

spots, I think, between the head of the lakes and the foot of Lake Erie? A great many accidents have occurred there, accompanied with considerable loss of life during the past few years, owing largely to the enormous increase in tonnage. I think that last year, no less than seventy million tons of freight passed that point, a tonnage greater than the combined tonnage of London, Liverpool and the Suez canal. That comparison gives an impression of the immense traffic there. And this is being added to by the rapid growth of the Canadian tonnage. Last year, Canada added 30,000 tons. This matter is of all the more importance by reason of the fact that the Americans are spending this year no less than \$83,000,000 for the improvement of waterways and harbours, much of which is being spent to the advantage of Canada. I merely call the attention of the minister to these facts. Right in the vicinity to which I refer, millions of dollars are spent to deepen the Lime-kiln Crossing, and I think the government might well look into the matter. I understand that an expenditure of from \$250,000 to \$300,000 there would render navigation much more safe.

Mr. PUGSLEY. I agree that the matter referred to by my hon. friend (Mr. D. A. Gordon) is of great importance, and I am glad that he has brought it to the attention of the committee. I can assure him that the subject is receiving the earnest consideration of the department. So far, we have not felt able to go on with the work in view of the very numerous demands made upon the department. But I can assure the hon. gentleman that it is receiving earnest consideration, and I trust that before very long we shall be able to undertake it. The United States government is doing a work of great importance of which Canada gets the benefit in the improvement of the channel, and I think it but reasonable that Canada should do its part.

Mr. MARSHALL. Is there any intention to make improvements in Port Bruce, between Port Stanley and Port Burwell?

Mr. PUGSLEY. Not at present. The matter is being considered, but it is not our present intention to proceed with the improvements during the present season.

Mr. MARSHALL. Will there be anything in the supplementary estimates for this work?

Mr. PUGSLEY. I cannot say what the supplementary estimates will contain, or whether there will be any. I shall not know until they are brought down.

Mr. M. Y. McLEAN. May I ask permission to say a few words with reference to the work to which my hon. friend from East Lambton (Mr. Armstrong) referred a little while ago—Grand Bend harbour or

pier. Although this work is situated in the hon. member's constituency, I think it is of greater service possibly to a portion of my constituency than it is to his. I fully agree with him that a very considerable additional expenditure there is necessary before the wharf will be in anything like the shape it should be. But I did not press the work upon the minister this year, and for this reason. There are some two or three railways projected, all of which are pointing in that direction. One of them was incorporated by this parliament last session, and is making a terminus at Grand Bend. If all of these railways should reach that point, then much greater improvement will be necessary in that harbour. I may say that there is a natural harbour at Grand Bend, and with a comparatively small expenditure it could be made one of the best and safest harbours on that shore of Lake Huron. At present, however, it is comparatively valueless except for fishing purposes. Owing to the peculiar action of the water at that point, the sand drifts in and fills up the mouth of the river, and sometimes there is a sand bank across the mouth of the river so high that you can almost cross over it dry shod. A few weeks hence possibly that sand bank will have drifted all away. If a moderate expenditure were made there to build an additional pier so as to protect the mouth of the harbour and dredge the harbour, we would have a very safe and efficient harbour the year round. Should any of these railways come to that point, a considerable additional expenditure would be necessary to make the harbour useful for their purposes. I mention these things so as to prepare my hon. friend the Minister of Public Works, and to warn him that possibly we may make a raid upon him for that harbour next year.

Harbours and rivers—Quebec—Angers (L'Ange Gardien)—wharf on River Ottawa—revote of \$4,950 lapsed, \$5,700.

Mr. GEO. TAYLOR. None of the hon. gentlemen representing Quebec on this side of the House are present. I have just sent upstairs to see if any of them are there. I presume the hon. gentleman will hold over some items in Quebec, so as to allow them to discuss any other items.

Mr. PUGSLEY. We will leave one item at the end on which they can discuss any other item.

Aylmer—wharf on Lake Deschenes—revote of \$2,500 lapsed, \$5,000.

Mr. PUGSLEY. For a considerable time a public wharf at Aylmer has been asked for. There is a possibility that we may buy the Ritchie wharf; if we do, we will repair it with this money. We can get