

tion. I think if there is to be a charge, let it be a charge for side wharfage, something that will help keep the wharf in repair.

Mr. PUGSLEY That is the object of the Bill.

Mr. LOGGIE. Then it meets with my concurrence. But I do not think it is fair to collect wharfage from the goods that are carried by a regular transportation company, and allow some other company, who has a schooner for example, to land goods free of wharfage. If you cannot collect wharfage now by a wharfinger then it would be impossible to collect it in the case of a schooner landing a small parcel.

Mr. CROSBY. Would it not be better to lease the wharf with all the rights to one man.

Mr. LOGGIE. It is not practicable to do the thing in any other way. But I think there would be this objection: There would be a feeling on the part of the public that some people were getting the use of the wharf free, whereas this company would come in and say to their neighbour who happens to get goods by a schooner competing with a steamboat company: 'Well, you must pay wharfage to us.'

Mr. CROSBY. You would have to pay that wharfage any way. Suppose you leased it to a company and they put a wharfinger on, they would have to pay him any way.

Mr. LOGGIE. My opinion is that you don't need a wharfinger, you don't get enough money out of it to pay a wharfinger. Deal directly with the transportation company and charge them a reasonable annual sum for side wharfage, and let the public have the benefit of receiving goods without wharfage charge—unless there is sufficient export business to warrant a charge, as in the case of Campbellton.

Mr. H. H. McLEAN. I do not quite understand the provisions of this Bill. Is it the intention of the minister to exact tolls for top wharfage? There are two classes of tolls collected on wharfs, side wharfage and top wharfage. I want to direct the attention of the minister to the position of wharfs in New Brunswick. Wharfs in rivers there have been built partly at the expense of the Dominion government and partly at the expense of the provincial government and the present Minister of Public Works has constructed certain wharfs and paid the whole cost thereof. These wharfs cost anywhere from \$2,000 up. These wharfs cost anywhere from \$2,000 up to \$5,000, and in the past wharfage has not been collected. Now you can see the difficulty that would arise. For example, a

Mr. LOGGIE.

wharf is constructed by the Dominion government in the river St. John, a wharf that has cost from \$2,500 to \$4,000. How could you exact top wharfage from the farmers when, right alongside, there is a wharf owned half by the Dominion government and half by the provincial government on which no top wharfage is exacted? I think the principle should be laid down that on these small wharfs in the rivers no top wharfage should be charged the farmers, and in that case the Bill would need to be amended so that in making the lease that provision should be inserted. I hope the minister will consider this suggestion, and will not enforce this new tax on the farmers using these small wharfs.

Mr. BRODEUR. It is not the intention to increase the rates charged before; quite the reverse. I do not know whether they pay them or not, even now.

Mr. H. H. McLEAN. At present, as I understand, the minister has power to collect top wharfage on government wharfs in the river St. John.

Mr. BRODEUR. If these wharfs are under the control of the Department of Marine and Fisheries, we have certainly the right to collect top wharfage and side wharfage rates.

Mr. H. H. McLEAN. I would remind the minister that in the past these top wharfage rates have never been collected. I can point to one wharf owned by the Department of Marine and Fisheries where top wharfage has never been collected from the farmers who have been using it. He can understand also that when wharfs are owned partially by the Dominion and partially by the provincial government tolls are not exacted. If the wharf is built by the Dominion government, costing say the small sum of \$1,500 to \$2,500—top wharfage should not be exacted from the farmers using these wharfs. Some one has said that the same scale of fees should be charged on all wharfs for top wharfage. That would be manifestly unfair. Here is a wharf in the city of St. John built in a tidal harbour that has cost \$50,000 or \$60,000; and here is a wharf built in the river St. John that has cost \$1,500 or \$2,500. Why should the same rate of side wharfage or top wharfage be charged in both cases? I should say it would be unfair to have only one exact scale in force in such cases.

Mr. BRODEUR. I understand that other gentlemen desire to speak and as the House is going on with other business at three o'clock I move that the committee rise, report progress and ask leave to sit again.