

this work, and they had agreed to pay in proportion to the tonnage and trade of Canada. That had led to some hesitation. It had been the policy of the United States, however, to dredge out harbours more than had formerly been done, and he (Mr. Mackenzie) had felt it necessary to adopt the policy to reach the same depth in the space of time, and to make our permanent structures such as to give the depth of 14 feet. The Government would consider the statements of hon. gentlemen, but he could not pledge himself to anything, because they had to consider the financial position of the country and other matters. He had not yet been able to take the feeder matter into consideration, but they hoped soon to be able to reach that and remove any grievance that might exist.

MR. MCGREGOR said that a vessel at Chicago could come out drawing 15 feet of water, and at Milwaukee from 14½ feet to 15 feet. At present the American shipping were actually drawing 14 feet of water between Buffalo and Chicago. It was necessary for us to have 14 feet as soon as possible.

MR. MCCALLUM said his hon. friend from Northumberland thought the canal ought to pay a percentage. He had in his hand a statement of the income of the canal for the last ten years, and the expenditure for staff and repairs, which was as follows :

Years.	Expenditure for Staff and Repairs.	Income.
1869.....	\$76,393.00	\$236,876.00
1870.....	81,793.00	246,190.00
1871.....	101,649.00	254,961.00
1872.....	92,164.00	299,740.00
1873.....	92,013.00	275,979.00
1874.....	110,932.00	271,597.00
1875.....	154,632.00	313,711.00
1876.....	141,134.00	251,663.00
1877.....	109,742.00	220,570.00
1878.....	114,359.00	230,537.00

Thus, in 10 years, the gross amount received was \$1,601,846, and the amount expended for the staff and repairs was \$1,074,795, showing a net profit of \$1,527,051. The net increase was \$1,527,051; so, after all, this was not a very bad statement for the Welland Canal. There was a large in-

crease, particularly with regard to the staff and repairs on the St. Lawrence Canals; but the figures for the staff and repairs were all mixed. They knew, of course, that the depth of 14 feet for the Welland Canal was an after-consideration. There might have been some mistakes committed in letting out the contracts. Some works that took the longest to do, had been let out last, but he did not know that he blamed the Government very severely for this; but still some mistakes had been committed. The Welland Canal was a great work; it was not being enlarged as far as he would like to see it, but it would be a credit to all parties concerned when it was done. The deep cut was not, and could not be, walled up, as hon. gentlemen said; and so there was nothing sure about it. This cut was sodd, the bank was being removed from it, and, when the water was taken out of the canal, he looked for a slide in it, though it would not be anything serious. No other public work in the Dominion paid as well as the Welland Canal, which was an accommodation to the people of this country, while otherwise it yielded considerable revenue.

*Vote agreed to.*

88. St. Anne's Lock and Canal....\$50,000.

In answer to MR. LANGEVIN,

MR. MACKENZIE said that it was part of the scheme to build a new lock entirely, with a new entrance behind the present pier, between the present lock and the village; and it would also be necessary to excavate the lock at the head of the canal for some distance. The depth on the present mitre sill was from 6 to 7 feet, and the scale of navigation for the river had been, he thought, 9 feet. The work, which had been progressing, had been on the shoal immediately below the lock. The bottom of this lake was composed of a series of ridges like waves of earth running generally in a north-east direction; and a cut had to be made through one of these ridges at that place. The contract was let some years ago, and it should have been finished long ago. It was progressing somewhat slowly but surely, and was,