

Mr. HUGHES. Official reports or verbal statements?

Mr. PUGSLEY. The resident engineer has so reported and I have been informed to the same effect by a number of people. The policy of the department is to dredge the harbours on the eastern shore of Georgian bay, Victoria harbour and Tiffin to the same depth.

Mr. HUGHES. How about Key harbour?

Mr. PUGSLEY. We are giving attention to it, and, if dredged, no doubt it will be dredged to 25 feet.

Mr. HUGHES. And Midland the same?

Mr. PUGSLEY. Yes.

Mr. CROCKET. What price is being paid for dredging at Port Arthur?

Mr. PUGSLEY. Different prices. In the Kaminstiquia and Mission rivers, under the present contract, the price is nine cents per cubic yard, that is to a depth of 22 feet. For a depth of 25 feet no doubt it will be something more.

Mr. CROCKET. What does the minister think of that in contrast with 50 cents a yard at Indian Point to his friend John E. Moore?

Mr. PUGSLEY. Both may be quite reasonable; it depends on the conditions.

Mr. URIAH WILSON. I would call attention to the fact that no provision is made in these estimates for the dredging of the Napanee river, concerning which I had an interview with the minister. A petition has been sent to the Governor General. There is a great need of a little money being spent at this point. No dredging has been done there since 1893, and several shallows have formed by the deposit of sand, preventing any but the smallest craft coming in—craft drawing no more than six or seven feet. As every one knows, and as the minister has just said, every year vessels on the lakes are growing larger. It is most difficult to get crafts to come into this harbour and carry anything like a heavy burden in the way of coal.

Now I am informed by the coal merchants of our town that unless there is some dredging done there to take out the shoals, the chances are that the people, not only in the town, but in the vicinity, will have to pay from 50 cents to \$1 a ton more for their coal. That is most unfair to the people of that locality, inasmuch as we have had no public money spent, so far as I know, in that riding since 1893. This is a matter of urgent necessity. The council of the town of Napanee has passed a very strong resolution asking that this work be done, which resolution I have left with the deputy minister of the Public Works Department. I hope that the minister will

give me some assurance to-night that this matter will get his careful consideration, and that we may have good reason to expect that during the coming season this dredging will be done. It will not be an extensive job, perhaps \$3,000 or \$4,000. As a matter of fact, to make a really good job would require considerably more money. But if these shoals were taken out we might be able to get along for a few years until the government feel richer. I believe this year they intend to practise rigid economy, and I endorse that principle, because we all know that the revenues have fallen off to a great extent. But works that are of actual and absolute necessity like these I think should be attended to, more especially when they only require a small outlay. I would strongly urge the minister to take this matter into his serious consideration, and if possible have that dredging done this year.

Mr. PUGSLEY. I may say to my hon. friend that I think there is no more important work in the interests of the country than dredging, and I am inclined to think that will be the opinion of every member of this committee. With regard to dredging the Napanee river, I have looked into it, and I am impressed with the public necessity of dredging out the river for five or six miles between a certain mill and the mouth of the river. If I can find it at all possible to arrange for a dredge early in the coming year, this very necessary work will be proceeded with.

Mr. DANIEL. In regard to this dredging at Port Arthur, can the minister say how far the material that is taken out has to be carried before it is dumped?

Mr. PUGSLEY. About three miles.

Quebec harbour—deep water wharf at Lévis. \$400,000.

Mr. PRICE. I would like to ask the minister if this deep water wharf at Lévis is to be built on what is known as the Carrier Lainé property, and if so, what is the price?

Mr. PUGSLEY. Yes.

Mr. PRICE. Does this \$400,000 include the price of the Carrier Lainé property, and if so, what is the price?

Mr. PUGSLEY. It includes about all of it except \$50,000. There was \$50,000 voted last year, which was paid on account, and the balance will be taken out of this \$400,000.

Mr. PRICE. What is the deep water wharf to cost?

Mr. PUGSLEY. I have not the plan sufficiently prepared to tell with accuracy. Something will depend on how far out we go, and what depth of water we get. My