

**Mr. SCHULTZ** said that he saw there was no re-vote for a Government House for Manitoba.

**Hon. Mr. MACKENZIE** said that every Province had to provide its own Government House.

The item was passed, as was also that of \$190,000 for rents, repairs, heating, et cetera.

On the item of \$805,300 for harbours and piers,

**Mr. LANDERKIN** said he was informed that a tender for the work in Goderich harbour had been accepted which was considerably above the lowest tender received. If the statement were not true he would like to hear it contradicted.

**Hon. Mr. MACKENZIE** said that the statement was not true. The lowest tender was received from Mr. Neilson, of Belleville, but he had failed in a former contract, and in accordance with a rule of the Department, the Government would not let him have this contract. The contract was given to a Mr. Eillis of Toronto, but for some reason he gave it up, and the present contractor having made the lowest tender and given security, the work was given to him.

**Mr. BOWELL** asked how it was there was a vote of \$20,500 in the estimates for Port Hope harbour. He thought that harbour belonged to a private Company.

**Hon. Mr. MACKENZIE** said that the tolls received from the harbour were only sufficient to pay the interest on the money the Company owed the Government, and as the harbour was one of refuge, the Government thought it should be kept in a good state. This \$20,500 was to be expended in constructing a pier farther out in the lake than the present one. There was also to be an expenditure on Cobourg Harbour, in carrying out a former engagement. As there was a railway from inland running to Cobourg, as well as one to Port Hope, and there was consequently a probability of a great deal of shipping coming to both ports, it was thought desirable that they should both be kept in good order.

**Mr. WALKER** pointed out that Port Stanley Harbour was a very important one, having a railway connected with it and being the

port of the city of London, and expressed the hope that the Government would see the propriety of increasing the sum of \$7,000 set down for it in the main estimates.

**Mr. CASEY** also thought the sum should be increased. A very moderate addition to the sum set down in the estimates would be of vital consequence with reference to the improvement of the harbour.

**Mr. YOUNG** held that the internal ridings had a just claim for recompense for the heavy taxes they had to pay on that head.

After some discussion the item was carried.

The items of \$56,300 for slides and booms and \$256,800 for miscellaneous purposes were carried without discussion, as also were the following:—Maintenance of steamers *Napoleon III*, *David*, *Lady Head* and *Sir James Douglas*, \$96,000; mail subsidies to a main line between Halifax and Cork \$39,541; steamer communication between Quebec and the Maritime Provinces, \$10,000; ditto between Halifax and St. John via Yarmouth, \$10,000; ditto on Lakes Superior and Huron, \$12,500; ditto from St. John, New Brunswick, to ports in the Basin of Minas, \$4,000; ditto between San Francisco and Victoria, British Columbia, \$54,000; tug service between Montreal and Kingston, \$12,000, and from Richibucto, \$4,500; and from Trinity House, Quebec, \$8,222. The other items, miscellaneous in character, under the heading of Tug Service, and amounting to \$23,100 were also passed.

Life-boat, life preservers et cetera, \$6,000; Investigation into wrecks, casualties, et cetera, \$2,500; Registers and classification of shipping, \$6,000; Salaries—Secretaries of Pilotage Commissioners at St. John, New Brunswick, and Halifax, \$1,600.

**Hon. Mr. MACKENZIE** stated that it was the intention of the Government to merge the duties of the Trinity Board into the Harbour Commission.

The Committee rose, reported progress, and asked leave to sit again.

The House adjourned at 1.30 a.m.