

apparent that this wharf is really a part of the railway. If the government did not build it, the railway company would be obliged to build it; otherwise its railway line would be to a certain extent useless, because steamers could not connect with the railway and traffic could not be carried on. It is a matter of policy, of course, whether or not the government shall build a wharf; but if they do and make it an essential part of the railway, they ought to receive reasonable returns. If they spend \$300,000 on the construction of this wharf, they should insist on some arrangement with the railway company by which the company shall pay the interest on the money expended and the cost of maintenance. If we are assured of that, there does not seem to be any special objection to this item.

Mr. PUGSLEY. I take it for granted that the Department of Marine and Fisheries will exact reasonable toll, having regard to the business carried on and the cost of the wharf, so as to get a revenue which, in a large measure at all events, will pay the interest on the cost and also provide for repairs. I may say that you cannot build a wharf any where, where a railway comes to navigable water, without in some way benefiting the railway. You cannot benefit the public without benefiting the railway. Take the city of St. John, take all those wharfs which the city has built on the western side of the harbour, and one of which is now being built by the government as an extension, the Canadian Pacific railway is the only line running there, and you might argue that this is for the benefit altogether of that company. But it is not. The Canadian Pacific railway brings the traffic, but the wharfs are equally an accommodation and encouragement of business, which is evidenced by the fact that since 1895 the winter export trade of that city has grown from small dimensions to \$25,000,000. That is the result of giving accommodation to steamers. The Canadian Pacific railway gets its benefit, but the whole country gets the benefit as well.

Mr. ARMSTRONG. Has the minister any idea of the number of steamers likely to call there?

Mr. PUGSLEY. I am told that there will be a regular line of steamers going there. Who would have imagined 14 years ago that the growth of business of St. John would have been so rapid? You provide the facilities and the business will develop.

Mr. ARMSTRONG. It is a good harbour.

Mr. PUGSLEY. One of the best on the coast.

Mr. SPROULE. Has any contract been let?

Mr. PUGSLEY. No. There was a small vote the year before last, but we did nothing because when we found that the wharf was going to cost so much we thought it would not be fair to parliament to enter into a contract without coming back and informing parliament of the cost.

Mr. SPROULE. How is this wharf to be built? Is it to be of cribwork? Is it to be faced with creosoted material to prevent the teredo worm from getting in its work? From the remarks of the minister one would conclude that it is to be faced around so that it would be impossible for the teredo to get into the cribwork. How is that to be done?

Mr. PUGSLEY. If it is absolutely closed tight how can the worm work through the timber?

Mr. SPROULE. Will you place it as you would a piece of tongue and grooved staging?

Mr. PUGSLEY. Certainly.

Mr. SPROULE. You put it down to the earth where the sand is washing against it and the water working through the stone all the time, how then can the minister say it is possible to keep the teredo worm out of these cribs?

Mr. PUGSLEY. I do not say it, but the engineers do.

Mr. SPROULE. I shall be very much surprised if they succeed, and if they do not, that raises an important question. If the teredo worm destroys the cribwork, what will hold the wharf together unless it is very much bound by iron bolts or something else.

Mr. PUGSLEY. It will be double faced, and the joints will overlap each other some six inches, and be almost water-tight.

Godfroy river—cribwork extension to pile wharf, &c., \$1,000.

Mr. PUGSLEY. This is recommended by the resident engineer.

Mr. R. L. BORDEN. Is this transferred?

Mr. G. A. TURCOTTE. This wharf was built some two or three years ago, and the road to it is frequently overflowed at certain seasons of the year. We have been asking for money to raise the road, so that the public may be accommodated. Godfroy is an important place. There is a ferry between it and Three Rivers which carries all sorts of goods from the parishes in my county, and this road has to be kept in first-class order.