

Mr. PUGSLEY. This is for a number of improvements.

Mr. AMES. Last year the minister told us that the \$12,000 which was then voted would absolutely complete the work.

Mr. PUGSLEY. The chief engineer, who was present last year, told me that that amount would complete the work which was then under construction or contemplated, but I am not quite sure whether further expenditure would not be required on new work. As there are a number of piers on the Magdalen islands there is work required there every year.

Mr. AMES. What work is expected this year?

Mr. PUGSLEY. This is to complete the works begun at Point Bass, Grindstone and Amherst piers, Basin Point—quite a number have to be constructed with a view to affording shelter and better harbour accommodation.

Mistook wharf, lake St. John—repairs, \$1,000.

Mr. AMES. I would like the minister to see if this information is not correct in respect to this work. Mistook is a little place on Lake St. John, a mile and a half from the main road. There is not a house in the locality, and the money spent last year, I am informed, was spent in building a road from the wharf to the main road, about a mile and a half through the woods. The question arises whether we have to build for the people of Saguenay county not only their wharfs, but their roads to connect the wharfs with the main arteries of commerce.

Mr. PUGSLEY. This wharf was built in 1903-4. I do not know what representations were made or the exact location of the wharf; but I may say that it has been very badly damaged by the northwest storms which swept over Lake St. John during the unusually high spring floods of 1908. Whatever criticism there may have been for erecting the wharf in the first place, it being there and being damaged, it would hardly be right to allow it to be destroyed completely, and we are asking for this small sum for the purpose of repairing it.

Mr. AMES. Will the minister give us his assurance that this money will be spent on the wharf, and will not be used in improving the roads?

Mr. PUGSLEY. Yes, certainly.

Rimouski wharf—sheathing west side, \$8,000.

Mr. AMES. There is a great deal of public work going on at Rimouski which I think is open to criticism. There is an extremely large bill every year for dredging in the neighbourhood of this wharf. I am

quite familiar with the place, and it seems to me that the government are dredging to no purpose, but are simply wasting the money of the country at that point. The dredging channel is through soft, shifting sand, and the dredges are working on a line running north and south, while the current sweeps east and west, and the current of the river sweeps across the bay in the same direction, so that the sand is going back again, almost as fast as it is dug out. I think money should be spent in dredging at Rimouski, but not in the way most of it is being spent.

Mr. LEMIEUX. As Postmaster General, I am somewhat familiar with the condition of the Rimouski wharf. When the question of the repairs to the wharf at Father Point came up, I stated that forty or fifty years ago, when the landing pier for Atlantic passengers was selected, it was decided that it should be at Father Point and not at Rimouski. However, the government of the day selected Rimouski, and the wharf there is about a mile long. The river at Rimouski, as my hon. friend says, empties not very far from that wharf, and consequently drives the sand along the wharf. When two years ago we purchased a new tender for the service, the tender was for three or four months unable to reach Rimouski wharf, and that is how I happen to know about the dredging. Since that time some good work has been done by the dredges of the Department of Public Works, and the channel has been widened and deepened. I do not know how the government can stop dredging every two or three years at that wharf for the very reason given by my hon. friend a moment ago. The wharf was built too close to the river Rimouski and there is shifting sand at that point. Not only will dredging have to be continued near that long wharf, but there must be some dredging done in the river itself, because there are at the entrance to the river some very considerable lumbering establishments. I think that the hon. member for Quebec West (Mr. Price) is largely interested in that district. The Prices have been interested there for years, and some dredging is needed for the lumber trade at the entrance to the river. Since ten or fifteen years that trade has developed considerably. It is the main trade of the district, and I do not see how the government can avoid spending some money on dredging at that point. But I admit it is very difficult on account of the sand which accumulates and is carried away by the river.

Mr. AMES. Undoubtedly you continue the dredging which is being done by the General Construction Company.

Mr. PUGSLEY. This is dredging for the accommodation of the mail steamers.