

Sir HECTOR LANGEVIN. Yes; it covers a portion of it.

Mr. CAMERON. Is there no establishment in Canada where they could be constructed.

Sir HECTOR LANGEVIN. No; we could not have them constructed in Canada. I am glad to say, however, that I have lately been informed that a large establishment in Kingston is now trying to procure the necessary models to perform work of this kind, and that in future we will most likely be able to have this work done in Canada.

Mr. CAMERON. I am told that they construct these dredges at Port Dalhousie, and I think the hon. gentleman had that in his mind last year, for according to the report of his remarks in *Hansard*, he intimated that they would be constructed in Canada.

Sir HECTOR LANGEVIN. Yes; we tried and failed.

Mr. CAMERON. My information is that there are two places in Canada where they can be constructed. I wish to ask the hon. gentleman whether or not tenders were called for, or whether the contract was given to the Lockport firm without any tenders being called for.

Sir HECTOR LANGEVIN. The information I have on that point from the Chief Engineer of the Department is to the effect that these dredges are not constructed in Canada.

Mr. COCKBURN. I believe several dredges were got up in this country for the Ontario Government.

Sir HECTOR LANGEVIN. They may be smaller dredges. These are very powerful dredges, and if the hon. gentleman will enquire again, I think he will find that they cannot be built here.

Mr. COCKBURN. We can build as powerful dredges here as are built in any other country.

Sir HECTOR LANGEVIN. The statement of the Chief Engineer is as follows:—

"The manufacture of dredging machinery as a specialty is not carried on in Canada, and the machinery required for the new dredges is being constructed by the Pound Manufacturing Company, of Lockport, N.Y., which, for many years, has been engaged entirely in the construction of dredging plant and excavating appliances.

"Canadian contractors, as a rule, have had their machinery constructed at Lockport.

"Last year, La kin, Conolly & Co., of St. Catharines, contractors for the harbour works at Quebec, had their new dredge constructed in Chicago, and this winter are building a second—even obtaining the iron to be used in the machinery truss work from the United States.

"With respect to the hulls, plans and specifications were submitted in December last to Messrs. Cantin, Montreal, who declined; R. Davi, Kingston, who would construct only two scows for \$5,400; W. Power, Kingston, no reply; Calvin & Son, Kingston, declined; S. Mickhena, St. Catharines, declined; Muir & Bros., St. Catharines, declined; Morgan & Sutton, Lockport, N.Y., two scows, \$3,950; dredge hull, \$7,500; tug hull, \$5,500. The tender of this firm was accepted for dredge for Ontario, and it may be stated here that this firm make a specialty of the construction of dredge hulls and tugs, and therefore keep in stock the quality and dimensions of timber required in their construction.

"With respect to their offer for the construction of two scows for \$3,950, the following statement of tenders received nine months previously for the construction of two scows for Quebec dredging plant, is given, for the sake of comparison:

F. Lachance, Quebec, two scows.....	\$7,800 00
A. Miller, Hull do	4,690 00
J. Samson, Quebec do	5,850 00
A. Cantin, Montreal do	4,748 00
W. Power, Kingston do	5,120 00

"These scows were not constructed, price being deemed too high.

"Owing to the peculiar construction of a dredge hull, timber of certain sizes and lengths and quality are required.

"The following firms were asked to supply the oak and pine required for a construction of a new hull for the *Queen*, and all stated they could not furnish what was required:—Parley & Pattee, Mason & Co., Ottawa; E. B. Eddy, Hull; McLaren & Co., Captain Young, Bronson & Weston, Baldwin & Bros., Ottawa; Caldwell & Bros., McLaren & Co., Carlton Place; McLaughlin & Bros., Arnprior; Anglin & Bros., Collier's Bay Lumber Co., Davis & Co., Calvin & Son, Kingston; Rath-

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bun & Co., Desoronto; S. Mickhens, St. Catharines; Muir & Bros., Port Dalhousie.

"With reference to the Manitoba dredge, it may be stated that though the North-West Transportation Company had offered the timber they had on hand for the construction of a barge, which by the way came from the State of Minnesota, for the construction of a dredge hull at Winnipeg, it was found not to be at all suitable, either as regards size or character of wood, and the dredge hull was therefore obtained from Morgan & Sutton, who have constructed it in the same manner that they have constructed a very large number for the Panama Canal, and it is now on its way to Winnipeg, where it will be erected and ready for service on or before 15th April next.

"In no other way could this dredging plant have been obtained so cheaply."

TELEGRAPH LINES.

Lower Rivers and Gulf of St. Lawrence and Maritime Provinces:—	
Extension of land line on north shore of St. Lawrence, from River Pentecost towards Mingan	\$12,000 00
123 Telegraph line, Chatham to Escuminac—To complete	2,000 00
Telegraph Lines, Manitoba and the North-West Territories	14,000 00
Telegraph Line, Battleford to Edmonton	8,000 00
Extension from Edmonton to Saskatchewan, the poles being furnished to the Government free of cost	1,350 00
Extension from Edmonton to St. Albert, the poles being furnished to the Government free of cost	675 00
Telegraph lines, British Columbia:—	
Land line between Australian Rancho and Barkerville	1,500 00
Land line between Victoria and Nanaimo	2,250 00

Sir HECTOR LANGEVIN. The first vote is to continue the extension of the short line towards Mingan for a distance of about seventy or seventy-five miles. The whole distance is 155 miles, which, at \$150 per mile, will cost \$23,250. The vote for the line from Battleford to Edmonton is required to put the line in order. The posts are all rotten, and the wire is in a very bad condition. Edmonton to Saskatchewan, \$1,350; this is an extension towards the North-West. The same from Edmonton to St. Albert, \$675, the poles being furnished to the Government free of cost. Telegraph lines British Columbia, land line between Australian Rancho and Barkerville, \$1,500; the lines require to be put in order and the poles are all rotten. Land line between Victoria and Nanaimo, the same for this.

Sir RICHARD CARTWRIGHT. What are the arrangements that require us to construct this line?

Sir HECTOR LANGEVIN. Under the Union Act with British Columbia, we are required to keep up these lines. The revenue is steadily increasing and we have reduced the estimates to a minimum.

MISCELLANEOUS.

Miscellaneous Works, not otherwise provided for. \$10,000 00	
124 Surveys and Inspections	25,000 00
Arbitrations and Awards	5,000 00
To provide for the cost of a Monument to the memory of the late Sir George Etienne Cartier, Bart.	2,000 00
National Art Gallery	1,700 00
Monument to Joseph Brant	5,000 00

Sir HECTOR LANGEVIN. Miscellaneous Works not otherwise provided for, \$10,000, ordinary vote; the same for the next item; Arbitration and Awards, also ordinary vote. Monument to the memory of the late Sir George E. Cartier, \$2,000; this monument we expect will be completed for the 1st of July and inaugurated then; it will be erected on this square. The statue is to be in bronze and the pedestal in granite. National Art Gallery, \$1,500, the same as last year. Monument to Joseph Brant, \$5,000; this is a revote. I sent on behalf of the Government the Chief Architect of my Department to Brantford, to look at the models, and the parties there representing the Government and the parties representing the local authorities came to an understanding that three of the models should be selected