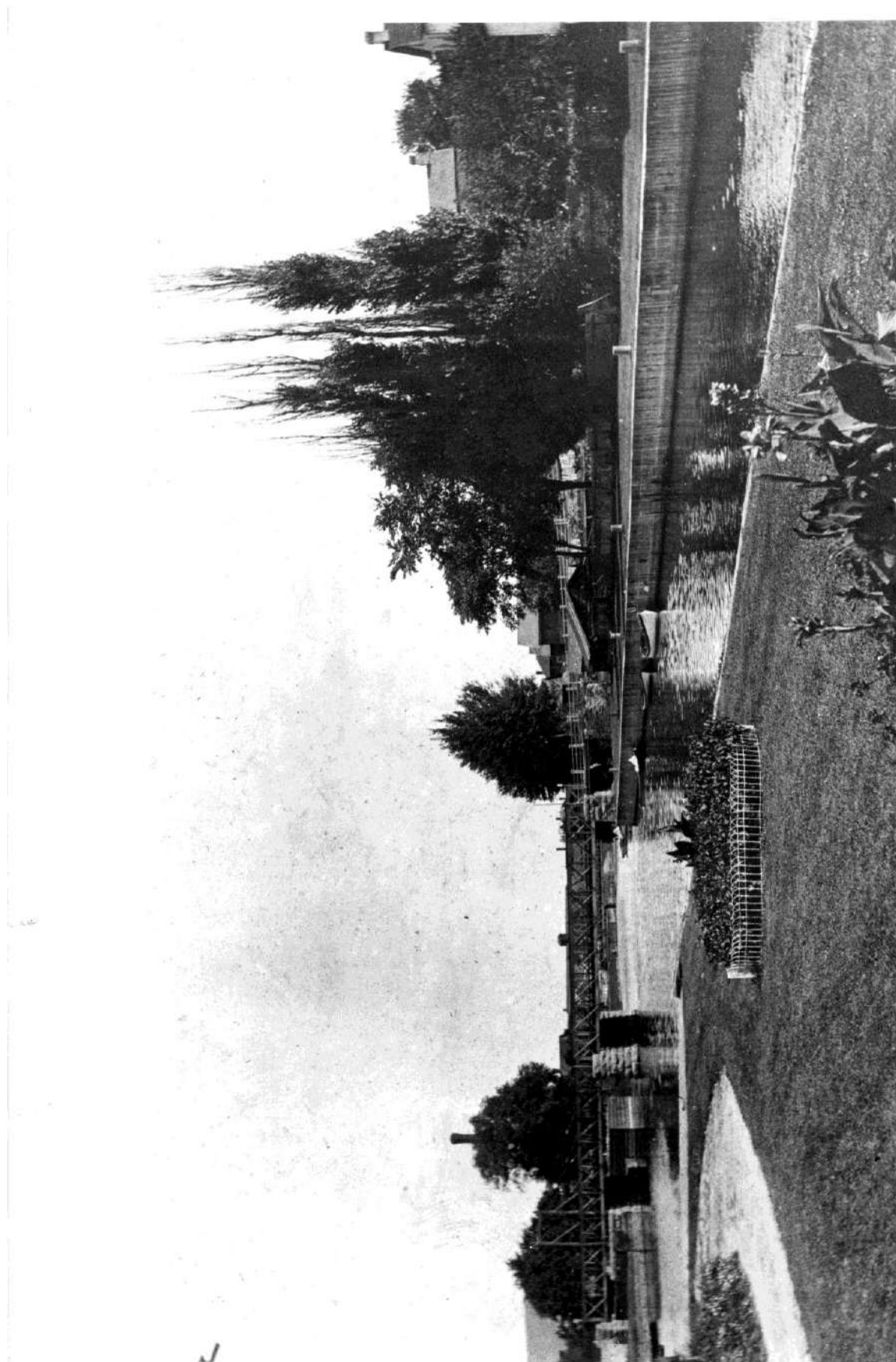


Illustration 40.

Perth Basin, 1908, PAC, PA 30949.



Illustration 41.

Perth Basin, 1908, PAC, PA 30945.

