

on the whole the country is being honestly served, yet we cannot always be sure of that. If the work is done by government dredges we know that we get what we pay for because there is no inducement to anybody to pretend that more is being done than is actually done. Upon the whole I am in favour of enlarging the government dredging fleet, and I would like to see the time at no distant date when practically all dredging would be done by government dredges. My hon. friend from Welland takes a strong view the other way.

Mr. BLAIN. What was paid to this firm last year?

Mr. PUGSLEY. \$383,425.

Mr. BLAIN. Who are the members of that firm?

Mr. PUGSLEY. I think Mr. Whelan is connected with it, and I think Mr. Gorman, and I heard the name of Mr. O'Brien mentioned, but I do not know personally who the officers of the company are.

Mr. SPROULE. Is that Con O'Gorman?

Mr. PUGSLEY. No, he is a very prominent and reliable contractor.

Mr. SPROULE. That is the Bowman-Whelan firm?

Mr. PUGSLEY. I do not know whether Mr. Bowman is connected with it or not.

Mr. SPROULE. How much out of the \$1,167 for dredging was spent at Fort William and Port Arthur?

Mr. PUGSLEY. The work was going on at Fort William and at Port Arthur where Mr. Phin is the contractor, and there were other large works going on which I cannot specify in detail to-night. I shall do so when we are considering the main estimates.

Mr. SPROULE. The trouble is that these promises are conveniently forgotten or neglected, or perhaps the member is not present when the main estimates come up. I am not unreasonable enough to suppose that the minister would have this information at hand now, but I would like to know later on how much is expended on dredging and how much on the different other works.

Mr. PUGSLEY. I will get it in detail.

Mr. SPROULE. It was stated last year that this work was urgent because the Grand Trunk Pacific wanted to build an elevator and ship wheat. How much wheat did they ship last season?

Mr. PUGSLEY. I cannot exactly say, but I think they shipped several million bushels.

Mr. PORTER. Recently very strong representations have been made and a deputation waited on the minister in reference to

Mr. PUGSLEY.

the necessity of deepening and enlarging the Welland canal, and as an auxiliary scheme to that strong representations were made as to the deepening of the route by way of the Murray canal and the Bay of Quinte. Belleville is the principal shipping point on the Bay of Quinte and the shipping facilities there are altogether inadequate for the trade at present carried on. I understand that representations have been made to the minister that the docking facilities at Belleville are altogether insufficient, that there are one or two shoals, not of any considerable extent, in the Bay of Quinte which if removed would afford a depth of from 14 to 16 feet throughout the bay, except the Murray canal where the depth is eight or nine feet. Has the minister yet determined what action will be taken on these representations? Owing to the establishment of a number of large and very important industries, particularly the Lehigh cement works, which is one of the largest in Canada, these industries are very much hampered in carrying on their business effectively by reason of not being able to load boats to more than half their capacity. It has also been represented to me by the superintendent of one of the steamboat companies that the passenger and freight boats going up and down the lakes would very much prefer, if it were possible, to go through the Bay of Quinte, touching at some of the ports there, than to go down the lake—for two reasons: First, that route is much safer, and secondly, they would touch a number of important points, where they would gather both freight and passenger traffic. We are led to believe that the traffic would increase and that a larger number of boats would come there if such accommodation were afforded. I have been told that representations to this effect have been made to the minister, and I would be glad if he would inform me what is to be done in the matter.

Mr. PUGSLEY. I intend in a day or two to take up, with the officials of my department, the subject of dredging in the province of Ontario, and to lay out the work for the coming season, and this matter is one that will have consideration. There is a great deal of dredging to be done to give the various harbours a depth of 14 feet. No one can be impressed more than I am with the importance of giving that depth wherever we can do so, but it is going to cost a large amount of money. We have lately made great improvement at points along this line of transportation, including Niggard Island and Telegraph Point.

Mr. PORTER. Those works are not completed, I believe?

Mr. PUGSLEY. They will be completed this season. I had the pleasure of going through the Bay of Quinte and through