

otherwise by his consent living separately and apart from and released by him, as far as in him lay, from her conjugal duty, or whether she was at the time of such adultery cohabiting with him, and under the protection and authority of him as her husband.

The motion was agreed to on a division.

BILL INTRODUCED.

"An Act to enable the Canada Permanent Loan and Savings Company to extend their business, and for other purposes."—(Mr. Gowan.)

THE WHARF AT PORT MOODY.

INQUIRY.

HON. MR. MCINNES enquired,

Why did the Government use only one-third of the iron piles which were imported from England over two years ago for the purpose of constructing a wharf at Port Moody, British Columbia, and which was to be equal in size to the existing wooden one?

2nd. What disposition does the Government intend making of the unused iron piles now lying on the Port Moody wharf?

3rd. What was the amount paid by the Government for the said imported iron piles and cost of transportation?

He said: Five years ago, after the formation of the Canadian Pacific Railway Company, the Government let a contract to construct some 300 miles of the western section of the Canadian Pacific Railway, extending from Port Moody to the interior of the Kamloops, and in order that they should have a place to land the iron rails and other necessities for the construction of that road the Government decided on building a wharf at Port Moody. Plans and specifications were prepared and tenders called for, but afterwards abandoned, and it was then decided to construct it as a Government work. This wharf was to be 1,500 feet in length, and constructed of wood, and to cost, I believe, in the neighborhood of \$100,000. Mr. Marcus Smith, civil engineer, advised the Government very strongly not to build a wooden wharf, but to construct one of iron—that, although the first cost would be considerably greater than the cost of a wooden structure, the iron one

would be cheaper in the end. His advice was unheeded, and the advice of the then acting engineer-in-chief, Mr. Schreiber, was taken instead. That wharf was only up some two or three years when the teredo, or sea-worm, destroyed the piles to such an extent that the wharf became unsafe. The next move made was in 1884, when the Government called for tenders for iron piles, and a contract was let to an English firm, and in due course the iron piles were shipped from England to Port Moody, but unfortunately remained there unused for about a year and a half. In the meantime, the Canadian Pacific Railway Company made other arrangements by which they were to extend the road down to Vancouver, and it was only owing to the pressure brought to bear upon the Government, though His Excellency the Governor-General, in the fall of 1885, when he paid his first visit to that Province, that they consented to use even a portion of those iron piles. About one-third of them were used last year, and now I understand on very good authority that the balance—or two-thirds of the piles and caps—are to be handed over to the Canadian Pacific Railway Company to build a wharf at Vancouver—their pet town—which they are booming in every possible way. In fact, from a letter I received to day from a friend of mine in British Columbia I learned that a portion of those iron piles have already been shipped down to Vancouver. Not only have the Government abandoned the promises and the pledges repeatedly given to the people of Port Moody and of British Columbia and the Dominion that Port Moody was and would continue to be the terminus of the Canadian Pacific Railway, and that they should reconstruct the wharf with iron piles, but the Canadian Pacific Railway Company have gone to work and have actually torn up the planks of that portion of the wharf which was not repaired, and they are now piled up ready to be shipped down, I understand, to Vancouver. Whenever the Canadian Pacific Railway Company began to move the iron piles from Port Moody to Vancouver the people assembled and appointed a Committee to pro-