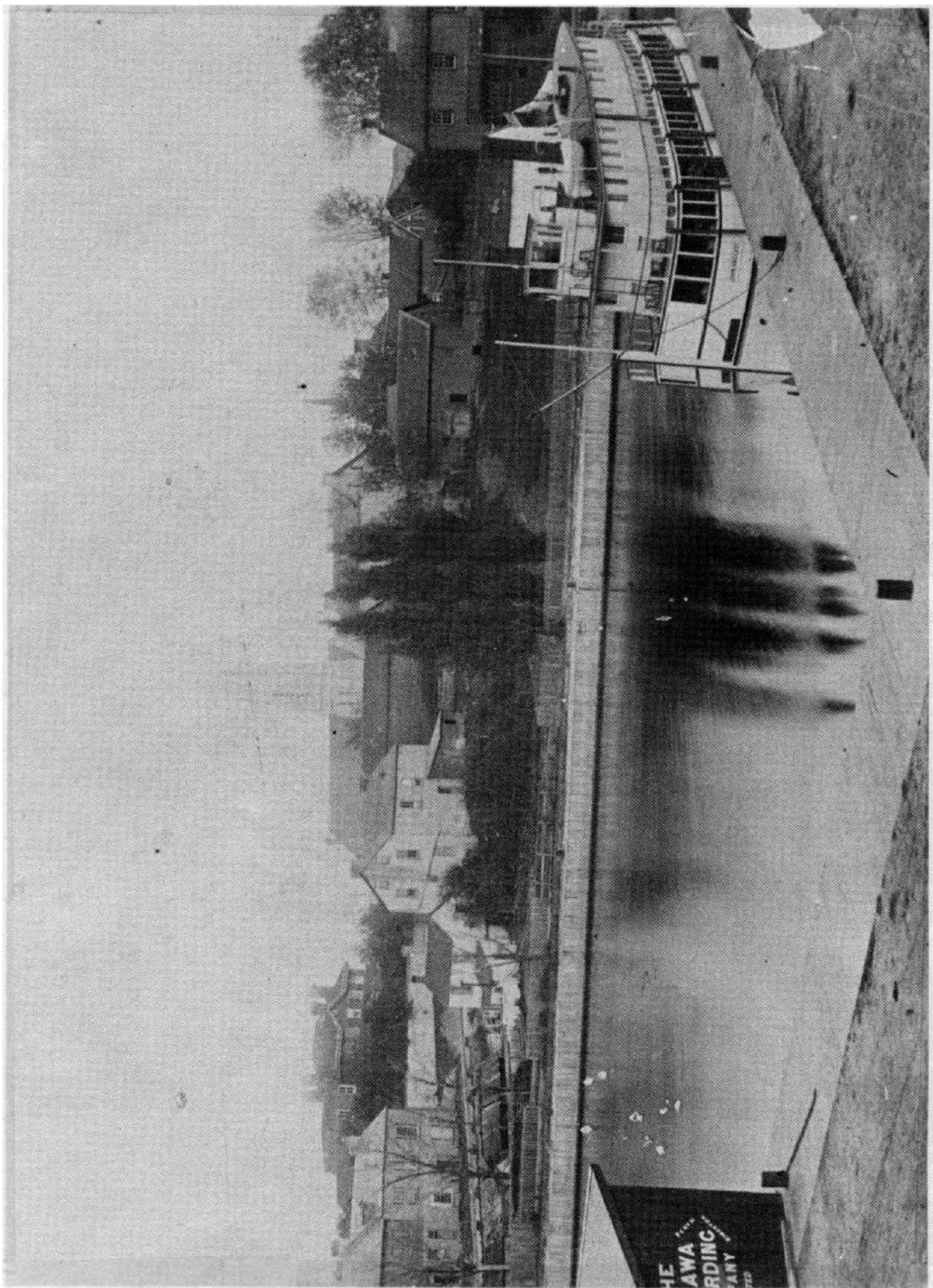
