

but if he will kindly renew his question to-morrow, I think I will be able to let the House know the course which the Government intends to take on that subject.

Mr. BLAKE. Are all these items for new work?

Sir HECTOR LANGEVIN. No. \$1,500 for piers at Lake Megantic is to continue the work. \$3,000 for wharf at bridge across River Richelieu on road between Lacolle and Clarenceville is for a new work. \$6,000 is to protect the lighthouse at St. Jean d'Orleans. The lighthouse was placed on a pier that belongs to the locality, and on which there is a large indebtedness to the Local Government; and, of course, they call on us to pay our share for the pier. That money will not be paid except on a discharge from the Local Government of all liability on that ground.

Mr. CASGRAIN. Am I to understand that this vote is for works to protect the lighthouse, or merely to pay the money to the Local Government?

Sir HECTOR LANGEVIN. It is for the works themselves. \$4,500 is to complete improvements at Pointe aux Orignaux, Rivière Ouelle, which were begun two or three years ago.

Mr. LANDRY. Does this \$5,000 include the amount to build the lighthouse at Isle aux Grues?

Sir HECTOR LANGEVIN. No. It belongs to the Minister of Marine.

Mr. BLAKE. How does the hon. gentleman take a vote to protect the lighthouse at St. Jean d'Orleans?

Sir HECTOR LANGEVIN. This was built by the Department of Public Works. An Order in Council was passed some years ago directing that such works costing \$10,000 should be built by the Public Works Department, while small lighthouses, costing \$1,000 or \$500 or so, are built by the other Department.

258. Harbors and Rivers—Ontario.....\$65,500.00

Sir HECTOR LANGEVIN. It was estimated in the first instance that the work at Morpeth would cost \$20,000, but we think that we will do it with probably \$10,000, so that this will have to be supplemented next year. The locality is very much exposed, the pier will be extended to 12 feet of water, and a bend to give shelter will be provided. The future will decide whether a further extension shall be made.

Mr. CASEY. Is it not intended to go on to deep water and to protect the wharf at the end of it?

Sir HECTOR LANGEVIN. As soon as the money is voted, we will see how far the money will go. If this be not enough, we will trust to Parliament to give us more next year. It was originally proposed to build a new wharf with 12 feet of water at low water; total length about 470 ft. and at a total cost of \$20,000. With this \$10,000 we will probably build 200 feet with a return wharf, but do not wish to be bound down to this, as the plan may be changed. For the L'Original repairs, the local authorities furnish \$1,000, and we, \$3,000. The Kingsville work was begun last year. This amount will not complete it; we will probably need \$5,000 more to do so. The total cost will be between \$32,000 and \$33,000; \$5,000 were voted, and we have still of it, I think, \$4,500, which, with this, will make \$31,000, while there will be something for contingencies, &c. At Belleville the channel will be deepened, 1,875 feet long by 100 feet wide—14 feet at low water. A landing pier will be provided at Southampton, where there is an accumulation of sand or silt, and we want to extend the wharf to get to the current formed by the opening between the two piers on the one side and Chantry Island on the other. Dredging will be done at Meaford. The work at Little Nation River was begun two years ago, and is to be continued.

Mr. BLAKE. Will this vote complete the work at Owen Sound, and what depth of water will it give?

Sir HECTOR LANGEVIN. The sum asked is to complete the dredging of the channel in this harbor to fourteen feet. When we began these works the locality agreed to furnish, I think, \$13,000 or \$14,000, and we the balance. We have found the undertaking a little more difficult than we had foreseen, but this amount will complete the work.

Mr. BRYSON. Is the dredging of the portion of the Ottawa River at the Narrows to be continued this season? No doubt the hon. gentleman is aware that the dredge is within a few miles of the Culbute locks, and I see that the Government has asked for \$2,000 to remove the boulders above these locks. I desire to ask if it is the intention of the Government to continue the removal of these obstructions, on the same principle which was observed last season?

Sir HECTOR LANGEVIN. I am not now in a position to answer that question positively. This request came very late. Of course I intend to investigate the matter, but I know enough of it, from the information which I have received from other quarters, to see that it was necessary to ask for a small vote for this purpose.

Mr. CASEY. In regard to Morpeth Harbor, I am glad that justice has at last been done the locality, and that the arrangement originally understood between them and the Government is being carried out at least in part. The \$4,000 which the locality subscribed was subscribed, I believe, on the understanding that the original plan or something like it should be carried out, and I hope the hon. Minister will be able to carry out that understanding. I hardly think that for the amount he named he will be able to get deep water at that point of the coast, but I have every confidence that when the works are begun and the plans are made, he will do what is required to make the expenditure useful.

Sir HECTOR LANGEVIN. I am glad to hear the word "confidence" come from the hon. gentleman's mouth—it certainly shows that he is improving. Of course I can make no promises, and I am asking the vote simply because the locality is satisfied with this arrangement.

Mr. CASEY. The word "confidence" was not a slip on my part, because I have every confidence in the hon. gentleman's business capacity and his faculty for managing the Department in a business-like way—we can all say that, whatever we may think with regard to his policy.

359. Prince Arthur's Landing—Harbor Improvements \$50,000.00

Sir HECTOR LANGEVIN. Hon. gentlemen know that at Prince Arthur's Landing there is not sufficient, and it is becoming a very important harbor. We intend contributing a share of the improvement of that harbor, but the locality is also contributing \$25,000. We expect that the vote will also be supplemented by the railway company, which is largely interested in having the harbor sheltered. We will, of course, enter into communication with the railway company and the authorities of the locality as to their respective contributions.

Mr. BLAKE. In the old times we used to hear comparisons made between another port and Prince Arthur's Landing, from which I was disposed to believe that Prince Arthur's Landing was one of the most admirable, safest, and most land-locked harbor to be found anywhere. Now it seems a considerable expenditure is required to make it safe. I would like to ask if there is any arrangement as yet with the railway company, and whether there is an approximate estimate of what the whole cost will be of the works required to make it what it should be in this regard?