

it will be a credit to this House, which has given us the money, as well as to the Government, and a great benefit to Toronto. This is to complete the work. Of course, there are other works in the interior of the harbour, which are more of a local nature.

Sir RICHARD CARTWRIGHT. Are the two channels left?

Sir HECTOR LANGEVIN. Yes; two channels have been left open. Capt. Eads thought that the new channel should have been closed, but experience in Toronto of mariners and others, as well as the desire of the Chief Engineer of my Department, not to close that, has had for its result that the western channel remains as it is and the new channel is there still, and it is found that it does not work detrimentally to the harbour. Of course, if it were found not to succeed, it would be very easy to close it entirely and complete the work that Capt. Eads thought should be undertaken there, but it was thought better that the channel should be left open.

Mr. MACKENZIE. Has anything been done in the west channel?

Sir HECTOR LANGEVIN. I think there has been some dredging done there and it is still going on.

Mr. MACKENZIE. The year before, the dredging was made in the wrong place there. I would like to know how it is continued.

Sir HECTOR LANGEVIN. I do not know about that. They have found the right place now, and are going on with it.

Mr. MILLS. Where is this sum of \$1,000 for Rondeau Harbour being expended?

Sir HECTOR LANGEVIN. This is for the entrance to the harbour, the pier work that is damaged, for repairing the piers at the entrance to the harbour and the beach to the west of the lighthouse.

Sir RICHARD CARTWRIGHT. Does the hon. gentleman know whether steps are taken to protect the timber in the neighbourhood of the Rondeau—the growing timber that exists or did exist on a portion of the land which forms the harbour?

Sir HECTOR LANGEVIN. I am not aware. There has been no complaint made to my Department about this.

Mr. MILLS. The point to which the hon. gentleman refers is owned by the Local Government—I think some 4,000 acres. I know on some old maps the extreme point is marked as a military reserve, but there is no timber growing on that; it is simply a sand bar which extends some distance east of the harbour, and there never has been timber growing there.

Sir RICHARD CARTWRIGHT. I would ask if the hon. gentleman's attention has been called to the condition of the works constructed at Bayfield Harbour. I think I moved or asked a question on the subject in the early part of the Session, and he intimated to me then that he would make enquiry about it.

Sir HECTOR LANGEVIN. Yes; I have enquired and I think I have made a report to Council on the subject—a report which is now there.

Sir RICHARD CARTWRIGHT. Can the hon. gentleman state whether the damage which was done by recent storms will be repaired this season? It ought to be if the work is to be preserved at all.

Sir HECTOR LANGEVIN. I think what I communicated to Council covers the whole ground. I cannot say whether this is to come up in the Estimates or not. But I will take a note of it.

Sir HECTOR LANGEVIN.

Mr. CAMERON (Huron). There has been a considerable sum of public money spent there, and I hope the hon. gentleman will not overlook it. Considerable damage was done there last fall, and it may require some money—not a very large sum—to repair the injury which has been done. There is another harbour in which I know the hon. gentleman takes a lively interest—the harbour west of Goderich, Port Albert. I drew his attention to it last year, and I think he gave a sort of promise that he would be disposed to deal with it this year. I believe representations have been made to the Department of the hon. gentleman that some work requires to be done there. I hope that, while dealing with other harbours on the lakes, he will not overlook that.

Sir HECTOR LANGEVIN. I have a faint recollection that Port Albert came under my notice recently, and I suppose we will hear a little more about that before the end of the Session.

Sir RICHARD CARTWRIGHT. What is being done at Collingwood?

Sir HECTOR LANGEVIN. Of this amount of \$19,000, \$14,000 will go to the completion of the breakwater, and \$5,000 for dredging in the inner harbour.

Sir RICHARD CARTWRIGHT. What depth of water does that give?

Sir HECTOR LANGEVIN. Sixteen feet. The amount of \$7,000 for Kingston Harbour is for the continuation of the work of deepening it.

Sir RICHARD CARTWRIGHT. Removing the shoal, I suppose?

Sir HECTOR LANGEVIN. Yes. The amount of \$10,000 for Little Current will complete the work, I understand. The works undertaken and performed there, I am informed by my Chief Engineer, are very successful. The amount of \$20,000 for Kingsville is a revote. That is in South Essex. The work is proceeding there under contract.

Mr. CASEY. The hon. gentleman promised to give me some particulars as to the harbour of Morpeth; who is the contractor, and the probable total amount that would be spent?

Sir HECTOR LANGEVIN. The contract price was \$17,400 for the excavation of rocks and dredging for foundation for a pier. The pier will be 500 feet in length and 10 feet in depth, but the shore end will be 25 feet in width. The whole cost will be about \$25,000.

Mr. CASEY. I hope the hon. gentleman has arranged to have this pier so constructed as to be capable of extension at any future day, because all that could be done with \$20,000 would not provide a really good harbour. It is a step in the right direction, but I hope it will be so let as to be capable of extension hereafter.

Sir HECTOR LANGEVIN. We wish to make this a complete work by itself; but the plan may always be extended. We will be in a better position to judge of the wants of that locality when this is completed.

Mr. CASEY. It is an important and growing little place, and I think in the near future it will require a much more extensive harbour. It should not be built on a contracted plan.

Mr. MILLS. In reference to Rondeau Point, I would like to call the Minister's attention to some circumstances connected with it. It extends out westward a long distance in the lake, so that while there is considerable shelter afforded on the east side of Rondeau Point for vessels, if the wind shifts to the east they are frequently driven on the shore. It was supposed when this wharf was built out a certain distance that by turning it to the westward it would protect