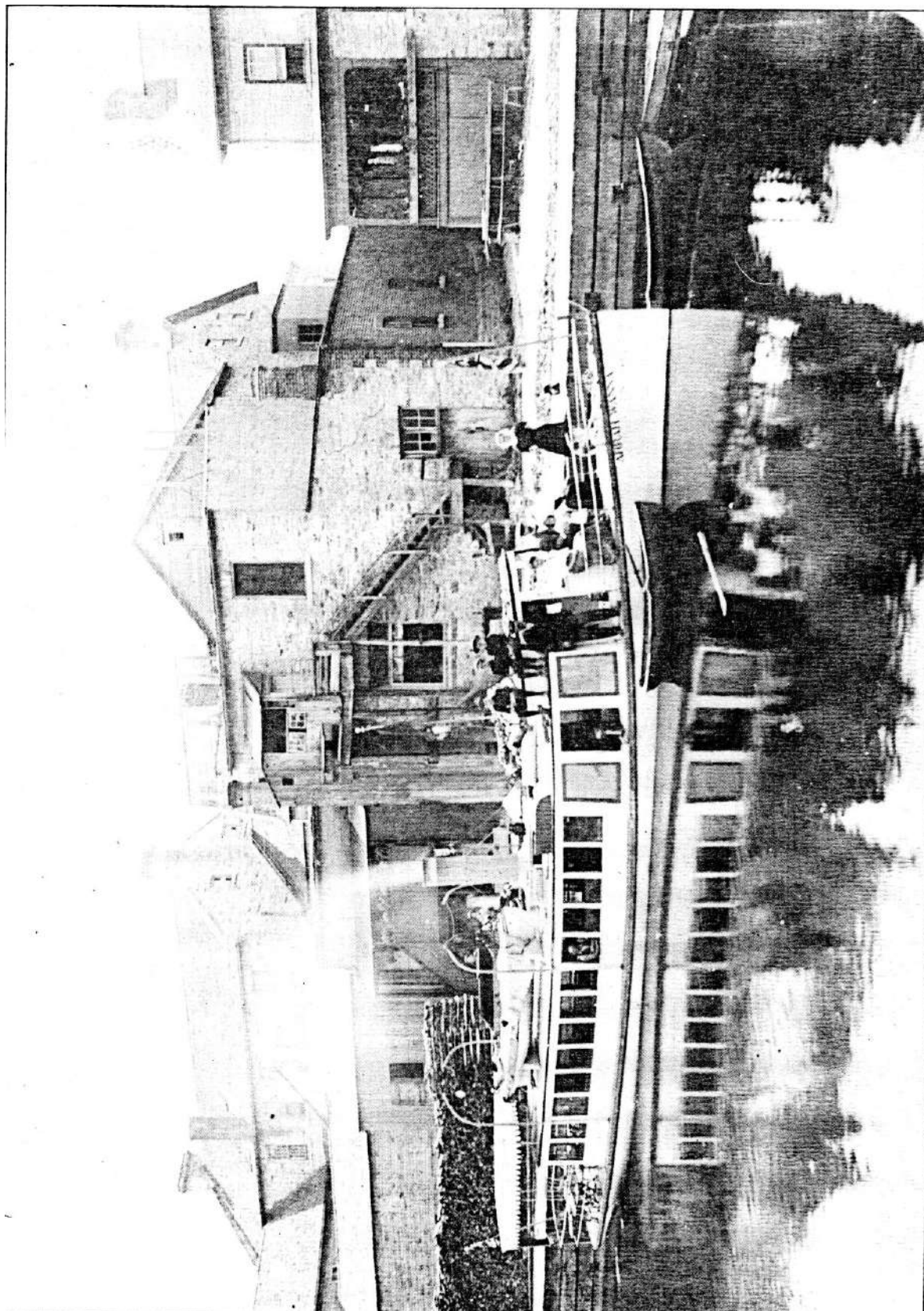


