

NO MEANS TO SAVE LIVES ON 300 MILES OF COAST

Departmental Red Tape Responsible for Great Loss in Recent Wreck.

Ottawa, Dec. 12.—(Special.)—The house devoted the afternoon to discussing the recent wreck of Prince Edward Island, and the inefficiency of the government life saving service.

It is currently charged that great loss of life occurred because of delay and differences between officials in forwarding a life boat by train to the scene of the wreck. The railway department demanded \$80 for a special train, and the agent of the marine and fisheries department at Charlottetown refused to pay it without authority from his department. It appears, however, that the minister had sent to the agent sweeping instructions to do all that was necessary.

The debate was not entirely upon party lines, for although Mr. MacDonald (Lib.), Picton, made a savage attack upon the agent at Charlottetown, who happens to be the only Tory at stake, Mr. Hughes (Lib.), P.E.I., defended him. Mr. Fowler (Cons.), N.B., defended the marine and fisheries department.

The matter came up on a motion by Mr. Lefrancis for an order of the house "That the House do resolve that the correspondence between the department of marine and fisheries, and any person or persons, with reference to the sending of assistance and life boats to the relief of vessels recently wrecked on the north side of Prince Edward Island, and also all papers and correspondence with reference to establishing life saving stations and appliances at different points around the coast of Prince Edward Island."

No Life Saving Apparatus.—Mr. Lefrancis pointed out that Prince Edward Island had 300 miles of coast line, but was unprovided with life boats, rockets or life saving appliances of any kind. The government had received many warnings, including the wreck of the Valencia off British Columbia, and the wreck of the Resolute at Toronto. He touched upon the recent disaster off Prince Edward Island.

Mr. Broder, minister of marine and fisheries, said that he had increased the estimates for life saving stations. In this respect we led Great Britain, whose government did practically nothing, the coast life saving system depending on private organization. Referring to the Prince Edward Island disaster the minister claimed that he had done his best. He said that the coast life saving system could be devised, some lives must be lost.

Mr. Martin (Cons.), P.E.I., said it was not a question of a good system or a bad system; the government had no system at all. In the recent wreck men perished while local officers were compelled to wait and wait for directions from Ottawa. A year ago a government boat had been sent to the coast for three months before the captain could get any answer from the capital. Prince Edward Island turned the fact that no official was authorized to spend \$80. He advised the marine and fisheries department to establish a

Moderate Gem Gifts

Diamond Lockets for the fair ones come skillfully made in round, oval and heart shaped, with a sparkling diamond or other gem in the centre. They cost \$10.00 to \$50.00 and may have the initials engraved on the reverse side.

Locket for Men, too

The square and oval, and sometimes the circular shaped, are sold usually as men's styles, and also have diamonds set in them in various forms. Between \$15.00 and \$50.00 each, and \$4.00 and \$12.00 for plain ones, with initials, our Locketts are full of interest to the gift buyer.

Diamond Links

Cuff Links for men, in plain gold, cost from \$3.00 to \$6.00. With diamonds, or pearls, or opals, many interesting styles are shown from \$7.00 to \$55.00.

Also Diamond Scarf Pins

Anywhere between \$6.00 to \$150.00 and over, our trays and pads have over 300 different styles to choose from. Under these prices, starting from \$1.50, we have Solid Gold Scarf Pins of artistic and wonderful value. This store has always catered for the patronage of Xmas buyers who will have only the highest class goods, and the price benefits to be enjoyed this Xmas will be found full of good argument in favor of our selections and values.

Store Open Exclusively until Xmas.

B. & H. B. KENT

Diamond Merchants and Mail Order Jewelers.

144 YONGE STREET, TORONTO.

Benjamin Kent, Herbert B. Kent.

NEEDS OF TORONTO HARBOR IMPRESSED ON GOVERNMENT

Large Deputation Asks for Eighteen Foot Entrance and Life Saving Appliances.

A significant feature of the representation made yesterday to the Dominion government respecting the improvement of Toronto harbor was the great development of the harbor.

