

for a good many years. While there is nothing we can do to regain the time that has been lost this year, I think the situation is one which should receive the close attention of the department so that plans may be laid to prevent a repetition of this situation next season.

Mr. HOWE: There are four locks at Sault Ste. Marie, three on the United States side and one on the Canadian side. By arrangement between those operating the four canals, one canal is opened considerably earlier than the other three, the purpose being to allow time to repair the other three in the spring after the ice has softened up. It has always been the practice to open one canal some two weeks earlier than the other three canals.

Item agreed to.

Canals service.

378. To provide for the carrying out of flow measurements and other expenses connected with the department's supervision and control over the hydro-electric power development of the Beauharnois Light, Heat and Power Company, Limited, \$3,000.

Mr. MacNICOL: This \$3,000 is to pay for making flow measurements in connection with the Beauharnois diversion. I should like to know why this government has to pay for making these measurements after we have given the Beauharnois company the right to take water out of the river for which they pay us nothing. I understand that they pay the Quebec government something, but nothing to us. This item includes \$500 for temporary assistance—doing what? That is a small item, but it will serve as an example. Then there is \$1,500 for travelling expenses. Surely anyone who is competent to read instruments could make these measurements without requiring \$1,500 for travelling expenses. Then there is \$500 for materials, supplies and equipment. What materials and equipment would be required beyond the equipment used annually? Anyone can measure water who knows anything about it at all. Then there is \$500 for sundries. That is a small item but what is it for?

Mr. HOWE: An agreement was made between the Beauharnois company and the federal government calling for a specified use of the water for operation, use of the control dam, and by treaty we must report to the United States how much water is diverted through the canal. The item for this purpose used to be \$5,000 a year. One of our best engineers is detailed to do this work, and he makes a trip each month to examine the situation. The item has been cut down to \$3,000. It is very necessary work. Perhaps it could be done more cheaply, but as the work is important we

[Mr. Nixon.]

felt that it should be done by a first-class engineer. Last year the actual expenditure on this item was less than \$1,000.

Mr. MacNICOL: This water is diverted wholly within Canadian territory. Why should we have to report to the United States?

Mr. HOWE: The lake from which the water is drawn is an international lake.

Mr. MacNICOL: Yes, the west end.

Item agreed to.

Marine service.

390. To provide subsidies for wrecking plants—Quebec and British Columbia, \$45,000.

Mr. MacNICOL: What is the government doing to improve navigation on the Mackenzie river from Great Slave lake to Aklavik—or does it do anything?

Mr. HOWE: The work there is being handled by the Department of Public Works. I happened to be acting minister there for a very short time—not long enough to know very much about it. Some deepening is going on near the head of navigation, just below the rail head. There were shallows—

Mr. MacNICOL: That is on the Athabaska. I have reference to the Mackenzie from Great Slave lake north.

Mr. HOWE: Nothing is being done there that I know of. I was thinking of the Athabaska.

Mr. MacNICOL: I know that we did something on the Athabaska. We did not do anything on the Mackenzie?

Mr. HOWE: No.

Item agreed to.

Marine service.

395. River St. Lawrence ship channel—contract dredging in the St. Lawrence river and Montreal harbour, including cost of administration—capital, \$1,989,563.

Mr. CASTLEDEN: How much of that work is done by the Montreal harbour commission and how much by the federal government?

Mr. HOWE: Of course the Montreal harbour commission is the federal government. The work carried out by the commission is removing deposits of silt in slips and general maintenance of the harbour. The actual dredging and deepening of Montreal harbour is done under this vote by the federal government.

Mr. CASTLEDEN: The deepening and the dredging of the harbour is done by the federal government as a national service?