

and all the necessary appliances. It is to overcome the St. Andrew's rapids, to give them navigation between Lake Winnipeg and the city of Winnipeg and is expected that it will enable vessels to navigate from Lake Winnipeg right up to the city of Winnipeg.

Mr. BARNARD. Are there any towns or cities of importance on Lake Winnipeg?

Mr. PUGSLEY. There are some settlements but the information which is in the department is that Lake Winnipeg has, upon its shores, enormous quantities of wood which is useful for firewood, that there are minerals, that there are vast deposits of building stone and that Lake Winnipeg is teeming with fish. The business that is done there is enormous.

Mr. BRADBURY. It was teeming with fish at one time.

Mr. PUGSLEY. I am informed that there are large quantities there yet. There are also valuable deposits of minerals and of building stone on Lake Winnipeg.

Mr. BARNARD. Am I right in assuming from the minister's statement that this expenditure is intended to open up an undeveloped trade?

Mr. PUGSLEY. It would be to a large extent that.

Mr. BARNARD. Can the minister tell us the number and tonnage of vessels plying on Lake Winnipeg?

Mr. PUGSLEY. I have not that information with me. This is a matter that has been going on for a number of years. It is a matter of history that it was shown clearly to the government on behalf of the city of Winnipeg that the result of building this lock would given to the people firewood at a dollar per cord less than to-day, and as coal is very costly in Winnipeg they burn a good deal of wood for fuel. The timber on the shores of Lake Winnipeg suitable for fuel is almost illimitable so that to a city of 100,000 people this is a very important thing. I am sure that my hon. friend who represents that district will be able to testify to the great benefit that will result from the building of this lock.

Mr. BARNARD. The statement of the minister reminds me of a railway we have running into the city of Victoria which was subsidized by the city and the provincial government to the extent of \$300,000. It runs two trains a day, the principal freight being cordwood and the express train on that line is known as the 'cordwood, limited.' It would almost appear that this expenditure of \$600,000 is going to be for another cordwood, limited.

Mr. PUGSLEY.

Mr. PUGSLEY. The fuel question in Winnipeg is too important to be laughed at.

Mr. BARNARD. I find that there is no appropriation in the estimates this year for harbour improvements in Victoria, British Columbia. I did notice in the estimates that there was an appropriation of \$150,000 for 'Victoria Harbour,' and in the innocence of my guileless youth, and being a new member of parliament and being unaccustomed to the wiles of political life, I jumped to the conclusion that the government was going to continue the appropriation for the harbour of Victoria, British Columbia, last year when a sum of \$60,000 for harbour improvements was voted. Not taking everything quite as a matter of course I made it my business to make inquiries from the Department of Public Works. I had representations from the city of Victoria asking me to see that if there was such an appropriation a certain portion of the money should be expended in a new rock drilling plant. I went to the department of Public Works and finding the deputy minister engaged I saw the assistant deputy minister, and we turned up this particular item in the estimates and I told him what constituency I represented, and through a misunderstanding, altogether bona fide both on his part and mine, I came away with the idea that the appropriation was for the city of Victoria, British Columbia.

Mr. PUGSLEY. And when you saw it three times as much as last year you were pleased?

Mr. BARNARD. Exactly.

Mr. PUGSLEY. You thought your own city was the only city of that name in Canada?

Mr. BARNARD. I did not at first suspect it was for Victoria Harbour on the Georgian bay which I understand is a new port that is being opened. I would submit that it would be advisable in the interests both of Victoria, British Columbia, and also of a port called Victoria harbour in the county of Kings, New Brunswick, that this particular port in Ontario should take some other name so as to avoid confusion. The assistant deputy minister treated me with every courtesy and without any intention of misleading me he suggested that if the Harbour Association of Victoria, British Columbia, considered that a new dredging plant was necessary the best way to accomplish that would be to address a letter to the Minister of Public Works asking him to have the matter referred to the resident engineer for a report. I accordingly did so, and notwithstanding being a guileless politician and still having a shred of doubt in my mind I wrote to the Minister of Public Works and stated in the letter that I ob-