The scheme of improvement included the deepening and widening of the harbor for harbor purposes, with what was the demand for a branch post-office and the straightening of the Dun. These extensive improvements were big overhauls of the harbor, and the government was asked to consider them.

Ottawa, Dec. 12.—The needs of Toronto were brought to the attention of the government by a large deputation from the Queen City to-day.

In reply to the speakers Sir Wilfrid Laurier said the government was prepared to go to at least as far as having the harbor examined and report made as to the best means of improving the approaches.

The deputation comprised: Mayor Coatsworth, Toronto; Controller Shaw; Ald. Church, harbor commission; Colin W. Postlethwaite, board of trade, R.C. Steele, civil art guild, W.F. Howland, Riverdale Business Men's Association, M.J. Haney, L.S. McMurray, E.S. Reed, H.W. Barber, Dominion Marine Association, Francis King, shipping interests, Elias Rogers, Sir Henry Stewart, Canadian Manufacturers' Association, Edward Freyseng and J.M. Stewart, Trades Council, President W.P. Thompson, Retail Merchants' Association, E.M. Town, A. Claude Macdonell, M.P., introduced the deputation.

He thought the mayor asked for the western channel, a deepening to 18 feet, saying there was no other harbor in the world with such a narrow entrance. The harbor should be deepened and equipped with life saving appliances.

Colin Postlethwaite said the loss of the Resolute was a disaster of extraordinary character in the harbor. If not neglected, was one of the finest in North America. Mr. Postlethwaite said that the Eastern ship canal never be left without dredging, because the nearby shore was a moving one.

The government was asked to have an expert report made for the improvement of the western channel.

"If you have any suggestions?" asked Sir Wilfrid.

"It is a question of cost. It is shale rock and would have to be dredged some distance into the lake and mattresses put down."

President Steele of the board of trade mentioned that the business body he spoke for was entirely of western Ontario. At the same time it was representative of the commerce of the Dominion. Considered that men were proud of what the government had done at Montreal and the St. Lawrence.

"But we think that Toronto, forming an important link in the waterways, is of equal importance." Mr. Steele added that the commerce on Lake Ontario and the St. Lawrence was being built to go for Montreal and Montreal.

Secretary King of the Dominion Marine Association said that the harbor was more wanted by his association than was asked by the harbor master. Both channels should be deepened so that the heaviest draught lake vessels could reach the harbor safely in all weathers. Mr. King said that the Marine Association had been organized for the request for the improvements.

Problem was an engineering one. "I thought," said Sir Wilfrid, "that the board of trade had the latest entrance closed."

"It has been so stated, but I don't think that is the case. The deputation we went alternative entrance. Mr. Postlethwaite here explained that he was not advocating the closing of the eastern channel, although it had been recommended by an eminent engineer. Vice-President Freyseng of the Manufacturers' Association declared that the proposed 20-foot wharfage in Ashbridge's Bay would be useless unless there were proper entrances to the harbor. Sooner or later improvements would have to be made, as the city increased in importance as a distributing port.

President Thompson of the Trades Council urged that a power boat was necessary, and Elias Rogers, speaking as a vessel owner, declared the harbor to be of vital importance to Toronto and the country surrounding.

The value of the harbor could hardly be overestimated. The water is almost our only help as a freight regulator. Mr. Rogers backed up the request of the secretary of the Marine Association. An expert report must first be obtained. "I would favor an entrance to the harbor from the western channel, and south of it not nearly so far as the old ones. We should have an 18-ft. channel."

The Guild of Civic Art, represented by Mr. Howland, and the Retail Merchants' Association, represented by Mr. Town, joined in the general request. Mr. Town urged the necessity of improvements in the interior of the harbor. The matter was not a local one. Every town in Ontario sending produce to Toronto as a storage centre, would be benefited.

M. J. Haney, owner of the Resolute, declared that Toronto was less used as a water shipping point than any other city of one-third its size in the world. The improvement of the whole harbor should be considered. The smaller question of the city could deal with, but there was a larger question requiring a commission report.

