

Sir HECTOR LANGEVIN. We have set down a larger sum to induce some contractor to put a dredge on that river, on account of the amount before not being sufficient. There may be some cribwork to be constructed to close some of the mouths of the river and throw all the water into one course to scour the entrance.

No. 115. North West Territories Rivers..... \$20,000

Mr. TROW. Will the hon. gentleman explain this item?

Sir HECTOR LANGEVIN. We had so many works in hand last Session that we could not attend to the Saskatchewan. But an engineer is going to that river this season to remove boulders and set dams.

Mr. TROW. The principle obstruction will be at the junction of the North and South Saskatchewan, at Coal Flats.

Mr. ANGLIN. When may we expect the dredges to commence operations. The hon. gentleman, I believe, made some promises.

Sir HECTOR LANGEVIN. My promises were very few. They only amounted to this, that I would consider the matter, see whether it could be done, and submit it to my colleagues. Otherwise I would be binding my colleagues.

Mr. KING. Is it the intention of the Government to do anything in Grand Lake or Washademaak the coming season?

Sir HECTOR LANGEVIN. I am sorry the hon. gentleman did not call my attention to Grand Lake before; this is the first time I heard of it.

Mr. KING. I hope, when the hon. gentleman does come down, he will favor us with a visit. Application was made for a dredge at McMahon's Cove two years ago, and received a reply that a survey would be made. Nothing has been done since. Very great difficulties are experienced at certain seasons of the year in consequence of the shoals at McMahon's Cove and Janiseg. I hope the hon. gentleman will look into the matter, and have the channels dredged.

Mr. KILLAM. I think we ought to have some general explanation of the operation of the dredges during the coming season. I would like also to call attention to some localities which required dredging and have been neglected since the hon. gentleman came into power. At Yarmouth and Pubnico dredging requires to be done. In Pubnico, a large harbor and settlement composed of people of the hon. gentleman's nationality, some consideration should be paid to its wants. One of the dredges should be sent there to enable the people on the west side to get a better approach to the place where they have to bring their vessels up and land their fish.

Sir HECTOR LANGEVIN read a statement of the different places where the dredges were employed.

Mr. BURPEE (Sunbury). The *New Dominion* was not at work?

Sir HECTOR LANGEVIN. She was laid up for repairs. She will be in repair to work this season.

Mr. BURPEE. Last year she was to be employed at a port in Sunbury.

Sir HECTOR LANGEVIN. That is true, but she was out of repair.

Mr. BURPEE. She was sent to another place, and if I am not mistaken, the hon. Minister of Public Works himself gave orders that she be sent to Marble Cove.

Sir HECTOR LANGEVIN. I remember that. I was visiting the place myself and a deputation waited upon me. The deputation wanted to dredge the channel to get to the public landing, and the people said they had been waiting

several years to get it done, but the Minister of Public Works had not been able to visit them. I thought their request was a reasonable one and accordingly ordered the dredge to be there the next day, and the work so performed was a public benefit.

Mr. BURPEE. I am glad to hear the hon. gentleman state that he was entirely impartial in the expenditure of public money, and I felt quite indignant when some of his supporters meanly said that no public work should be undertaken in any county that did not support the hon. gentleman. I was fully aware at the time that they were misrepresenting the hon. gentleman. I have no objection to the hon. gentleman dredging this Marble Cove, which is a private place, but I would remark that he leaves uncared for the river St. John, where many vessels pass every day and have to unload their cargoes to get over a shoal. I think I have some reason to complain of that. Then with reference to the point of which the hon. member for Queens has spoken, in reference to the shipping of coal. It is an important point. At a certain period in the year it is impossible for boats carrying coal to get up to the wharf and the coal has to be shipped in scows. Although this is in the county of Queens, some of my constituents are much interested in these desired improvements, as there are coal mines in the county of Snabury, and it would be a great relief to them if this dredge could be sent there for a few days.

Sir HECTOR LANGEVIN. I am very sorry that any of our supporters should have circulated statements that caused so much indignation to the hon. gentleman. I hope they will never do it again. As to the Oromocto shoals the hon. gentleman must remember that we have expended a large sum of money there already, and there was no complaint about them when I was there last summer. However, this matter will be looked into again. The hon. gentleman is perfectly correct in supposing that the Government will construct public works in whatever county the public interest may require them, whether the county supports the Government or not.

Resolutions ordered to be reported: and (at 4 o'clock a.m.) the House adjourned.

HOUSE OF COMMONS,

THURSDAY, 20th April.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

CANADIAN PACIFIC RAILWAY.

Sir CHARLES TUPPER moved the third reading of Bill (No. 144) to authorize the construction on certain conditions of the Canadian Pacific Railway through some other pass than the Yellow Head Pass.

Mr. MACKENZIE. I think the hon. gentleman should insert a proviso in the Bill that a change shall only be sanctioned upon obtaining grades equal to those upon the Yellow Head Pass route.

Sir CHARLES TUPPER. I can only say to the hon. gentleman that I think that would be fatal to the Bill. I do not expect it will be possible to obtain grades equally favorable to those of the Yellow Head Pass.

Mr. MACKENZIE. I am sure the hon. gentleman sees the extreme disadvantage of having such high grades as he mentioned. It would be no advantage to the Company in the running of the road. It seems to me it would be far