

was asked to bring this question to the notice of the government at once, in order to find out if it were possible to include that article in the temporary arrangement.

Mr. FIELDING. I am afraid it would be too late. By the terms of the agreement, as my hon. friend will see, the document is complete and signed. However, it is only at best a temporary arrangement; and if it has the effect of bringing out suggestions as to other items which it seems desirable should receive consideration in connection with negotiations with foreign countries, I should be happy to receive such suggestions, and we will profit by them in due course.

Mr. LALOR. I would like to ask if Canada enjoys the same rate of tariff that the United States enjoys with Germany.

Mr. FIELDING. I think negotiations are at present in progress between Germany and the United States. The German government has taken authority to grant to the United States its full conventional tariff. Whether they have actually by treaty at this moment granted the full conventional tariff, I do not know. But upon the items mentioned in our schedule, the rates will be the same as those enjoyed by the United States.

SAULT STE. MARIE DRY DOCK COMPANY.

Mr. BOYCE. Before the orders of the day are called I would like to ask the Minister of Public Works whether any decision has been arrived at as to granting the subsidy applied for in June last, or thereabouts, by the Sault Ste. Marie Dry Dock Company in support of their undertaking?

Mr. PUGSLEY. I have written my hon. friend on the subject, I presume he has not received my letter, but no decision has yet been arrived at.

Mr. BOYCE. What is the cause of the delay?

Mr. PUGSLEY. I am not able to state that to my hon. friend. The matter has not yet come before council.

SUPPLY.

House in Committee of Supply.

Harbours and rivers, Ontario—River St. Lawrence—improvement of Canadian channel between Kingston and Brockville, \$60,000.

Hon. WM. PUGSLEY (Minister of Public Works). This is to continue the work of improving the Canadian channel between Kingston and Brockville. There was a vote for it last year of \$75,000, of which we do not expect to have expended more than \$15,000 by the end of the fiscal year,

so that the total amount we are asking now is a revote.

Mr. ARMSTRONG. What is the nature of the improvements?

Mr. PUGSLEY. The work is entirely the blasting of rock. It is the straightening of the channel by blasting off the points of islands along the route. The object is to make the Canadian channel navigable for the larger vessels which are now obliged to use the American channel.

Mr. DANIEL. Is this new work?

Mr. PUGSLEY. Yes.

Mr. LENNOX. Is this the total estimated cost?

Mr. PUGSLEY. The total estimated cost is \$125,000.

Mr. LENNOX. This is as much as you expect to be able to expend this year?

Mr. PUGSLEY. Yes. We have only spent \$15,000 during the current fiscal year, but the work did not proceed as rapidly as we had hoped it would.

Mr. ARMSTRONG. What depth, width and length of channel do you expect this improvement to give you there?

Mr. PUGSLEY. Perhaps I could give the information better if I gave a full description of the work. The first working is 18½ miles east of Kingston, and will be the removal of the three shoals lying about 500 feet north of the 'Punts Islands.' The first and largest shoal is about 170 x 100 feet in area on the 16-foot depth contour, with a minimum depth upon it of 5 feet. The second, a small shoal to the north-east, being a continuation of the above larger shoal, and which is about 30 x 40 feet on its 16-foot depth contour, with a minimum depth upon it of 12 feet. The third shoal is 500 feet west of the two above-mentioned, and is about 90 x 30 feet on its 16-foot depth contour, with a minimum depth upon it of about 10 feet. The total amount of material in these shoals will approximate 2,610 cubic yards measurement in place.

The next location for improvement lies ¼ miles to the east and is a submerged point which forms a part of the north-west end of Camelot island. This point is approximately 100 x 40 feet, sloping at an abrupt angle from a depth of from 5 feet to the line of 16 feet depth. The quantity in this point will approximate 200 cubic yards in place. Excavated material at this point may be wasted in the main channel near by. A shoal 300 feet from the northwest end of Myers' island, which is 5¼ miles below Camelot island, will require to be removed. It is about 160 x 60 feet on its 16-foot depth contour, has a minimum depth on it of 9 feet and contains approximately 725 cubic yards in place.