He illustrated his appeal with particular mention of the Argyle mismanagement on June 23. The present life-saving equipment was twenty years behind the times.

The last speakers for the city were A. E. Kemp and Edmund Bayley, M.P.s. Mr. Kemp explained the location of the entrances, and laid stress on the advisability of obtaining an expert report at once.

In addition to the premier, the government was represented by Hon. L. P. Brodeur, and Hon. A. B. Aylesworth.

The premier said the request of the board of trade for an expert report was reasonable, and if made alone the minister of marine would have been asked to get upon it at once. The proposal for life-saving facilities, however, was new, and the suggestion for a general improvement of the harbor was one for which the government, while having nothing to say against it, had not been prepared.

Sir Wilfrid made a note of the fact that a scheme of harbor improvement had been prepared by Mr. Endes in 1881.

NEEDS OF TORONTO HARBOR IMPRESSED ON GOVERNMENT

Large Deputation Asks for Eighteen Foot Entrance and Life Saving Appliances.

A significant feature of the representation made yesterday to the Dominion government respecting the improvement of Toronto harbor was the great development of the harbor.

The scheme of improvement included the deepening and widening of the harbor for harbor purposes, with what was the demand for a branch post-office and the straightening of the Dun. These extensive improvements were big overhauls of the harbor, and the government was asked to consider them.

Ottawa, Dec. 12.—The needs of Toronto were brought to the attention of the government by a large deputation from the Queen City to-day.

In reply to the speakers Sir Wilfrid Laurier said the government was prepared to go to at least as far as having the harbor examined and report made as to the best means of improving the approaches.

The deputation comprised: Mayor Coatsworth, Toronto; Controller Shaw; Ald. Church, harbor commission; Colin W. Postlethwaite, board of trade, R.C. Steele, civil art guild, W.F. Howland, Riverdale Business Men's Association, M.J. Haney, L.S. McMurray, E.S. Reed, H.W. Barber, Dominion Marine Association, Francis King, shipping interests, Elias Rogers, Sir Henry Stewart, Canadian Manufacturers' Association, Edward Freyseng and J.M. Stewart, Trades Council, President W.P. Thompson, Retail Merchants' Association, E.M. Town, A. Claude Macdonell, M.P., introduced the deputation.

He thought the mayor asked for the western channel, a deepening to 18 feet, saying there was no other harbor in the world with such a narrow entrance. The harbor should be deepened and equipped with life saving appliances.

Colin Postlethwaite said the loss of the Resolute was a disaster of extraordinary character in the harbor. If not neglected, was one of the finest in North America. Mr. Postlethwaite said that the Eastern ship canal never be left without dredging, because the nearby shore was a moving one.

The government was asked to have an expert report made for the improvement of the western channel.

"If you have any suggestions?" asked Sir Wilfrid.

"It is a question of cost. It is shale rock and would have to be dredged some distance into the lake and mattresses put down."

President Steele of the board of trade mentioned that the business body he spoke for was entirely of western Ontario. At the same time it was representative of the commerce of the Dominion. Considered that men were proud of what the government had done at Montreal and the St. Lawrence.

"But we think that Toronto, forming an important link in the waterways, is of equal importance." Mr. Steele added that the commerce on Lake Ontario and the St. Lawrence was being built to go for Montreal and Montreal.

Secretary King of the Dominion Marine Association said that the harbor was more wanted by his association than was asked by the harbor master. Both channels should be deepened so that the heaviest draught lake vessels could reach the harbor safely in all weathers. Mr. King said that the Marine Association had been organized for the request for the improvements.

Problem was an engineering one. "I thought," said Sir Wilfrid, "that the board of trade had the latest entrance closed."

