

was made by the Canadian Pacific railway, and they have given me the assurance that they propose constructing large docks at Byng Inlet, and making that the principal coal depot for all that section of country. If they do that it will mean the handling of very large quantities of coal. My hon. friend says that we have no right to undertake dredging for any railway company until you get a population. Does my hon. friend not know that it is as the result of giving these facilities that population comes, and that business comes, and that if the Canadian Pacific railway establish these large coal docks they will necessarily employ a large number of men, which will lead to the building of houses and of stores and the development of a very considerable business. There was no population at Victoria harbour when we undertook to create the harbour. The Canadian Pacific railway came to us and said that if we would do the dredging they would build docks, and we felt that in the great transportation interests of this country, it was desirable that we should co-operate with an enterprising railway like the Canadian Pacific railway.

Mr. SAM. SHARPE. What will be the nature of the dredging?

Mr. PUGSLEY. Clay and mud altogether, about 280,000 cubic yards of clay and mud.

Mr. SPROULE. I do not see any serious objection to this vote. Byng Inlet is quite an important place; I was there thirty years ago and there were people there then. I see it has a postal revenue of \$800 and \$1,000 of money orders. Has the government any provision by which the public will be able to use the docks without paying a consideration to the Canadian Pacific railway?

Mr. BOYCE. I presume the government would only keep the channel open, and could not have anything to do with the fees on the dock.

Mr. SEXSMITH. Will the minister make the extension to the wharf at Lakefield, which he visited last year?

Mr. PUGSLEY. I was very much pleased with the wharf we have already built there. It is a fine concrete wharf and for the comparatively small amount of money expended we have splendid results. I was also impressed with the desirability of making the extension, but I have not yet succeeded in getting the money for it. That is the most I can say. It will continue to have, as it has and has had, my best attention in connection with other important works. Most of the items in these estimates are for works which were in the estimates for the fiscal year ending March 31, 1909. I would ask whether there has

Mr. PUGSLEY.

been any communication sent or any arrangement made in respect to the Grand Trunk railway extending its tracks down to the wharf, which would be necessary if the wharf was to be a public convenience.

Mr. SEXSMITH. I was informed last summer that the Grand Trunk railway was ready at any time to make an arrangement if assured that this wharf would be extended.

Mr. PUGSLEY. Why did they not write the department to that effect?

Mr. SEXSMITH. I shall have to look into the matter. Now that money is plentiful, the hon. minister might take an amount out of the general estimates, or have a sum put in the supplementaries. These people do not give him much trouble with regard to their port.

Mr. PUGSLEY. I would like if the hon. gentleman would get the Grand Trunk railway to send to my department that agreement.

Mr. SPROULE. The hon. minister has not answered the question I put to him. I asked him if he had made any provision whereby the public would have the use of the docks without paying.

Mr. PUGSLEY. I do not see how we could very well do so, as we are not building the wharf.

Mr. SPROULE. You are improving the harbour, and in consideration of your spending so large an amount of money, could you not reach an understanding with the company to give the public some consideration in the use of that dock?

Mr. PUGSLEY. I would rather assume that the Canadian Pacific railway would make arrangements with vessels, and I would take it for granted that they would not charge any dockage tolls on these whatever. The suggestion of my hon. friend, however, like all his suggestions, is worthy of consideration, and I shall consider it, but I do not see at present that we could say to the Canadian Pacific railway: As we are going to dredge the channel for you, you will allow all vessels to use your docks free of tolls. They might feel we were imposing some obligation on them that we have never done in respect to any other railway company.

Mr. SPROULE. I was not thinking so much of the vessels as the people in the district who go there to load coal. Has the Canadian Pacific railway intimated any intention of building grain elevators there?

Mr. PUGSLEY. They have not.

Mr. McCALL. I wish to say a word on behalf of Port Dover harbour, Lake Erie. The hon. minister has given the committee