

that portion of the water against east storms, which was already sufficiently protected by the Rondeau Point against west storms. But, if the hon. gentleman extends it out only 500 feet it will not afford protection to vessels drawing a very great depth of water. It would require to be extended 200 feet further, and therefore it is very desirable that the hon. gentleman should leave it in a condition that it could be continued at some future time, and also be turned to the westward so as to afford complete protection to vessels seeking shelter there. I observe that the hon. gentleman has not taken any further vote for the improvements in the River Sydenham. I would like to ask him whether the vote of last year for dredging in the north branch of the Sydenham has all been expended, and whether the amount taken was sufficient to remove obstructions to navigation up as far as Wilkesport, the head of navigation on that river. I would like to call his attention to a matter about which I spoke to him privately a little while ago, with reference to building a wall for the protection of the road along the west side of the township of Sombra. I had a communication from the municipality a few days ago, in which I was informed that the Government had promised to build a stone wall, with a view of protecting the road against the encroachment of the river, upon condition that the Municipal Council would fill in the vacancies where the water has already made considerable encroachment on the road. I have in my hand a copy on the Resolution passed by the Council which, I think, the hon. gentleman told me he had received; and I would like to ask him at this point, seeing that there is no appropriation in these Estimates, whether there is to be an appropriation and whether the Government is considering this subject.

Sir HECTOR LANGEVIN. As for the River Sydenham I cannot say exactly whether the whole amount has been expended, but if it has not, it will be expended before the 1st of July.

Mr. MILLS. Is the appropriation, \$5,000, sufficient to remove all the obstructions up to Wilkesport?

Sir HECTOR LANGEVIN. I cannot say just now, but when we come to Concurrence I will take an opportunity of answering the different questions on those votes that are not asked for this year, in addition to the explanation that I can give him now. As regards Sombra, I directed this work to be noted in the Supplementary Estimates to be laid before my colleagues.

Mr. CASEY. I desire to ascertain who were the other tenderers. Perhaps the hon. gentleman will state whether Mr. Askwith, who obtained the contract, was the lowest tenderer.

Sir HECTOR LANGEVIN. No doubt he was the lowest tenderer.

Mr. WILSON. Representations have been made to the Minister with respect to works at Port Stanley and Port Burwell. I see no amount in the Estimates for these ports. When the railway company obtained charge of Port Stanley, in 1880, an agreement was entered into between the Government and the company, by which the company were to make an annual return of the dues collected. I find no such return has been made. I desire to ask the Minister whether we may hope that an amount will be placed in the Supplementary Estimates for works at those two ports.

Mr. CASEY. Great interest is felt in Port Stanley, as is evidenced by representations made to the Minister. That part of the Lake Erie shore is much exposed to certain winds, and disasters are of frequent occurrence. A strong case has been made out in favour of doing something at Port Stanley. A strong case has also been made out for Port Burwell.

Sir HECTOR LANGEVIN. The representations made to me in respect to those two harbours have been made quite recently, and therefore it is quite impossible that amounts should appear in the Estimates. These representations, after they have been investigated, will be laid before Council, and Council will decide whether a vote shall be placed in the Supplementary Estimates or not.

Mr. CASEY. In regard to the return to be made by the railway company, the hon. gentleman will remember that the harbour was given in trust to the Port Stanley Railway and transferred to the Great Western and subsequently to the Grand Trunk. One of the conditions was, that all tolls collected should be expended on repairs; and although the railway company has been of late years pretty liberal on the question of repairs, it would be more satisfactory to have a proper statement brought down yearly. The harbour is in a very bad condition. Large accumulations of mud are brought down by the stream and deposited where the vessels usually lie. Great inconvenience thus arises every year, because vessels are almost unable to swing round in the stream. If the Minister will consult his engineers, he will find they have reported to that effect.

Sir HECTOR LANGEVIN. With respect to Midland Harbour, nothing has been done there, because the railway company and the Government are to do their respective shares of the work, and we are now in communication with the company in regard to the work.

Mr. BRYSON. I desire to enquire whether the amount appropriated last year, \$3,000, for the removal of boulders, &c., at the Narrows, above Pembroke, has been expended. Is it the intention of the Government to continue dredging?

Sir HECTOR LANGEVIN. I understand the amount was expended. I think an amount has been placed in the Supplementary Estimates for the object referred to.

Mr. ALLISON (Lennox). Will the hon. gentleman state whether an amount will be placed in the Supplementary Estimates for the purpose of dredging Napanee River?

Sir HECTOR LANGEVIN. This matter is being looked into; the Government are not forgetting that river.

Mr. CASEY. Perhaps the Minister will furnish me with a detailed statement which he promised with regard to the River Thames.

Sir HECTOR LANGEVIN. I have a statement from the Chief Engineer to the following effect: The survey made last summer commenced at Middlemiss, about fifty-five miles by the river, and thirty-five miles by rail, below London, and traversed the most favourable line of country to Fort Talbot on Lake Erie, a distance of twelve miles. The fall between these points is fifty-seven feet, being at the rate of four and a-half feet per mile, the gradient of a cutting over the whole distance. The average depth of cut would be 68½ feet; the greatest depth 169 feet. Total quantity of excavation 22,500,000 cubic yards, requiring at least 600 acres of land. The construction of a bridge 140 feet in height to carry the Canada Southern Railway, and 13 highway bridges of from 50 to 100 feet in height, and as farms would be severed, the owners might demand large amounts for damages or the construction of bridges. The object in the minds of the promoters is to provide means for carrying off surplus water from the River Thames during the period of high water, freshets, &c., and within the limits of a reasonable expenditure the scheme may be classed as impracticable.

Mr. CAMERON (Huron). Does this item of new dredging plant cover the expense in connection with the new dredges which are to be constructed in the United States?