"It has been so stated, but I don't think that is the case. The deputation we went alternative entrance. Mr. Postlethwaite here explained that he was not advocating the closing of the eastern channel, although it had been recommended by an eminent engineer. Vice-President Freyseng of the Manufacturers' Association declared that the proposed 20-foot wharfage in Ashbridge's Bay would be useless unless there were proper entrances to the harbor. Sooner or later improvements would have to be made, as the city increased in importance as a distributing port.

President Thompson of the Trades Council urged that a power boat was necessary, and Elias Rogers, speaking as a vessel owner, declared the harbor to be of vital importance to Toronto and the country surrounding.

The value of the harbor could hardly be overestimated. The water is almost our only help as a freight regulator. Mr. Rogers backed up the request of the secretary of the Marine Association. An expert report must first be obtained. "I would favor an entrance to the harbor from the western channel, and south of it not nearly so far as the old ones. We should have an 18-ft. channel."

The Guild of Civic Art, represented by Mr. Howland, and the Retail Merchants' Association, represented by Mr. Town, joined in the general request. Mr. Town urged the necessity of improvements in the interior of the harbor. The matter was not a local one. Every town in Ontario sending produce to Toronto as a storage centre, would be benefited.

M. J. Haney, owner of the Resolute, declared that Toronto was less used as a water shipping point than any other city of one-third its size in the world. The improvement of the whole harbor should be considered. The smaller question of the city could deal with, but there was a larger question requiring a commission report.

He illustrated his appeal with particular mention of the Argyle mismanagement on June 23. The present life-saving equipment was twenty years behind the times.

The last speakers for the city were A. E. Kemp and Edmund Bayley, M.P.s. Mr. Kemp explained the location of the entrances, and laid stress on the advisability of obtaining an expert report at once.

In addition to the premier, the government was represented by Hon. L. P. Brodeur, and Hon. A. B. Aylesworth.

The premier said the request of the board of trade for an expert report was reasonable, and if made alone the minister of marine would have been asked to get upon it at once. The proposal for life-saving facilities, however, was new, and the suggestion for a general improvement of the harbor was one for which the government, while having nothing to say against it, had not been prepared.

Sir Wilfrid made a note of the fact that a scheme of harbor improvement had been prepared by Mr. Endes in 1881.

NEEDS OF TORONTO HARBOR IMPRESSED ON GOVERNMENT

Large Deputation Asks for Eighteen Foot Entrance and Life Saving Appliances.

A significant feature of the representation made yesterday to the Dominion government respecting the improvement of Toronto harbor was the great development of the harbor.

The scheme of improvement included the deepening and widening of the harbor for harbor purposes, with what was the demand for a branch post-office and the straightening of the Dun. These extensive improvements were big overhauls of the harbor, and the government was asked to consider them.

Ottawa, Dec. 12.—The needs of Toronto were brought to the attention of the government by a large deputation from the Queen City to-day.

In reply to the speakers Sir Wilfrid Laurier said the government was prepared to go to at least as far as having the harbor examined and report made as to the best means of improving the approaches.

The deputation comprised: Mayor Coatsworth, Toronto; Controller Shaw; Ald. Church, harbor commission; Colin W. Postlethwaite, board of trade, R.C. Steele, civil art guild, W.F. Howland, Riverdale Business Men's Association, M.J. Haney, L.S. McMurray, E.S. Reed, H.W. Barber, Dominion Marine Association, Francis King, shipping interests, Elias Rogers, Sir Henry Stewart, Canadian Manufacturers' Association, Edward Freyseng and J.M. Stewart, Trades Council, President W.P. Thompson, Retail Merchants' Association, E.M. Town, A. Claude Macdonell, M.P., introduced the deputation.

He thought the mayor asked for the western channel, a deepening to 18 feet, saying there was no other harbor in the world with such a narrow entrance. The harbor should be deepened and equipped with life saving appliances.

Colin Postlethwaite said the loss of the Resolute was a disaster of extraordinary character in the harbor. If not neglected, was one of the finest in North America. Mr. Postlethwaite said that the Eastern ship canal never be left without dredging, because the nearby shore was a moving one.

