

Mr. PUGSLEY. No, you could not have understood that.

Rainy river—improvements at mouth, \$60,000.

Mr. PUGSLEY. The mouth of the Rainy river is filling up. Strange to say there is not as much water in the mouth of the Rainy river by five or six feet as there was ten years ago. I suppose that owing to the clearing of the forests, silt is coming down more rapidly, and as the current is becoming more sluggish where it joins the lake waters, the silt is being deposited.

Mr. HUGHES. Why has the water gone down if the level is maintained at Keewatin?

Mr. PUGSLEY. As the forests are cleared away silt and mud come down the Rainy river with greater force each succeeding spring, and as the river flows out into the lake it naturally becomes more sluggish and has made a bar across the mouth of the river.

Mr. HUGHES. Is not this in American territory too?

Mr. PUGSLEY. No, this is a boundary river.

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Mr. PUGSLEY. No, it is a boundary river.

Mr. HUGHES. Half of it is in American territory.

Mr. PUGSLEY. That is right, but we are doing the dredging in Canadian territory at the Lake of the Woods.

Mr. HUGHES. Does the minister know where the boundary really is? From the mouth of the Rainy river where does the boundary line run? It runs from the northwest angle to the lake.

Mr. PUGSLEY. Yes.

Mr. HUGHES. The minister should be sure that he is not dredging in American territory.

Mr. PUGSLEY. By damming the outlet of the Lake of the Woods it was supposed it would improve navigation, but as a result of the raising of the waters of the lake and as a result of the storms which arose an island which was at the head of the lake was washed away.

Mr. HUGHES. Then you need the dredging.

Mr. BOYCE. How will the minister protect the channel when it is dredged, it is very sandy.

Mr. PUGSLEY. We propose having very extensive pile work which the engineer thinks will be effective protection.

River Sydenham—second outlet from Chenal Ecarte to Mitchell's bay—protection of banks at Martin island with pilework, \$2,500.

Mr. PUGSLEY. This is to provide for the protection of this island. Erosion has taken place on the island which is alleged to be due to the diversion of the channel by reason of works carried on by the department. That is the only reason why we admit any responsibility. Several owners of property have protested vigorously and claimed that we should take steps to protect the island.

Mr. HUGHES. Is this not a wharf for duck hunters?

Mr. PUGSLEY. Oh, no, it could not be used as a wharf.

Mr. BEATTIE. There is a large sugar beet business there, where beets come down to the main land.

Rondeau harbour—improvements, \$200,000.

Mr. PUGSLEY. This is under contract to Mr. Birmingham of Ottawa, the lowest tenderer. This work has been before parliament for some time. A vote was taken the session before last, but as the amount was too small for the large improvements which were contemplated we did not proceed with the work. The object is to build breakwaters to afford protection and harbour accommodation called for by the largely increasing traffic at the port.

Mr. SAM. HUGHES. What riding is this in?

Mr. PUGSLEY. In East Kent. It is supposed that by building the breakwaters we will establish a very good harbour of refuge and a very important harbour. The north shore of the lake is singularly deficient in harbours of refuge for a long distance and I think it is regarded as essential by everybody that this work should go on. There was expended up to December 1, \$21,000 and the total contract price of the work is \$229,000. Then we have to do the dredging as a separate item.

Sault Ste. Marie wharf—addition to return on west side, \$10,000.

Mr. PUGSLEY. This is to add an extension westerly on the 'L' of the government wharf for 100 feet.

Mr. BOYCE. Does this include any dredging?

Mr. PUGSLEY. No. There will be a concrete superstructure.

Mr. BOYCE. There is a nasty jog on the east side of the wharf which wants some