

one to his knowledge, had to leave the harbor or dock from stress of weather. Now, that is certainly a very important statement, but the Secretary of State to-day, leads us to believe that it was impossible to lie there in case of storm—that if a vessel should lie there, it would be lifted on top of the dock by the waves. It appears that only one vessel ever got into trouble there. Captain Symes had in 1874 to leave the dock, but at that time it was only three or four feet high, and he had a side-wheel steamer. The surges lifted the steamer, and the wheels caught on the dock. The question was asked if the dock had been as high then as it is now, would he have left the harbor, and he said "No." That is the only case in which a vessel had to leave Prince Arthur's Landing during bad weather, from 1869 up to the present time, notwithstanding the large number of vessels annually reporting themselves there. Now, I thought that the Committee, in this clause of the report, really put the case very fairly. They stated that permanent work would be required at Prince Arthur's Landing. We know there is no necessity for that work now, because there is nothing to warrant such an expenditure until there is some freight passing over the railway; and that will not be until after the link of 180 miles between English River and Rat Portage is constructed. There is another feature in connection with the Kaministiquia. Mr. Kingsford very frankly admits there would have to be constant dredging there. The hon. Secretary of State says it is not a river that is filling up, and he would lead the House to believe that it is as deep now as ever.

Hon. Mr. SCOTT—So Mr. McKellar stated, and he took the soundings.

Hon. Mr. AIKINS—Mr. McKellar is but one of a number of witnesses, and we have to take the whole of the evidence. We have had the evidence of Captain Anderson, and every member of the Committee who heard that gentleman give his evidence must have come to the conclusion he was speaking honestly. He was captain of the steamer "City of Quebec," which he has commanded for three or four years, and which he has taken there one hundred and six times.

*Hon. Mr. Aikins.*

He went there this spring, and before trying to go up the river he ascertained whether he could enter it or not. He chartered a tug, and took soundings up and down the river, and though he had gone up with the same steamer last fall, he refused to go up this spring, but discharged his freight at the landing. If that cut were as deep to-day as it was last fall, he would not have found it necessary to leave his freight at the Landing.

Hon. Mr. SIMPSON—The water is lower this spring by nearly a foot than it was last fall.

Hon. Mr. AIKINS—There is the fact at any rate, and with that staring us in the face, and with the evidence of an experienced and intelligent man, that constant dredging will be necessary to keep the channel of that river open, the hon. Secretary of State contends that the Kaministiquia is a superior harbor to Prince Arthur's Landing. As to whether the channel outside will fill up, I cannot say, but a large amount of silt is carried down every year; there can be no doubt of that. The bar in the mouth was formed that way. The hon. gentleman says that the evidence given in favor of Prince Arthur's Landing, was not such as could be depended upon. I think I can appeal to the members of that Committee, to say if the opinions of captains that have been most frequently there, and whose opinions certainly ought to be entitled to some weight, do not sustain the evidence of the inhabitants of Prince Arthur's Landing. We have the evidence of Captain Dick, who has been sailing on Lake Superior for three years in the "Rescue," and who was one of the first captains that had sailed there. However rough the lake might be outside, in the bay it was comparatively calm, and, to use his expression, "the vessel rode like an old shoe," it was so easy. We have the statement of Captain Henderson, for four years master of the "City of Quebec," as follows:—

Q. What is your opinion with regard to the comparative merits of Prince Arthur's Landing and Kaministiquia River, as a harbor? In their present state I would prefer Prince Arthur's Landing, but if the river had what I consider necessary, I think it would make a noble, good harbor.

Q. What do you consider would be necessary to make it that? I consider it would need to