

cases would not be keeping faith with the House.

Mr. CHARLTON. I may be permitted to say a few words in reference to the matter to which this vote relates, as this expenditure comes, not exactly in the riding I represent, but my riding is largely interested in the matter. Port Burwell has been one of the most important ports upon the north shore of Lake Erie, and the Government formerly expended a large sum of money there in improving that harbour, and they made a good harbour of it. The work had been allowed to fall into bad repair, and the harbour was not available for the use of a large class of lake craft. Aside entirely from any questions associated with this matter, the harbour of Port Burwell ought to be improved. That section of the Lake Erie coast has received very slight consideration from the Government, and this harbour is a public work of importance. It is peculiarly so now since the construction of a railway line from Port Burwell to Tilsonburg, connecting with an air line of the Grand Trunk Railway, and that line is being continued to the Michigan Central, and is nearly completed to that point. When completed, as it will be in a short time, it makes connection between Port Burwell and two of the railway lines of the peninsula of Ontario. It is the intention to continue the line further north to connect with the main line of the Grand Trunk Railway and with the Canadian Pacific Railway at Woodstock. The late Government promised a vote for the improvement of this harbour to the extent of \$25,000, and the intention of that Government was to expend the money. It would have been a judicious vote, and the Government would have been fully justified in making the appropriation, and would undoubtedly have made it, had it continued in power. When application was made, after a change of Government, for this vote, the parties promoting the application were the gentlemen engaged in the construction of this railway line to which I have referred. A part of their scheme was and still is to establish a ferry of steamers carrying coal-laden cars, connecting the line terminating at Port Burwell with railway lines upon the south shore of Lake Erie.

Mr. HAGGART. What is the name of the port on the other side?

Mr. CHARLTON. There was a proposition to connect at Ashtabula, another proposition to connect at Black River in the neighbourhood of Cleveland, and this point has advantages over any other point on the north shore of Lake Erie in respect of distance to these American coal ports. The parties promoting the road at that time expected to carry out their scheme of construction of these coal ferry steamers as well as the construction of the road, and were willing to have this condition made.

Mr. CLANCY.

that they should expend \$50,000, the sum which was supposed to be necessary to make the coal slips and all appliances for carrying on this coal transfer business. Last summer the gentleman who was the soul of this enterprise and furnished most of the capital died suddenly, and his death disarranged to a considerable extent the plans of the company. They will be able to carry on their scheme beyond doubt, but it would be detrimental to their interest and to the public interest to suspend the work upon the improvement of the harbour itself; and there is no reason why this vote should be made contingent for the time being on the expenditure of any other sum of money, because the harbour should be opened, and when it is opened these gentlemen can make the additional arrangements, which the death of the principal promoter render necessary to carry out the original enterprise. Aside entirely from the fact that this coal road terminates there, and is to be extended to Woodstock, the port is required as an outlet to Tilsonburg and other towns in the immediate vicinity, and is required moreover as a port of refuge, it being near the upper end of Long Point. I hope the item will be allowed to pass without criticism or contention, because I do not believe there is a single item in these Estimates so little open to criticism as the one now under consideration.

Mr. HAGGART. Have they built the boats for carrying over coal?

Mr. CHARLTON. They are not building the boats now. I understand the promoters of the road from Port Burwell to Woodstock, which is practically completed to the Michigan Central road, are engaged in negotiating with Mr. Heinkoopin, who controls two boats there. The object is to induce him to put one of the boats on this route, and it is expected this arrangement will be consummated when the port is made ready for the reception of the boats.

Mr. HAGGART. What is the depth of water intended to be obtained? Will the hon. Minister also state if he has obtained the assent of the Governor General to the alteration of this item, as it is virtually an increase.

The MINISTER OF PUBLIC WORKS. I am not asking any larger sum this year than was voted last year. So I do not think it necessary to obtain the permission of the Governor General.

Mr. HAGGART. The hon. gentleman may not be asking more money, but the sum was granted last year under the condition that certain other parties would spend \$50,000.

The MINISTER OF PUBLIC WORKS. If I require to ask more money next year, I will obtain the assent of the Governor General.