The government was asked to have an expert report made for the improvement of the western channel.

"If you have any suggestions?" asked Sir Wilfrid.

"It is a question of cost. It is shale rock and would have to be dredged some distance into the lake and mattresses put down."

President Steele of the board of trade mentioned that the business body he spoke for was entirely of western Ontario. At the same time it was representative of the commerce of the Dominion. Considered that men were proud of what the government had done at Montreal and the St. Lawrence.

"But we think that Toronto, forming an important link in the waterways, is of equal importance." Mr. Steele added that the commerce on Lake Ontario and the St. Lawrence was being built to go for Montreal and Montreal.

Secretary King of the Dominion Marine Association said that the harbor was more wanted by his association than was asked by the harbor master. Both channels should be deepened so that the heaviest draught lake vessels could reach the harbor safely in all weathers. Mr. King said that the Marine Association had been organized for the request for the improvements.

Problem was an engineering one. "I thought," said Sir Wilfrid, "that the board of trade had the latest entrance closed."

"It has been so stated, but I don't think that is the case. The deputation we went alternative entrance. Mr. Postlethwaite here explained that he was not advocating the closing of the eastern channel, although it had been recommended by an eminent engineer. Vice-President Freyseng of the Manufacturers' Association declared that the proposed 20-foot wharfage in Ashbridge's Bay would be useless unless there were proper entrances to the harbor. Sooner or later improvements would have to be made, as the city increased in importance as a distributing port.

President Thompson of the Trades Council urged that a power boat was necessary, and Elias Rogers, speaking as a vessel owner, declared the harbor to be of vital importance to Toronto and the country surrounding.

The value of the harbor could hardly be overestimated. The water is almost our only help as a freight regulator. Mr. Rogers backed up the request of the secretary of the Marine Association. An expert report must first be obtained. "I would favor an entrance to the harbor from the western channel, and south of it not nearly so far as the old ones. We should have an 18-ft. channel."

The Guild of Civic Art, represented by Mr. Howland, and the Retail Merchants' Association, represented by Mr. Town, joined in the general request. Mr. Town urged the necessity of improvements in the interior of the harbor. The matter was not a local one. Every town in Ontario sending produce to Toronto as a storage centre, would be benefited.

M. J. Haney, owner of the Resolute, declared that Toronto was less used as a water shipping point than any other city of one-third its size in the world. The improvement of the whole harbor should be considered. The smaller question of the city could deal with, but there was a larger question requiring a commission report.

He illustrated his appeal with particular mention of the Argyle mismanagement on June 23. The present life-saving equipment was twenty years behind the times.

The last speakers for the city were A. E. Kemp and Edmund Bayley, M.P.s. Mr. Kemp explained the location of the entrances, and laid stress on the advisability of obtaining an expert report at once.

In addition to the premier, the government was represented by Hon. L. P. Brodeur, and Hon. A. B. Aylesworth.

The premier said the request of the board of trade for an expert report was reasonable, and if made alone the minister of marine would have been asked to get upon it at once. The proposal for life-saving facilities, however, was new, and the suggestion for a general improvement of the harbor was one for which the government, while having nothing to say against it, had not been prepared.

Sir Wilfrid made a note of the fact that a scheme of harbor improvement had been prepared by Mr. Endes in 1881.

NEEDS OF TORONTO HARBOR IMPRESSED ON GOVERNMENT

Large Deputation Asks for Eighteen Foot Entrance and Life Saving Appliances.

A significant feature of the representation made yesterday to the Dominion government respecting the improvement of Toronto harbor was the great development of the harbor.

The scheme of improvement included the deepening and widening of the harbor for harbor purposes, with what was the demand for a branch post-office and the straightening of the Dun. These extensive improvements were big overhauls of the harbor, and the government was asked to consider them.

Ottawa, Dec. 12.—The needs of Toronto were brought to the attention of the government by a large deputation from the Queen City to-day.

