

Supply—Harbours and Rivers

wharf having a frontage of 320 feet, consisting of cribwork 320 feet long by 8 feet wide at top, with back filling behind and rubble stone at each end. The amount of the contract is \$11,068, inspection and contingencies, \$1,131.

Mr. STEWART: How much has been spent?

Mr. KING (Kootenay): Last year we expended \$640.

Mr. LADNER: Was there anything in the nature of a wharf at this place before?

Mr. KING (Kootenay): Oh yes.

Mr. LADNER: What is giving service in the meantime?

Mr. KING (Kootenay): No service is being given; it is new construction.

Mr. LADNER: How does the need arise now for a \$12,000 wharf?

Mr. KING (Kootenay): The necessity of the proposed work is well proved. In fact the traffic which is done at present on a private wharf belonging to the Baie St. Paul Lumber Company is relatively heavy. It consists of three schooners calling regularly each week and many others calling occasionally. The imports consist of general merchandise, provisions and farm implements amounting in value to \$60,000, and the exports consist of pulpwood, firewood, spindle wood, lumber, potatoes and hay to a value of \$125,800.

Mr. LADNER: How have these things been handled in the past?

Mr. KING (Kootenay): Over the company's wharf.

Mr. LADNER: What was wrong with that wharf?

Mr. KING (Kootenay): I suppose it could not accommodate the traffic.

Mr. LADNER: This is duplicating the service.

Mr. KING (Kootenay): No, we are giving government service instead of leaving the people to pay tolls to the company.

Mr. LADNER: Has the minister any report?

Mr. KING (Kootenay): The report I have is that it is necessary to have a public wharf at this place.

Mr. LADNER: The government quite often proceeds to build a wharf where there
[Mr. J. H. King.]

is already a private wharf. Apparently in this case the private wharf was quite satisfactory.

Mr. BUREAU: A private wharf is quite satisfactory provided the owner does not extort money from the poor devil who is using it.

Mr. LADNER: That is no reason why the taxpayers should be burdened. Has the minister any record of objections to the private wharf?

Mr. KING (Kootenay): I will go further in my explanation: As previously stated, all this freight is handled on the company's wharf, an old slab construction which is rapidly worn by the traffic. The present government wharf at Cap au Corbeau, one and three-quarters miles distant, being in a very bad condition cannot be used. It is exposed to the strong seas, it is about four miles distant from the town by land, and the road connecting the two is almost impassable on account of steep hills. Therefore the people of Baie St. Paul have no other shipping facility by water than the Baie St. Paul Lumber Company's wharf, the use of which can be refused at any time.

Mr. STEVENS: I think we are entitled to an explanation of the expenditure. The minister says \$600 was spent, and he is asking for a re-vote of \$12,200; the vote last year was \$15,250; which leaves \$3,000 of expenditure unaccounted for.

Mr. KING (Kootenay): We have spent only \$640 of last year's vote. The amount you speak of will lapse.

Mr. STEVENS: We are lessening the vote by \$3,000?

Mr. KING (Kootenay): Yes.

Item agreed to.

Boischatel—Wharf repairs, \$15,000.

Mr. ROBB: I beg to move that this item be amended by striking out the word "repairs." This is a new wharf.

Motion agreed to.

Mr. KING (Kootenay): This vote is required to complete the contract for the construction of a crib and span wharf 500 feet long by 20 feet wide, including an open faced cribwork headblock 100 feet long by 25 feet wide and 18 feet high at outer end. The amount of the contract is \$20,053. The contract was let in November 1923.

Mr. STEVENS: How much was spent out of last year's vote?