

97. Grenville Canal..... \$241,000.00

Sir CHARLES TUPPER. This amount is required to complete the works at the upper entrance, and the two locks at the lower entrance, and to settle two old claims by the contractor, Mr. Goodwin. The total expenditure on this work to the 1st of July next is expected to be \$2,123,984.

98. Tay Canal—For construction of works..... \$75,000.00

Sir CHARLES TUPPER. This is required to meet the necessary expenditure for connecting the town of Perth with the Rideau navigation. The total estimated cost is \$240,000, for two locks 126 feet by twenty-six feet wide with five feet of water and a bottom width of channel of thirty feet.

Mr. BLAKE. Is it under contract?

Sir CHARLES TUPPER. No; for this reason: Tenders were invited, but the lowest tender was larger than the estimated cost, and consequently I did not think proper to accept it until this vote should pass the House. The estimate I gave was not very much less, taking everything into consideration. It was supposed some of these works would not be quite so extensive as they were. I estimated the cost at \$150,000, and the lowest tender was \$186,000. Therefore, although the margin was not very great, I thought it more deferential to the House to wait until the vote would be passed, before accepting the lowest tender.

Mr. BLAKE. But the total expense is \$240,000.

Sir CHARLES TUPPER. Well, the changes made are estimated at \$55,556.

Mr. BLAKE. What is the extent of the navigation?

Sir CHARLES TUPPER. Five miles. My hon. friend from North Lanark may be able to supply more accurate information of the locality than I can.

Mr. HAGGART. The canal is to supplant the canal which has been in existence for nearly thirty or forty years. The intention of the Imperial Government was at first to build a canal from the Rideau Lake to the town of Perth. It was undertaken by private enterprise, and a canal was built from there to the town of Perth. This is to make navigable the Tay River, which most hon. gentlemen know in this section of the country is the feeder of the whole Rideau Canal from there down to the Ottawa. It supplies the mills along the whole line of the Rideau down to New Edinburgh with water. It is a work of great necessity to that section of the country, and has been built by the private enterprise of the people of the town themselves. They were unable to build anything but wooden locks. It is the first work the county of Lanark has ever asked for, and as the canals through all the other portions of Ontario were built by the Dominion Government they thought the Dominion Government should build this.

Mr. BLAKE. Is it expected that any water power will be created by this canal available for milling purposes?

Mr. HAGGART. No; the canal diverges off from the main river and escapes the water powers altogether which are on the line of the old canal, and the canal empties into the Rideau Lake by the two locks which are being constructed.

Mr. BLAKE. What is the probable extent of the traffic?

Mr. HAGGART. 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.

Sir CHARLES TUPPER.

100. Construction of a swing bridge at Valleyfield.... \$8,000.00

Sir CHARLES TUPPER. That is the Beauharnois Canal on which it is found necessary to erect a new swing bridge. When this vote was taken last year I explained the grounds on which it was asked, and the only change is a change of site for the bridge.

101. Construction of a drain between the town of Cornwall and the Canal \$20,000.00

Sir CHARLES TUPPER. The construction of the canal at Cornwall cut off the means of drainage of the town, and it was agreed at the time that a drain should be provided by the canal. A vote was taken last year for this service of \$10,000, but it was found that the culvert under the canal was not sufficient for carrying the drain in that direction, and to drain the whole locality. The town itself has suffered very severely from the absence of means of efficient drainage, and strong representations were made to the Government. I had the matter carefully examined by the Chief Engineer of Canals, and he reported it would be wiser to carry the drain in another direction, at a cost of \$20,000, and make it thoroughly efficient, so as to remove all cause of complaint or damage on the part of the rapidly-growing town of Cornwall. Consequently, that \$10,000 was not expended, and I am asking the House to increase it to \$20,000 this year, so as to make this work thoroughly efficient. This sum will carry the drain past the entire town and outside of it, at the mouth of the canal, so as to dispose of the entire question. It completes the whole drainage and carries out the whole sewage.

Mr. McMULLEN. Does the town of Cornwall contribute anything towards the construction of the drain?

Sir CHARLES TUPPER. No; the original agreement was, that drainage should be provided. The town had convenient access to the river, and it was a very simple matter to carry the drainage into the river. The construction of the canal entirely cut off that drainage, and we now propose to remedy the difficulty.

Mr. BLAKE. It seems entirely reasonable.

102. Welland Canal—Cleaning out back ditches \$6,000.00

Sir CHARLES TUPPER. These ditches which were cut alongside the canal to carry off the adjacent water, have become filled up, to the detriment of the neighboring lands, which have in consequence been flooded.

103. Burlington Canal—Renewal of piers..... \$13,000.00

Sir CHARLES TUPPER. \$4,000 is a revote. We took a vote of \$11,000 last year, and we find this will be required to complete the work. It is for the renewal of the east end of the south pier, and replanking parts of the north pier, and to put up cap pieces.

104. Survey of Trent Valley navigation..... \$3,000.00

Sir CHARLES TUPPER. I may say that I called upon the Chief Engineer to give me a progress report, but he stated that he was not in a position to do so up to the present time. The survey has been steadily prosecuted. It covers an immense range of country, and there are a great many very nice and difficult questions to be solved in the selection of the most feasible route out of the different routes that present themselves. The facts have all been collected, but Mr. Page did not feel himself warranted, with the attention he had been able to give to it and the information before him, to give a progress report. We expect this \$3,000 will complete the work, and to be able at the next Session of Parliament to lay before the House a report upon the whole scheme.

Mr. BLAKE. Is the hon. gentleman at present able to give any information as to whether greater difficulties have