

Doucet's Landing—pile wharf, \$1,000.

Mr. BOYCE. I should like to know what is the necessity for this wharf. It appears that there was a vote for it of \$5,000 in 1906-7, which was revoked in 1907-8. The main necessity for this vote seems to have been the exigencies of a by-election, and the consequent expenditure upon a wharf from which the public in the county of Nicolet get absolutely no benefit whatever. There is there already, I believe, a wharf owned by the Grand Trunk Railway Company, which, as the minister doubtless knows, is used by one small ferry, that is all; and yet when there comes a by-election and it is necessary in order to carry that election to practically buy the votes of the electorate, the Minister of Public Works does not hesitate to appropriate a further sum to carry on a work for which there appears to be absolutely no use. Let me remind the minister of the discussion which we had in this House only a few days ago, and of his pathetic expression of opinion as to the need of retrenchment in expenditure, and let me again emphasize what I then said, that the time had come, if he desired to appear before the people of Canada in an official capacity as being honest in his administration, when he should retrench where retrenchment was most desirable, and should not, in pursuance of a policy of pretended retrenchment, lavish public moneys foolishly and uselessly where they would not serve the public good. It is somewhat difficult to understand how the minister can persist in forcing through appropriations of this kind for works for which there appears to be absolutely no necessity, except the exigencies of the party to which he belongs, while he leaves the public service without the necessary buildings which the public service requires. I see by the Auditor General's Report of 1908, at page V-206, that \$400 was paid for a right of way, that is, the approach to this wharf. Now, the minister will find in his department records of some correspondence that I had with him during the past two or three years with regard to payment for a right of way for a wharf he built at Echo bay in the district of West Algoma, and the minister there states that under no circumstances does the government pay for a right of way to a wharf.

Mr. PUGSLEY. Has the hon. gentleman that letter to which he refers?

Mr. BOYCE. I have not got the letter by me.

Mr. PUGSLEY. The hon. gentleman would surprise me very greatly if he could produce a letter like that.

Mr. BOYCE. That need not surprise the hon. gentleman. There are more surprising

Mr. PUGSLEY.

things than that which have been and will be brought to his attention. But what I want to emphasize is that, in my judgment and from the information I have, this wharf is not required in the public interest; that there is no shipping to use it; that the wharf there already is used only by a small ferry and answers all the purposes of the public, and that this expenditure is probably only for the purpose of assisting in the carrying of a by-election for this government.

Mr. LEMIEUX. I happen to know about this wharf, because for some months I was the member for the county of Nicolet, and it was during my tenure of that position that this wharf was initiated. My hon. friend is under a misapprehension as to that wharf not being needed for the traffic of the county of Nicolet, the tourist traffic and the lumber traffic. It is quite true, there is already one wharf at Doucet's landing or Ste. Angele in the county of Nicolet; but that wharf is the property of the Grand Trunk Railway Company, which is the proprietor of the line running from Athabaska, the terminus of which is at Doucet's landing. The trouble is that that wharf is in a very poor condition, and is not fit for the ferry service between Three Rivers and the south shore. About four years ago the Delaware and Hudson Railway Company became the owner of the Quebec and South Shore Railway. The terminus of that railway at that time was Pierreville in the county of Yamaska; but when the Delaware and Hudson Railway Company became the proprietors of that road, they started to extend the railway, and at the present time it is constructed as far as Ste. Philomène, in the county of Lotbinière. I might say that this is one of the most interesting districts in the province of Quebec; it is very rich and there is quite a trade in prospect for it with the construction of that new railway. The ferry service between Three Rivers and Doucet's landing could hardly use the Grand Trunk wharf, because it was in very poor condition, and the government were obliged every year to do some dredging at its extremity, and the Grand Trunk Company would contribute nothing towards the dredging or towards repairing the wharf. The government will not force the Grand Trunk Railway to make any repairs, but since the Delaware and Hudson have bought the Quebec and Southern Railway, they have started quite a business with the lumbering district in the St. Maurice region. Doucet's landing is exactly opposite Three Rivers. This serves not only Doucet's landing but Gentilly and Becancourt, a very large parish between Doucet landing and Gentilly. There is quite a large firm from Berlin, United States, which intends building a large pulp mill at that place and