

national transportation between the east and the west. Their officers showed me what a great drawback it would be if I stopped the work. I gave orders to stop it when the appropriation was exhausted. The Canadian Pacific railway officials communicated with me and particularly Mr. McNicoll, the general manager, showed me that if I stopped my work they would have to stop theirs. I asked myself: If this work has to be done might we not just as well allow it to be done this year as next year, and thus facilitate the great work that the Canadian Pacific railway are carrying on, a work that I am bound to say is of national interest. I submitted the facts to council, they approved and I allowed the company to proceed during the remainder of the dredging season. These are the facts, and I think my hon. friend would have done exactly the same as I did and as council did had he been in our places.

Mr. PORTER. Will the changing of the traffic from east to west to north and south not render the value of that expenditure a nullity?

Mr. PUGSLEY. The only difference is that the traffic goes the other way. We have two hundred and twenty millions going north and only one hundred millions going south. The development that is going to take place in the west—we see evidences of it in the thousands of Americans who are coming in and developing our western country—is going to so increase the traffic that the Canadian Pacific railway and Grand Trunk railway will not be able to handle it with the facilities they are even now providing, and they are looking forward to still greater improvements in the near future to meet this rapid development. They are not afraid of reciprocity—not a bit; they know that they are going to get all the traffic of the Canadian west and a large portion of the traffic of the American west, too.

Mr. PORTER. I think the minister is not a good prophet.

Mr. PUGSLEY. I am sure of it, and no man can think otherwise. Now, do not let us discuss reciprocity to-night; I want to get these estimates through.

Mr. WRIGHT. Has the minister any estimate as to what additional amount will be required to finish the work at Victoria harbour?

Mr. PUGSLEY. That is being carefully made up for the information of the committee in connection with the main estimates. We think it will take \$150,000 to finish up the dredging work which will be required. Of course, the harbour is now open to vessels. They had their big lake

Mr. PUGSLEY.

ships during the summer season, but in order to give perfect facilities it will take \$150,000 more.

Mr. SPROULE. Is this a public wharf, or is it owned by the Canadian Pacific railway?

Mr. PUGSLEY. It is privately owned by the Canadian Pacific railway.

Mr. SPROULE. And the public have no rights on this wharf at all?

Mr. PUGSLEY. It will really all be Canadian Pacific railway traffic. There is the only line running out of the port. It will be used for shipping the grain of the west which will be brought to their elevator. Of course, I presume they will be glad to welcome lake vessels because they will bring grain to the Canadian Pacific railway and in that sense it will be public. I do not imagine they are going to charge any tolls on vessels coming there because they will be glad to secure the business.

Mr. SPROULE. If they do not it is all right, because the public will have the use of it, but if they do it is questionable wisdom.

Mr. PUGSLEY. If they do it will just handicap their transportation business. I do not think they will make any charge at all.

Mr. SPROULE. It is spending so much money to have a private enterprise. I feel very strongly about the principle of over-expending appropriations. It is not government by parliament; it is not government by the people's representatives. Their judgment is not asked on the expenditure of this country, their consent is not asked, but it is government by executive. In the history of Canada, or any country governed like a colonial dependency of the British Empire, when and where have we examples of the practice carried to the same extent which is indicated in the few items we are dealing with to-night?

Mr. PUGSLEY. Ever since confederation there has been as large if not a larger proportion of supplementaries than we have.

Mr. SPROULE. They have not always been over-expenditures, the same as these.

Mr. PUGSLEY. Yes, every one is exactly the same.

Mr. SPROULE. I do not think that in my experience there has ever been a time during the last 25 years that this House has been indulged in to the same extent as at the present.

Mr. GORDON (Nipissing). Did I understand the minister to say that the dam at the outlet of the French river would be completed in a year?