

compelled to cross to Lévis on matters of even the least importance concerning freight traffic on the said road.—Carried.”

Actually there is only one agent of the road in the city of Quebec, and he lives near the St. Louis station, a long way from the terminus where the ferry lands. In that part of the city we have not even a blackboard to tell us whether the trains are late or not, and if we want to get information as to the trains we have to send a person across to Lévis to get it. Under these circumstances I hope the Government will do justice to Quebec by giving us an agent and the freight accommodation we asked for.

Sir CHARLES TUPPER. My attention was called to this matter before, and I brought it to the notice of the Chief Engineer and Manager of the road, stating that I was anxious that every possible facility should be given to Quebec city, and all possible information furnished. Since that time my attention has been drawn to the resolutions passed by the Board of Trade of Quebec, and I have directed an officer to make a report to me on the subject. The matter is now engaging the attention of the Department.

Mr. BLAKE. Does this include the accommodation of Rivière du Loup?

Sir CHARLES TUPPER. Yes; this covers everything, both Rivière du Loup and Dalhousie.

Mr. BLAKE. Will there be stations?

Sir CHARLES TUPPER. Yes, at both points.

Mr. BLAKE. Will the trains be run on the short branches to connect with the main trains of the Intercolonial?

Sir CHARLES TUPPER. All travellers desiring to go down will be carried directly, either to one point or the other.

365. Canals.....\$96,000.00

Sir CHARLES TUPPER. The first item of \$14,000, St. Peter's Canal, is for the purpose of providing for the protection of vessels which, in passing through the canals, are liable to be driven against the sides by the winds. I will read from a memorandum I have here:

“Complaints have been made as to the necessity which exists for the protection of vessels passing through this canal, which are liable to be driven against the sides of the canal by the influence of certain winds. The Engineer in charge recommends that the north entrance be protected on the east side by a pier 330 feet in length, its top to be six feet above the level of the lake; estimated cost, \$11,000. Also, to place timbers vertically against the rock sides to carry horizontal fenders, \$3,000. Total, \$14,000.”

The next item is \$80,000 for the Williamsburg Canal—towards enlargement of the upper entrance, Galops Canal:

“On a report dated 23rd April, 1883, from the Minister of Railways and Canals, submitting that complaints have been made in respect of the condition of the works at the entrance of the Galops Canal, it being urged that in consequence of the carrying away by ice of much of the head pier, loaded vessels coming downwards are unable to enter at the head and have been for some time past compelled to run the rapids to Iroquois at the foot of the canal, and if bound for the intermediately situated Village of Edwardsburgh, to work their way back *via* the canal; and that from reports in his Department it appears for the past year the depth of water at the entrance to be considerably below that of even other canals on the St. Lawrence, which were themselves inadequate, and that a remedy for this condition of things was urgently called for in the case of these canals.

“The Minister represents that the Chief Engineer has, under date the 21st inst., reported that instead of attempting to repair the old pier at the upper entrance of the canal, it would be better to proceed with works applicable to a new entrance at this point, this being part of the general scheme of canal enlargement, and he suggests that the extension of these works up-stream would have the effect of increasing the depth of water in the canal.

“The probable cost of forming new entrance he sets down at about \$260,000, of which amount the sum of \$60,000 could, he states, be advantageously expended during the ensuing year.”

It was found that to remedy this difficulty at all, would involve a large expenditure unless the work was dealt with in this mode; and otherwise it would have been useful in carrying out the ultimate system of the enlargement of the

canals. Then there is \$2,000 to remove a shoal above the locks of the Culbute Canal.

“Attention has been drawn by steamboat owners to the necessity for the removal of certain shoals in the Ottawa River which at low water interfere materially with the passage of vessels using the Culbute Lock. The matter has been reported upon by Mr. Perry, and finally submitted to the Chief Engineer of Canals, who has reported that the clearing out of these shoals is of great importance to navigation, and advises that the work be proceeded with. Estimated cost for the shoal above the lock, \$2,000.”

With regard to the last item, Miscellaneous Works, I may state that about \$3,500 of that sum is for the preparation of the large way which has been prepared during the past season and the remainder is for a number of other smaller items.

390. To compensate Mr. Thomas Munro for performing the duties of Superintendent of the Welland Canal for one and a-half months in 1879 \$180.00

Sir CHARLES TUPPER. It will be remembered that at one time Mr. Bodwell, the Superintendent of the Welland Canal, was suspended, and an investigation was held by the Department. During that period Mr. Munro, who is a Division Engineer on the canal, was charged with the additional duties of Superintendent. He made an application for \$362, which would have been the salary of the Superintendent during the time Mr. Munro performed the duties. What I have recommended is that he should be paid one-half of that amount.

Mr. BLAKE. When did Mr. Munro apply?

Sir CHARLES TUPPER. He has continuously applied, and from time to time the subject has been postponed.

353. Miscellaneous—Fort Dufferin, St. John, N.B..... \$3,000.00

Sir HECTOR LANGEVIN. This is for the construction of some works to protect the fort at a point where it is exposed to being washed away by the sea.

354. Harbors and Rivers, Nova Scotia \$29,850.00

Sir HECTOR LANGEVIN. These are a number of small items, mostly for repairs. The vote of \$4,600, for Yarmouth, is for the construction of 160 feet of cribwork for the protection of the western end of the harbor. The next item is \$2,000, of which \$1,000 is a revote, for works at Parker's Cove, in the county of Annapolis. In the previous vote of \$1,000 there was a condition attached, that the locality should provide a similar amount, but it has been represented to me by the late member, Mr. Longley, as well as by the present hon. member for the county, that the people are too poor to do so, and, under the circumstances, we ask for sufficient to do the whole work. The next item of \$3,000, for Grand Narrows, in the county of Cape Breton, is for the extension of the existing wharf 124 feet in length, and the addition of a wing 60 feet long. The next is Oyster Pond in the county of Gloucester, \$2,000, for the extension of the pier works constructed in 1876. The next is White Point in Queen's county. The chief explained that urgent repairs were needed as much damage had been caused in the beginning of March, 1883. The next item is to provide for the construction of a wharf, 129 feet long and 20 feet wide extending to 12 feet of water at Militia Point in the county of Inverness. The next item is Cataragui Gut, Cape Breton, \$1,500, for opening a passage with three feet of water at neap-tide to allow fishermen to pass their boats through and give them a place where they can lie in safety. The next item is McNair's Cove in the county of Antigonishe, \$5,000. This is for restoring the inner side of the breakwater and making it useful as a place of shipment.

Mr. VAIL. I am afraid the hon. gentleman has overlooked some particulars. A grant or two for some piers in Digby county, are urgently required, and I may mention