Illustration 42.

The Turning Basin, c. 1890s, (note steamer John Haggart at wharf and corner of Ottawa Forwarding Company warehouse).



The "Arrah Wanna" in the Basin (1880)

Sponsored by Caver's Jewellery

Illustration 43.
The Arrah Wanna in the Basin, 1907-1910.

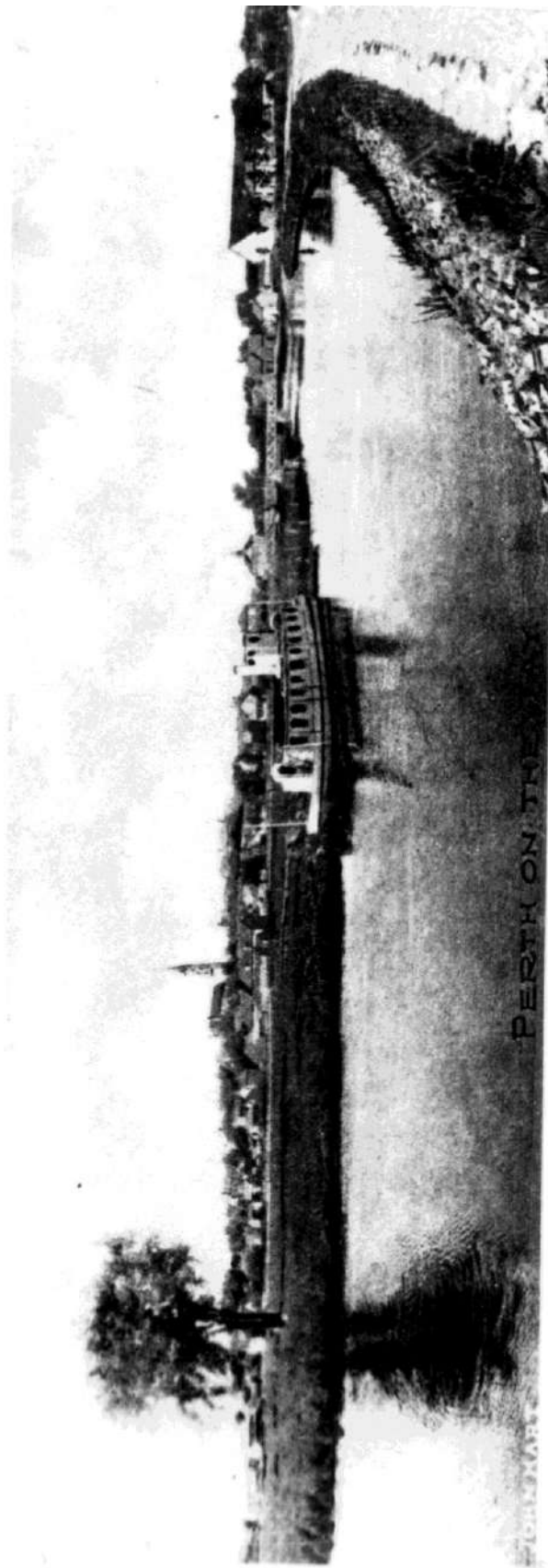


Illustration 44.

Postcard: Tay Canal near Perth, c. 1900. Parks Canada, Rideau Canal Collection..

