

is that the water is not properly regulated. We have a man in charge of the dam. There is no reason why these stop logs should not be so handled as to preserve navigation there during the season and to prevent lands from being overflowed in the spring.

Mr. S. SHARPE. The stop logs should not be in during the winter.

Mr. PUGSLEY. No, there is no reason why they should be in in winter. They should be taken out in the fall and put in in the spring. Of course I can quite understand that there may be some diversity of interests, and that in the interest of navigation they may try to keep the stop logs in. But, it is our duty to take all possible means to prevent lands from being flooded.

Mr. SAM. SHARPE. The navigation of Lake Couchiching and Lake Simcoe is not to be compared with the importance of the farming community. The navigation interest is infinitesimally small compared with the great interest of the farmers. There are thousands and thousands of acres being submerged.

Mr. PUGSLEY. I believe there is a power interest as well at Orillia.

Mr. SAM. SHARPE. I do not think the interest of Orillia enters very materially into the question of the stop logs being maintained at Washago.

Mr. PUGSLEY. The chief engineer will look into it carefully.

Byng inlet, improvements—revote of \$10,000 lapsed, \$30,000.

Mr. PUGSLEY. For the year ending March 31, 1909, there was a vote of \$10,000, which we did not use. The Canadian Pacific railway are contemplating making very considerable improvements at Byng inlet, and this is for the purpose of doing work which fairly belongs to the country. It is for improving the harbour, and these improvements will go on in conjunction with those made by the Canadian Pacific railway company.

Mr. SPROULE. What kind of improvements are you going to make?

Mr. PUGSLEY. We propose to dredge a passage 20 feet deep with a minimum width of 100 feet and to remove shoals in the steamboat channel. There will be a basin with a minimum width of 500 feet and a length of 2,500 feet opposite the site of the projected coal dock. Officials of the Canadian Pacific railway assure me that there is likely to be a very large business developed there as a result of the improvements contemplated.

Mr. PUGSLEY.

Mr. SPROULE. Is there any contract let for dredging?

Mr. PUGSLEY. No.

Mr. SPROULE. Do you propose to do it by contract?

Mr. PUGSLEY. Yes.

Mr. BARKER. What is the object of this vote from the public point of view?

Mr. PUGSLEY. Byng inlet has been selected by the Canadian Pacific railway as one of the harbours of their Toronto-Sudbury line. They propose to erect large coal unloading docks there and they will connect with the Sudbury line by a spur two miles in length. It is represented to me that a very large business will be done when the necessary improvements are made. The Canadian Pacific railway are going to do their share in the way of building docks upon which they purpose spending a considerable sum of money and we have thought it not unreasonable that we should go to the expense of doing the dredging for the purpose of improving the entrance and making the channel navigable.

Mr. BARKER. What public needs are there, what is the population and what is the nature of the place which requires you to expend all this money in the public interest? I can understand that a railway company wants to have coal and wants the facilities to get in, but the government does not usually supply the money for that.

Mr. PUGSLEY. My own view is that we can fairly as a government co-operate with a railway which is prepared to develop any place along its line, any harbour or any navigable water, to the extent of doing the dredging work. I know that wherever a railway, particularly a large railway like the Canadian Pacific railway, establish coal docks it means the gathering there of a large number of men, it means the building up almost immediately of a thriving town or village and it adds in that way to the prosperity of the country. In accordance with the policy that has been pursued for some years past we feel that it is not unreasonable that we should co-operate to the extent of doing the dredging.

Mr. BARKER. There is no population there at present?

Mr. PUGSLEY. Not at present, I understand. The Canadian Pacific railway have given me the assurance that they propose to do a large business there which will convert Byng inlet into a thriving place.

Mr. SEXSMITH. Is this in the interest of some private company that is doing business there?