

greater degree of accuracy, what the requirements will be in estimating what our financial engagements are for the year, a million or two is not an unimportant item after all.

78. Williamsburgh—for the construction of an entrance and lock at the head of Rapide Plat Canal \$100,000 00

Sir RICHARD CARTWRIGHT. What is the nature of this work?

Sir CHARLES TUPPER. It is for the construction of locks. The estimated cost of the work is \$200,000. Some \$75,000 will be required, in addition to the vote for 1884-85, to complete the works.

79. Williamsburgh—towards the enlargement of the upper entrance, Galops Canal \$80,000 00

Sir CHARLES TUPPER. These works not being under contract, there will probably be little or no expenditure during the current fiscal year. A difficulty arose in connection with the contract, and new tenders were invited, and the work is just now being put under contract. Therefore, the total vote is a revote. The total estimated cost of the work is \$260,000; \$180,000 will be required in addition to this vote.

80. St. Lawrence River and Canals \$110,000 00

Sir CHARLES TUPPER. This is a revote to cover the expenditure required in improving the channel in the Galops Rapids.

81. Murray Canal \$300,000 00

Sir CHARLES TUPPER. This is a revote to be expended towards the construction of the Murray Canal, now under contract to Mr. J. E. Wilcox. The length to be 6½ miles, width 80 feet and depth 11 feet. A total of \$765,000 will be required to complete that work.

Sir RICHARD CARTWRIGHT. What will be the total cost?

Sir CHARLES TUPPER. \$1,065,000.

Sir RICHARD CARTWRIGHT. Is 11 feet the total depth?

Sir CHARLES TUPPER. Yes, at low water.

Sir RICHARD CARTWRIGHT. That would hardly meet the wants of a great many crafts that are beginning to navigate Lake Ontario. The majority of grain vessels draw more than 11 feet.

Sir CHARLES TUPPER. It would involve very great expense to make any material increase, not from the nature of the bottom but from the position of the approaches to the canal.

Mr. PLATT. The hon. Minister stated last year the total cost was to be \$1,165,000. What is the reason of the decrease?

Sir CHARLES TUPPER. The total amount is \$1,265,000. The vote taken for this year, and what will be required to do the work, will be \$1,065,000.

Mr. BLAKE. What is the meaning of the phrase, low water.

Sir CHARLES TUPPER. I believe that in a certain condition of the wind, the depth is greater than at other times. In the most adverse condition, the canal will have a depth of 11 feet.

Mr. BLAKE. It is well known that there is a very great variation in the depth of Lake Ontario, irrespective of the questions of wind; at zero point, Toronto, we have a series of observations from which a very curious calculation is shown, entirely irrespective of the wind. Will this 11 feet be obtained, irrespective of the wind, when the wind is adverse, and when the water is at its lowest stage.

Sir CHARLES TUPPER. There will never be less than 11 feet of water.

Sir RICHARD CARTWRIGHT. When will it be completed?

Sir CHARLES TUPPER. The date of the completion of the contract is July 1st, 1885. I do not expect, from the progress the contractors have made up to the present, it will be found to be very close to that date.

Mr. PLATT. What does the wall consist of?

Sir CHARLES TUPPER. I cannot give much information about the wall, but I presume every precaution will be taken to have it properly built.

82. Welland Canal \$500,000 00

Sir CHARLES TUPPER. This is a revote of \$270,000 and a new vote of \$130,000. Both amounts are to be expended as follows:—Towards the completion of Section 27, H. J. Beemer, contractor, \$200,000; Section 42, Mr. Dunbar, contractor, \$37,500; facing banks, \$106,000; contingencies, \$66,500. An additional sum of \$188,000 will be required to complete the work.

Sir RICHARD CARTWRIGHT. How is the supply of water in the canal?

Sir CHARLES TUPPER. Very good; there is no difficulty about the water.

83. Welland—Construction of a raceway between the feeder and Chippewa River \$17,400 00

Sir CHARLES TUPPER. This is work provided for last year, and this amount is required to complete it. There is no change in the total cost from last year.

84. Trent River Navigation—For construction of locks and the improvement of navigation between Lakefield and Balsam Lake \$185,000 00

Sir CHARLES TUPPER. The revote is \$185,000 to be expended on the Fenelon Falls, Buckhorn and Burley works, and in the construction of a dam at Young's Point bridge and Lakefield. \$105,000 will be required to complete the work. The work at Fenelon Falls was estimated to cost \$120,254; at Buckhorn, \$79,030; at Burleigh, \$176,720, that is \$376,007 in all. The works at Lakefield, New Dim, Young's Point, &c., \$67,993, making a total estimated cost for these works of \$444,000 in all. The expenditure up to July, 1883, was \$41,328; from July 1st to December 31st, \$62,200, making a total of \$103,528, to the end of the year. The estimated expenditure to June is \$30,600, making \$134,138 required to complete from January 1st, 1884, \$309,000.

Mr. MILLS. What I want to know is whether the hon. gentleman has not an estimate of the cost of the Trent Valley Canal, of which this, of course, will be but a very small portion.

Sir CHARLES TUPPER. I am happy to be able to state to the House that the survey and examination of that work, which has been going forward for the last two or three years, has been brought to a close, so far as the survey is concerned, and Mr. Rubridge, the engineer, who has been in charge of that work, is engaged in making up his report, which I hope to be able to lay upon the Table of the House before Parliament rises. I pressed him very strongly to lose no time in giving me the final report and estimate. As soon as I have it I will lay it before the House.

Sir RICHARD CARTWRIGHT. How many miles are covered by these works, from Lakefield to Balsam Lake?

Sir CHARLES TUPPER. They open up a very large extent of navigation through that section of country.

Mr. CAMERON (Victoria). There is about 100 miles from Cobokonk to Lakefield, which will be all made navigable as soon as these works are completed.