In reply to the speakers Sir Wilfrid Laurier said the government was prepared to go to at least as far as having the harbor examined and report made as to the best means of improving the approaches.

The deputation comprised: Mayor Coatsworth, Toronto; Controller Shaw; Ald. Church, harbor commission; Colin W. Postlethwaite, board of trade, R.C. Steele, civil art guild, W.F. Howland, Riverdale Business Men's Association, M.J. Haney, L.S. McMurray, E.S. Reed, H.W. Barber, Dominion Marine Association, Francis King, shipping interests, Elias Rogers, Sir Henry Stewart, Canadian Manufacturers' Association, Edward Freyseng and J.M. Stewart, Trades Council, President W.P. Thompson, Retail Merchants' Association, E.M. Town, A. Claude Macdonell, M.P., introduced the deputation.

He thought the mayor asked for the western channel, a deepening to 18 feet, saying there was no other harbor in the world with such a narrow entrance. The harbor should be deepened and equipped with life saving appliances.

Colin Postlethwaite said the loss of the Resolute was a disaster of extraordinary character in the harbor. If not neglected, was one of the finest in North America. Mr. Postlethwaite said that the Eastern ship canal never be left without dredging, because the nearby shore was a moving one.

The government was asked to have an expert report made for the improvement of the western channel.

"If you have any suggestions?" asked Sir Wilfrid.

"It is a question of cost. It is shale rock and would have to be dredged some distance into the lake and mattresses put down."

President Steele of the board of trade mentioned that the business body he spoke for was entirely of western Ontario. At the same time it was representative of the commerce of the Dominion. Considered that men were proud of what the government had done at Montreal and the St. Lawrence.

"But we think that Toronto, forming an important link in the waterways, is of equal importance." Mr. Steele added that the commerce on Lake Ontario and the St. Lawrence was being built to go for Montreal and Montreal.

Secretary King of the Dominion Marine Association said that the harbor was more wanted by his association than was asked by the harbor master. Both channels should be deepened so that the heaviest draught lake vessels could reach the harbor safely in all weathers. Mr. King said that the Marine Association had been organized for the request for the improvements.

Problem was an engineering one. "I thought," said Sir Wilfrid, "that the board of trade had the latest entrance closed."

"It has been so stated, but I don't think that is the case. The deputation we went alternative entrance. Mr. Postlethwaite here explained that he was not advocating the closing of the eastern channel, although it had been recommended by an eminent engineer. Vice-President Freyseng of the Manufacturers' Association declared that the proposed 20-foot wharfage in Ashbridge's Bay would be useless unless there were proper entrances to the harbor. Sooner or later improvements would have to be made, as the city increased in importance as a distributing port.

President Thompson of the Trades Council urged that a power boat was necessary, and Elias Rogers, speaking as a vessel owner, declared the harbor to be of vital importance to Toronto and the country surrounding.

The value of the harbor could hardly be overestimated. The water is almost our only help as a freight regulator. Mr. Rogers backed up the request of the secretary of the Marine Association. An expert report must first be obtained. "I would favor an entrance to the harbor from the western channel, and south of it not nearly so far as the old ones. We should have an 18-ft. channel."

The Guild of Civic Art, represented by Mr. Howland, and the Retail Merchants' Association, represented by Mr. Town, joined in the general request. Mr. Town urged the necessity of improvements in the interior of the harbor. The matter was not a local one. Every town in Ontario sending produce to Toronto as a storage centre, would be benefited.

M. J. Haney, owner of the Resolute, declared that Toronto was less used as a water shipping point than any other city of one-third its size in the world. The improvement of the whole harbor should be considered. The smaller question of the city could deal with, but there was a larger question requiring a commission report.

He illustrated his appeal with particular mention of the Argyle mismanagement on June 23. The present life-saving equipment was twenty years behind the times.

The last speakers for the city were A. E. Kemp and Edmund Bayley, M.P.s. Mr. Kemp explained the location of the entrances, and laid stress on the advisability of obtaining an expert report at once.

