

man, but in dredging out that material they brought the dredging machine close to the bank and took out the material, as much as possible, from under the bank, and they did that purposely so that the banks would fall in. I do not think this Government ever considered the question as to whether Mr. McMullen was to be benefited or not. If the hon. gentleman would take the trouble to refer to the files of the *Belleville Ontario*, he will find a long letter from Mr. George McMullen, stating positively that it was of much greater advantage to them personally to have the canal route where it is, than it would have been if it had taken the other route, to which the hon. gentleman refers. When he says that the canal was diverted for the purpose of injuring the pecuniary interests of those parties, he could not have seen the letter.

Mr. PLATT. I saw the letter.

Mr. BOWELL. Then you could not honestly have come to the conclusion that the canal was taken from that route in order to injure those parties. The fact is, the Government obtained the fullest information before they made any selection; and, upon the report of their engineers, they chose the present route. I am convinced time will show that the action of the Government is correct, in taking the route from Weller's Bay. The channel to which the hon. gentleman refers is being filled up, and it is gradually changing, and the lighthouses will have to be changed, in order to enable vessels to get into Weller's Bay with any degree of safety. I called the Minister of Marine and Fisheries attention to this matter the other day, and he promised to look after the matter. It is within my recollection that a portion of this channel used to be a fishing station, and I remember years ago when people used to drive teams from Presqu'Isle Harbor on to the fishing stations. That has since been washed away. That deposit has gone to some other part of the bay, but it is now re-forming again in the same way. No doubt the hon. gentleman will some day find the same bank formed that existed when he and I were boys. As far as the shipping in the channel of the Presqu'Isle harbor is concerned, that channel is not now where it was when the original surveys were made. A large amount of money was expended by the late Government in dredging and straightening that channel. The entrance to the harbor there is of a gravelly rather than a sandy nature. When this gravel is removed it will always remain open.

Mr. COCHRANE. I have read the reports, and I think this work will be in the proper place. I disagree entirely with the hon. member for Prince Edward. I am well satisfied that canals cannot pay; but the question is, whether this canal is going to be a benefit to the trade of the country. I should like to know why this canal is not going to benefit trade, when we know that the coast of Prince Edward is the most dangerous in Ontario. There are more wrecks on that coast than on all the other coasts of Ontario put together. If large vessels come through the canal and pass down to Presqu'Isle harbor and Bay of Quinté, and avoid the Prince Edward coast, why should the trade not be benefited? I should not be at all surprised if the head of St. Lawrence navigation was ultimately at Presqu'Isle harbor. I do not understand why we cannot ship on barges there as well as at Kingston. When the weather is heavy, large vessels carrying grain could come through the channel as far as Presqu'Isle and transship into barges. I remember distinctly when there was a fishing beach where the channel now is. The reports of engineers show a shifting sand bar, and that the lights are now out of range at Weller's Bay. The channel has completely changed; so, if the range lights were as before, vessels would run aground. The channel does not now change. It was dredged in 1871, and has become wider, and may now be regarded as stationary. All we want to

do is to change the direction of the channel to make it one of the best harbors on Lake Ontario. This canal is going to be of great benefit to the carrying trade of the country, and if it does not pay directly, it will recoup us indirectly, in the shape of trade. The hon. member for Prince Edward has quoted reports from the engineers respecting the Weller's Bay scheme, but he did not tell the committee that if that scheme had been adopted the water in Weller's Bay would have been so increased that it would have acted as a funnel, and carried away the canal, unless it had been held by stop-locks.

Committee rose, and it being six o'clock, the Speaker left the Chair.

After Recess.

The House again resolved itself into Committee of Supply.
(In the Committee).

Repairs, &c., Harbors and Slides..... \$87,000

Sir HECTOR LANGEVIN. There is a reduction of \$2,250. The repairs on the Ottawa River are \$5,000 less than usual.

Expenses in connection with Land and Cable Telegraphs \$23,250

Sir HECTOR LANGEVIN. The extent of the cables and telegraph lines is greater now than formerly, and the staff has necessarily been increased. Nevertheless, the total is less. The amount for repairs in 1884-85 was \$31,900, and for this year \$33,200. The increase is exactly for the same reason.

Telegraph Lines, B.C. \$34,500

Mr. MILLS. What is the cause of the reduction?

Sir HECTOR LANGEVIN. There is a reduction of \$3,000. We expect, by changing the line on a certain portion, to effect a reduction in the staff, by using, for a portion of the distance, a telegraph line of the Canadian Pacific Railway.

Mr. MILLS. What is the staff of this line?

Sir HECTOR LANGEVIN. A district superintendent and 32 operators and assistants.

Mr. MILLS. How much of the amount is for staff, and how much for repairs, etc.?

Sir HECTOR LANGEVIN. Staff, \$21,200; repairs, \$13,300.

Telegraph and Signal Service generally..... \$9,500

Mr. WELDON. I would like some information on this item.

Sir HECTOR LANGEVIN. This covers the offices of headquarters and travelling expenses, superintendent's salary and travelling expenses, stationery, and unforeseen expenses in connection with telegraph and telephone service.

Mr. VAIL. Has there been any decision arrived at with regard to extending the cable to Sable Island?

Sir HECTOR LANGEVIN. That is in the Department of the Minister of Marine and Fisheries, who is not in his seat at the moment. The cost will be considerable, but I believe that a telephonic service has been established between two or three points on the island, so that communication may be had in that way.

Mr. WELDON. It is important, not only to the interests of Canada, but in the interests of the mother country and the United States, that this line should be established, and I think if representations were made to these countries, they would unite in the work, and it would be the means of saving both life and property.