

refused to go ahead with the work until that matter was settled between the municipality of Inverness and the Mackenzie and Mann Company. The matter was in fact in the courts. It went from the local court in the County of Inverness to the Supreme Court at Halifax, and from Halifax to Ottawa, and it was only last fall that the question was settled, and the municipality had to pay for the land taken by Mackenzie and Mann for their railway and their terminal. That accounts for the delay in appropriating this money to the purpose for which parliament granted it.

Mr. BENNETT. What is the site of the place?

Mr. McLENNAN. It is a nice village. But the port is a very important one as a shipping point on the Strait of Canso and has been for the past 50 or 60 years.

Mr. BENNETT. What is the population?

Mr. McLENNAN. If you take the village it is only a small one, but the surrounding country which does its shipping at that point is a very large one.

Mr. BENNETT. Are there fifty people there?

Mr. McLENNAN. There are 200 people there.

Mr. SPROULE. That is a very reasonable cause for delay, but notwithstanding that the time has passed, it would seem only fair to expect that the department has sent their engineer there to collect information which the House would require to know.

Mr. McLENNAN. We could not get on the ground; we could not know who owned the ground.

Mr. FISHER. This port has been used for various purposes. As long ago as 1867 the provincial government built a wharf there and the Department of Railways and Canals in 1886 added to it. Since that time the people have been complaining on that portion of Cape Breton island and desiring better communication. But the department could not make its plan until the exact location was determined upon, and that location has not yet been absolutely determined upon. It was only last fall that eventually the case was decided which contributes towards that decision. This item has been in the estimates for two or three years. The department is not yet in a position to say what the plan of this wharf will be or the exact location.

Mr. J. D. REID. The very fact of our voting this money will give the government authority to enter into a contract for the work. It may cost us an enormous amount before we get through, and we should have some statement giving us an estimate of what in the opinion of the government will

be required, a statement that it will cost \$4,000, or \$8,000, or \$20,000. This is a very strange way of proceeding with a new work.

Mr. FISHER. The estimates vary according to location. I see no prospect myself that \$30,000 will be used there. This is practically an item on which there has been a decision by parliament that a wharf shall be built at Port Hastings. If this item had been rejected two or three years ago it might have been said that there should be no wharf built at Port Hastings at all. It is only in regard to choosing the exact location that a difficulty has arisen. I do not ask for this item unless the House is quite prepared to say, what they have said already, that a wharf should be built there.

Mr. SPROULE. I do not object to the wharf, but I object to committing ourselves to an expenditure of which we know nothing of the amount.

Mr. J. D. REID. I do not think \$4,000 is much to start with if the work is going to cost \$20,000. I am not objecting to the expenditure of the money if the work is required. Thirty thousand dollars seems quite a lot for a wharf unless there is some special reason requiring a large expenditure.

Mr. FISHER. It is a deep water wharf.

Mr. J. D. REID. It may be more expensive but we should have some information about it. Next November we could vote a sufficient amount to carry it to an early finish. The trouble is that \$4,000 practically will not start the work.

Mr. FISHER. The only reason for this being \$4,000 is that this is what has been voted for the last two years.

Mr. BENNETT. Does the municipality contribute anything towards the cost by giving the site to the government?

Mr. FISHER. No.

Mr. J. D. REID. Do many boats land at this place?

Mr. FISHER. In 1900 the statistics of the port showed a trade of about \$200,000.

Mr. J. D. REID. And there has been no business since?

Mr. FISHER. That is the last year I have statistics for. The business has been increasing.

Mr. J. D. REID. How has it been going on without any wharf?

Mr. FISHER. There is an old wharf which was built by the Intercolonial Railway and the people seem to have been doing their business as best they could. There is no doubt that when a new wharf is built private business there will increase still more.