In addition to the premier, the government was represented by Hon. L. P. Brodeur, and Hon. A. B. Aylesworth.

The premier said the request of the board of trade for an expert report was reasonable, and if made alone the minister of marine would have been asked to get upon it at once. The proposal for life-saving facilities, however, was new, and the suggestion for a general improvement of the harbor was one for which the government, while having nothing to say against it, had not been prepared.

Sir Wilfrid made a note of the fact that a scheme of harbor improvement had been prepared by Mr. Endes in 1881.

NEEDS OF TORONTO HARBOR IMPRESSED ON GOVERNMENT

Large Deputation Asks for Eighteen Foot Entrance and Life Saving Appliances.

A significant feature of the representation made yesterday to the Dominion government respecting the improvement of Toronto harbor was the great development of the harbor.

The scheme of improvement included the deepening and widening of the harbor for harbor purposes, with what was the demand for a branch post-office and the straightening of the Dun. These extensive improvements were big overhauls of the harbor, and the government was asked to consider them.

Ottawa, Dec. 12.—The needs of Toronto were brought to the attention of the government by a large deputation from the Queen City to-day.

In reply to the speakers Sir Wilfrid Laurier said the government was prepared to go to at least as far as having the harbor examined and report made as to the best means of improving the approaches.

The deputation comprised: Mayor Coatsworth, Toronto; Controller Shaw; Ald. Church, harbor commission; Colin W. Postlethwaite, board of trade, R.C. Steele, civil art guild, W.F. Howland, Riverdale Business Men's Association, M.J. Haney, L.S. McMurray, E.S. Reed, H.W. Barber, Dominion Marine Association, Francis King, shipping interests, Elias Rogers, Sir Henry Stewart, Canadian Manufacturers' Association, Edward Freyseng and J.M. Stewart, Trades Council, President W.P. Thompson, Retail Merchants' Association, E.M. Town, A. Claude Macdonell, M.P., introduced the deputation.

He thought the mayor asked for the western channel, a deepening to 18 feet, saying there was no other harbor in the world with such a narrow entrance. The harbor should be deepened and equipped with life saving appliances.

Colin Postlethwaite said the loss of the Resolute was a disaster of extraordinary character in the harbor. If not neglected, was one of the finest in North America. Mr. Postlethwaite said that the Eastern ship canal never be left without dredging, because the nearby shore was a moving one.

The government was asked to have an expert report made for the improvement of the western channel.

"If you have any suggestions?" asked Sir Wilfrid.

"It is a question of cost. It is shale rock and would have to be dredged some distance into the lake and mattresses put down."

President Steele of the board of trade mentioned that the business body he spoke for was entirely of western Ontario. At the same time it was representative of the commerce of the Dominion. Considered that men were proud of what the government had done at Montreal and the St. Lawrence.

"But we think that Toronto, forming an important link in the waterways, is of equal importance." Mr. Steele added that the commerce on Lake Ontario and the St. Lawrence was being built to go for Montreal and Montreal.

Secretary King of the Dominion Marine Association said that the harbor was more wanted by his association than was asked by the harbor master. Both channels should be deepened so that the heaviest draught lake vessels could reach the harbor safely in all weathers. Mr. King said that the Marine Association had been organized for the request for the improvements.

Problem was an engineering one. "I thought," said Sir Wilfrid, "that the board of trade had the latest entrance closed."

"It has been so stated, but I don't think that is the case. The deputation we went alternative entrance. Mr. Postlethwaite here explained that he was not advocating the closing of the eastern channel, although it had been recommended by an eminent engineer. Vice-President Freyseng of the Manufacturers' Association declared that the proposed 20-foot wharfage in Ashbridge's Bay would be useless unless there were proper entrances to the harbor. Sooner or later improvements would have to be made, as the city increased in importance as a distributing port.

President Thompson of the Trades Council urged that a power boat was necessary, and Elias Rogers, speaking as a vessel owner, declared the harbor to be of vital importance to Toronto and the country surrounding.

The value of