

abundant reasons why harbours with railway connections should receive public aid, and I would ask if he could see his way clear to meet the views of the people of Port Dover by repairing theirs and doing some dredging at that port. The piers are in very bad condition and dangerous to life. Port Dover is a harbour in which there is a great deal of excursion business. Two large railways carry people there and there are excursion boats from the American side, and the harbour is not in a condition to properly handle that traffic. I would also ask the minister what has been done by the International Waterways Commission with regard to the maintaining of the water level of the harbours upon Lake Erie. The American shipping interests desire to dam Lake Erie at the mouth near Buffalo for the purpose of maintaining a uniform water gauge in all the harbours on the lakes. I have not heard what action has been taken by the commission.

Mr. PUGSLEY. With regard to the raising of the level of Lake Erie by means of a dam, I have received a very interesting, exhaustive and valuable report from the International Waterways Commission, and that report is adverse to the building of the dam. In a general way their opinion is that it would not accomplish the purpose intended unless it will have the effect of lowering the waters of Lake Ontario. Holding back the waters by means of a dam to raise Lake Erie would necessarily lower the waters of Lake Ontario and the canal system as well, and of course that could not be thought of for a moment. For these reasons the commission concluded that it would not be advisable to attempt anything of the kind. With regard to Port Dover, I have been a good deal bothered as to what ought to be done there. That port is in the same unfortunate situation as several other harbours which, before confederation, were handed over to private companies. That was the most extraordinary legislation I ever heard of. Private companies were made harbour companies and given control of the harbours. I believe that to-day the harbour of Port Dover, including its wharfs and waters, is owned by the Grand Trunk railway, and it is difficult for the government to undertake to improve wharfs which are owned by a private company or to undertake even the dredging of a harbour owned by a private company.

Mr. McCALL. In what respect is Port Dover different from Byng Inlet?

Mr. PUGSLEY. Byng Inlet is a public harbour, and in a very different position from a private harbour. What my hon. friend ought to direct his attention to, and what the city council of Port Dover and the board of trade—with whose aspirations I heartily sympathize—ought to seek to accomplish is to get the Grand Trunk railway

to hand over these wharfs, which are in a state of decay, to the Crown, free of charge, and then it will give me great pleasure to do something for the improvement of Port Dover. While on my feet, I may say that Port Dover is in the position of many villages situated upon ports on the Great Lakes, which used to do a thriving business, but whose business has been taken away from them by the building of railways, in many cases a few miles back from the lake shore. When the great movement for building railways was started, some of our people had the idea—which has prevailed down to a comparatively recent date—that the railways would give to the people of the country all the means of transportation they desired, so that water transportation has been neglected by the local authorities, and, I am bound to say, more or less neglected by public men. But the time has come when the people are being aroused to the necessity of better water transportation, the improving of harbours and the furnishing of facilities for the traffic of the lakes and great rivers. I sympathize entirely with the feeling now manifest in many parts of Ontario fronting on the Great Lakes, that the work of improving the harbours should be more generally taken hold of. So far as Port Dover is concerned, I throw out this suggestion with the hope that some effort will be made to get the Grand Trunk to hand over these wharfs and the harbour to the Crown, and then I shall feel it my duty to take the matter up in earnest to see what I can do to give the people of Port Dover the facilities to which I think they are fairly entitled.

Mr. A. McCALL. Port Dover was once a government harbour, but, about thirty-five years ago, the Grand Trunk extended a line of railway to the harbour and bought control from the government of that day. Since then, very little repairs have been made.

Mr. PUGSLEY. What an absurd thing for a government to sell out a whole harbour to a private corporation?

Mr. A. McCALL. Still, I cannot quite understand why this harbour should not receive government assistance merely because the Grand Trunk railway owns these rights. Wherein does this harbour differ from any other on the lake? If in a given harbour the Grand Trunk railway builds piers and runs tracks upon them, the government would still do the dredging. And that is the condition at Port Dover. The railway, are not using it for anything, and, in the meantime, the public service is suffering. About eight or ten years ago some repairs were made and the piers were put into condition to make them safe for travel. But I do not think that any dredging was done. The expenditure required