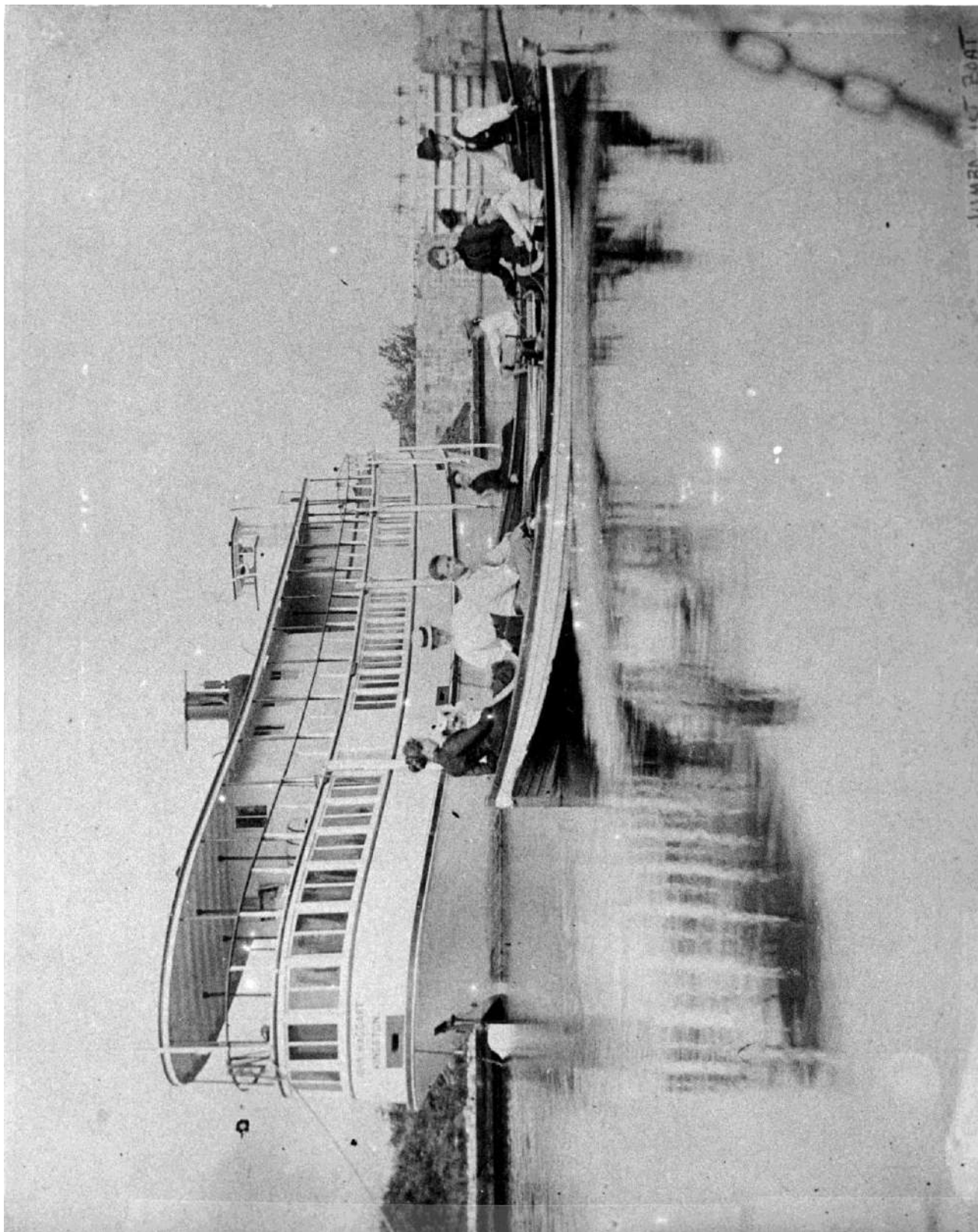


Illustration 45.

Row-boat Jumbo near steamer John Haggart, Beveridges Lockstation, c.1900, Hicks Collection, Pethern Point Collection.

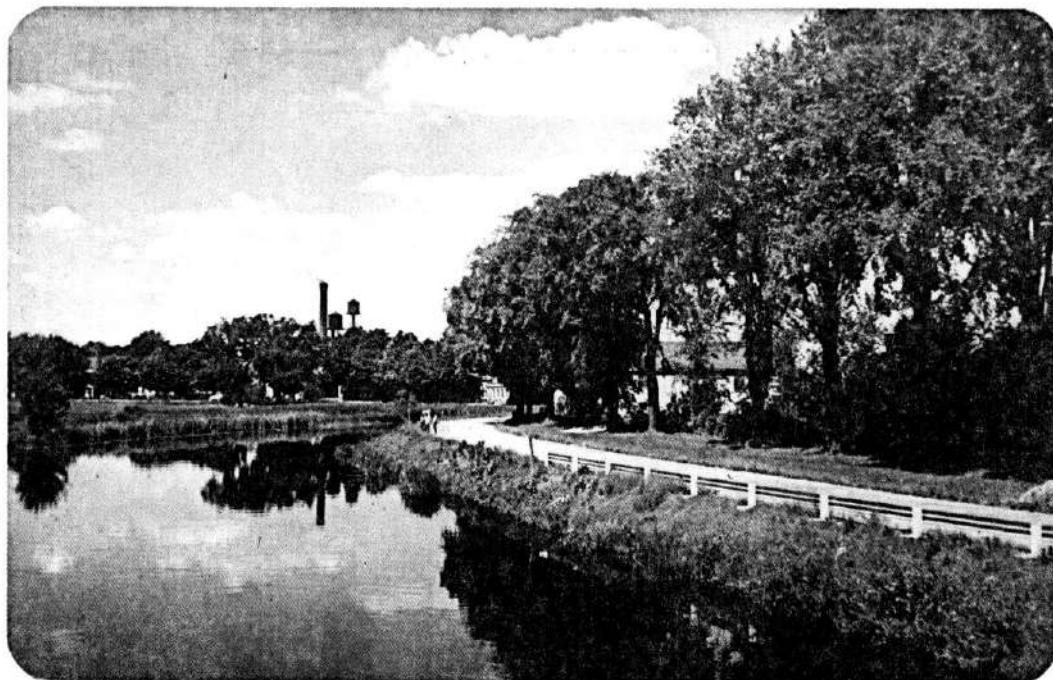


Illustration 46.

Postcard: Gore Street looking west, c. 1950s, Author's Collection.

Illustration 47.

Postcard: Tay Canal near Perth, c.1950s, Author's Collection.