

Mr. ARMSTRONG. What kind of accommodation was there there before?

Mr. PUGSLEY. Practically none, so far as protection works were concerned. These people carry on business under enormous disadvantages when they have no harbour of refuge.

Mr. WRIGHT. What vessels ply on that harbour?

Mr. PUGSLEY. Fishing vessels. A large number have their headquarters there.

Mr. SPROULE. What is the nature of the work?

Mr. PUGSLEY. Cribwork with stone ballasting—the usual style.

Mr. SPROULE. A length of 900 feet seems very great for a breakwater for a village of 1,000 inhabitants.

Mr. PUGSLEY. You must provide the length necessary to afford the shelter—no use doing the work if you do not accomplish that. We would not make it so long if we could help it.

Mr. SPROULE. The water must be very shallow there.

Mr. PUGSLEY. This is to give 15 feet at high water, spring tide.

Mr. SPROULE. Will this work be done by contract?

Mr. PUGSLEY. Yes.

Petit Saguenay river—wharf on west side, near mouth of river, \$1,000.

Mr. SPROULE. Is that a new work?

Mr. PUGSLEY. Yes. It is estimated to cost \$3,000, so we shall need \$2,000 more to complete it.

Mr. BLAIN. Are these close estimates the minister is giving?

Mr. PUGSLEY. The estimate of the engineer, and I rely upon it as accurate.

Mr. BLAIN. What county is this in?

Mr. PUGSLEY. Chicoutimi and Saguenay.

Mr. BLAIN. Is any revenue expected from this work?

Mr. PUGSLEY. I should not expect any to speak of.

Piché Point wharf, on Lake Temiscaming—ice breaker and repairs, \$2,000.

Mr. PUGSLEY. This is to provide two or three ice breakers to protect the wharf and to make necessary repairs to the wharf. This is opposite Haileybury.

Mr. ARMSTRONG. Will this complete the work?

Mr. PUGSLEY. Yes, it is expected to complete.

Mr. BLAIN. Is there deep water there?

Mr. PUGSLEY. Yes, steamers ply upon the lake.

Mr. SPROULE. I thought the lake was not deep.

Mr. PUGSLEY. There is about 9 feet navigation in Lake Temiscaming

Some resolutions reported.

Mr. FIELDING moved the adjournment of the House.

Mr. SPROULE. What business will be taken up on Monday?

Mr. FIELDING. We will continue the naval debate.

Motion agreed to, and House adjourned at 11.20 p. m.

HOUSE OF COMMONS.

MONDAY, February 21, 1910.

The SPEAKER took the Chair at Three o'clock.

OFFICIAL REPORT OF DEBATES.

Mr. FIELDING moved:

That in pursuance of the recommendation of his hon. the Speaker of the House of Commons, laid on the table of the House, with other papers on the subject, on Thursday the 17th instant, by virtue of the Civil Service Act and amendments thereto, Mr. Ernest L. Desaulniers be appointed as translator of the Debates branch of the House of Commons, in place of the late Rodolphe Laferrière, deceased.

Mr. BORDEN. I presume the necessary provisions of the Civil Service Act have been complied with.

Mr. FIELDING. Yes. If my hon. friend will look into the Votes and Proceedings of the 17th of February, he will find all the certificates there in connection with Mr. Speaker's report.

Motion agreed to.

RAILWAY ACT AMENDMENT.

Mr. GRAHAM moved for leave to introduce Bill (No. 145) to amend the Railway Act. He said: Briefly the provisions of this Bill are as follows: Section 1 provides that the Board of Railway Commissioners can deal with work already done by railway companies irrespective of the Act under which they should have proceeded. Some railway companies have proceeded to locate lines, for instance, without going through the necessary routine of getting the approval of the Board of Railway Commissioners. When called upon to deal with these the board held that they had no juris-