

is not large. I do not wish to limit what the minister might, in his generosity, think he could do there, but to repair the piers and give the harbour a depth of say, ten feet would be sufficient for the time.

Mr. PUGSLEY. Does not the hon. member (Mr. A. McCall) see that if I undertook to repair piers owned by the Grand Trunk, the very first people to criticise me would be the gentlemen sitting on his own side of the House? The question would be: What business have you to spend public money to repair wharfs belonging to the Grand Trunk? And I could not justify it.

Mr. A. McCALL. It has been done by the hon. minister's predecessor.

Mr. PUGSLEY. Many things have been done, and some of them, perhaps, ought not to have been done.

Christian Island wharf—repairs, \$3,000.

Mr. HUGHES. What is going on at Christian island?

Mr. PUGSLEY. This is for the renewal of the crib-work and superstructure.

Mr. HUGHES. Who owns this wharf?

Mr. PUGSLEY. The government.

Mr. HUGHES. Now, does the minister know anything about it?

Mr. PUGSLEY. I know positively that we do not build any wharf on property that is not owned by the government. These are positive instructions.

Mr. SAMUEL SHARPE. Who live on this island?

Mr. PUGSLEY. It is an Indian reserve.

Mr. SAMUEL SHARPE. Is this for the benefit of Indians particularly?

Mr. PUGSLEY. It is used largely by a number of fishermen.

Mr. HUGHES. Summer tourists.

Mr. CONMEE. Some, perhaps; but it is used extensively by the fishermen of Georgian bay.

Mr. HUGHES. It is nothing of the kind. It is just a little bunch of islands at the entrance to Midland harbour. We have had this thing up in the House before, and we know all about it.

Collingwood harbour—additional shipping and landing facilities, including extension of entrance channel and enlargement of deep-water manœuvring area, \$75,000.

Mr. HUGHES. Has this anything to do with the dock?

Mr. PUGSLEY. It is to widen and straighten the approach. The channel is quite narrow and shipping is congested.

Mr. A. McCALL.

Mr. HUGHES. What depth will this give?

Mr. PUGSLEY. About 22 feet, we are aiming to get.

Mr. HUGHES. Where is the vote for the dock?

Mr. PUGSLEY. One dock is built. Which dock does the hon. member mean?

Mr. HUGHES. The dry dock.

Mr. PUGSLEY. We don't require a vote for that. It is provided for by a subsidy.

Goderich—harbour improvement, \$80,000.

Mr. PUGSLEY. This is very necessary. Goderich is one of the most important harbours on the lake.

Mr. SPROULE. The hon. member who is most interested in this matter is not here.

Mr. PUGSLEY. He will regret very much if the vote stood over. He is very anxious to have it passed.

Mr. HUGHES. What is the expenditure on Goderich harbour up to date?

Mr. PUGSLEY. The hon. member means from the beginning of the world? The expenditure has been \$1,031,751.23.

Grand Bend—approach to piers—revote of \$1,000 lapsed.

Mr. HUGHES. What is the explanation of the need of this?

Mr. PUGSLEY. This is to pay for the land required for the approach from Huron street to the Grand Bend pier, 331 feet long by 40 feet wide. Mr. Charles A. Gibbs is the owner.

Mr. HUGHES. Has the government done anything with some wharfs between Goderich and Grand Bend lately?

Mr. PUGSLEY. We are not doing anything there this year.

Gravenhurst—wharf on Lake Muskoka—revote of \$4,000 lapsed, \$4,000.

Mr. PUGSLEY. This seems to be a very necessary work. There is a great deal of traffic on these Muskoka lakes, and there is no public wharf there. The present wharf is owned by the Grand Trunk, and does not accommodate the public.

Haileybury—harbour improvements—revote of \$3,400 lapsed, \$17,500.

Mr. PUGSLEY. This is to extend the south wing 156 feet long and to widen the west side at an estimated cost of \$14,000; protection of approach on the south side to permit of dredging, 172 feet long by 24 feet wide, estimated cost at \$3,500; dredging work, estimated to cost \$5,500.