

Queen's Wharf, Quebec—Improvement to Wharf and Building'	4,000 00
Bic Pier	2 500 00
St. Jean d'Orleans—To protect Lighthouse Port Daniel	3,000 00
Point aux Orignaux (Rivière Ouelle)—To complete	6,000 00
Barachois de Malbaie, and mouth of Newport River—For removal of obstructions	1,500 00
Ile aux Grues	1,000 00
General Repairs and Improvements—Harbours and Rivers, Quebec... ..	5,000 00
	10,000 00

Sir HECTOR LANGEVIN. The New Carlisle vote is for a long pier. We shall probably require \$8,000 or \$9,000 more. The vote of \$750 for Trois Pistoles is a mistake; it should be \$1,750, so that in the Supplementary Estimates we shall have to ask for \$1,000 additional. The vote for Rivière du Loup is for the purpose of building a cross wharf at the end of the pier, to afford additional protection. At times the wind is so strong at the end of the wharf that vessels cannot remain there. This will give them shelter inside.

Mr. MACKENZIE. What is the depth of water?

Sir HECTOR LANGEVIN. Sixteen feet. But there is more than that at the lower end of the pier.

Sir RICHARD CARTWRIGHT. That would not be sufficient for ocean steamers.

Sir HECTOR LANGEVIN. No; the ocean steamers do not go there. We have been three years at the work of improving the channel of the Saguenay below Chicoutimi, and it will probably require as much more as we are asking this year to complete it.

Sir RICHARD CARTWRIGHT. What do you do with the chains and anchors which are removed from the St. Lawrence.

Sir HECTOR LANGEVIN. They are sold, and the proceeds are put in the public Treasury. This year the work of removing the chains and anchors will be done in the channel of the harbour of Quebec. There are still nests of chains and anchors there. The vote for the harbour of refuge on the river Nicolet does not complete the work. The work has proceeded rather slowly, and we encouraged rather than discouraged the slowness of the work, because we found that instead of making a long pier, we could, by bridging, avoid that, at the depth of water required.

Sir RICHARD CARTWRIGHT. What depth of water does the hon. gentleman get in the harbour?

Sir HECTOR LANGEVIN. I cannot say exactly the depth, but it must be considerable, as it begins at the mouth of the River St. Lawrence. River Yamaska, there should be in the first column a revote of \$10,000; it is a misprint. St. Zotique is a revote also, and placed in the wrong column by a misprint. Etang du Nord, \$6,000, is printed as a revote, but there should be no revote. St. François, Island of Orleans—that is a revote. Quebec Marine Hospital Wharves, \$1,500, to complete the wharves commenced two years ago. Berthier, \$4,500, to complete the pier at this place, in accordance with the Estimates; there is a contract for this, and this is to complete it. Rivière St. Louis, \$5,000; this is the end of that work. Lanoraic, \$4,000, that is a revote; the contract was given the other day. Percé, \$5,000, is a revote; we did not proceed with that work because we wanted to have the wood contracted for during the winter. We would not be justified in undertaking a breakwater there, as it will be an expensive and very costly work, and we thought it could be postponed. Queen's Wharf, Quebec—we will require to expend \$3,000 during the year on that Government wharf. St. Jean d'Orleans, \$3,000, which will complete it. Port Daniel, \$6,000, not expended last year; the localities furnish the timber, and the work will be proceeded with during the year.

Mr. BRYSON. I desire to call the attention of the hon. Minister of Public Works to the sum of \$2,000 placed last year in the Estimates for the removal of bars at Portage du Fort and Bristol. The bar at Portage du Fort was removed but not that at Bristol; no dredging has been done at the latter place at all. Has the amount of \$2,000 been expended in removing the bar at Portage du Fort, and will an amount be placed in the Supplementary Estimates for the removal of the bar at Bristol?

Sir HECTOR LANGEVIN. We have expended a portion of the money, and there will be something to cheer the hon. gentleman in the Supplementary Estimates.

Sir RICHARD CARTWRIGHT. There will be an amazing lot of cheerfulness in the Supplementary Estimates, from the statements made.

Sir HECTOR LANGEVIN. Barachois de Malbaie and mouth of Newport River, \$1,000, for removal of obstructions; that is a revote. Ile aux Grues, \$5,000; there is a contract there; this will not complete it, we will require probably \$1,500 more.

HARBOURS AND RIVERS, ONTARIO.

Cobourg Harbour, Lake Ontario.....	\$14,000 00
Port Hope Harbour, L. O.....	7,500 00
Toronto Harbour, L. O.—To complete.....	65,000 00
Rondeau Harbour, Lake Erie	4,000 00
Port Elgin, L. H.—To complete.....	5,000 00
Collingwood Harbour, L. H.....	19,000 00
Kingston Harbour.....	7,000 00
Little Current, L. H.—To complete.....	10,000 00
116 Kingsville, Lake Erie.....	20,000 00
Morpeth, Lake Erie—The locality to provide \$4,000	12,000 00
L'Orignal—Repairs to wharf, the local authorities furnishing \$1,000—To complete.....	2,000 00
Southampton, Lake Huron	7,500 00
Milland Harbour.....	10,000 00
General repairs and improvements, Harbours and Rivers, Ontario.....	8,000 00

Sir HECTOR LANGEVIN. Cobourg Harbour, Lake Ontario. This is a revote of \$10,000 and an additional vote of \$4,000. This work has been delayed by the failure of the previous contractor. Tenders were called for, and the new contractor is Mr. J. W. Dinwoodie, for \$42,750. About \$9,000 will be required next year.

Sir RICHARD CARTWRIGHT. Will that complete it?

Sir HECTOR LANGEVIN. I am afraid not, as there will be some work required on the east pier. Up to 1878, \$73,000 were expended, and since that \$31,000 more have been expended, making a total of \$104,000. With these \$4,000 and the \$9,000 additional required, we will have a total of \$117,000, which is, as far as I am informed, the amount required. Port Hope Harbour, \$7,500 is a revote.

Sir RICHARD CARTWRIGHT. Has there been any dredging or extension of the piers there?

Sir HECTOR LANGEVIN. There is dredging, and there is some pier work being constructed. This will be—for pier work \$3,000, dredging about \$3,500, and about \$1,000 for the engineer and for the superintendence. The \$65,000 for Toronto Harbour is to complete the work. The works undertaken at Toronto have been most successful. The hon. gentleman will remember that we employed Capt. Eads, a very eminent engineer in the United States, in connection with the Mississippi and so on, and we paid him, I think, \$5,000. At the time it was considered a large fee, but I must say that his report, with the modifications that were required afterwards, was not a dear report even at that amount, and the work is a most successful one. Small piers have been built out from the island towards the lake, and thus new land has been formed there, and the island is increasing instead of being washed away as before. The whole work is very perfect, and, when completed, I think