

and the question is: Why does not the railway contribute towards the extra cost?

Mr. LEMIEUX. The railway company has given to the government valuable land for the abutment of the pier.

Mr. R. L. BORDEN. What revenue does the minister expect from this?

Mr. PUGSLEY. I think the revenue would be pretty considerable. If the expectations are realized, I should think the revenue would be quite as great as at Campbellton, where it amounts to a few thousand dollars.

Mr. BRADBURY. If the government is going to spend all this money, would it not be better for them to build a more substantial structure than they propose? What is the life of a wharf of that kind?

Mr. PUGSLEY. That part of it which is below the water will last for ages, and that above the water ought to be good for 25 or 30 years.

Mr. BRADBURY. I do not know what the conditions are on the Atlantic coast, but I know that on the Pacific coast that has not been the experience with wharfs of that kind.

Mr. PUGSLEY. The teredo worm is much worse on the Pacific coast.

Mr. SPROULE. That depends on the kind of timber you use. If you use hemlock, it would last only for ten or fifteen years.

Mr. PUGSLEY. The outer face of this wharf will be built of creosoted timber, and it will be double-faced; so that we think it will last a very long time.

Mr. SPROULE. But the timber on the cribwork is not creosoted.

Mr. PUGSLEY. The teredo is not likely to get through the creosoted square-faced timber to the inside. The creosote thoroughly protects the inner timber.

Mr. HENDERSON. What is the character of the freight that will be obtained by the railway and shipped from this wharf?

Mr. PUGSLEY. Fish, lumber, farm produce, probably pulp and paper, all the usual products of a country of varied resources rapidly developing. I do not believe there is any section of eastern Canada developing more rapidly than northern New Brunswick, and that part of the province of Quebec facing on the Bay of Chaleurs.

Mr. LEMIEUX. My hon. friend is aware that this is not a small railway. At first the railway company applied for a charter to build from Cascapedia to Gaspé Basin; but since then they have acquired the old Baie des Cheleurs railway from Matapedia

Mr. SPROULE.

to Cascapedia; and now they have power to build from Matapedia to Rivière du Loup to connect with the Intercolonial, and also to build from Campbellton to the St. John river to connect with the Transcontinental railway. The route by Gaspé Basin is the shortest between Canada and Liverpool.

Mr. ARMSTRONG. I would like to know if the Minister of Public Works makes a practice of building wharfs for the railways at small places, which is practically what this means.

Mr. PUGSLEY. Not in small places. This is a question of policy, and in determining whether or not the government will build a wharf to facilitate the exchange of traffic between a line of steamers and a railway line, one must consider whether or not the traffic is such that the work partakes somewhat of a national aspect. At Fort William, for instance, the government is not only dredging out the Kaministiquia river, but is building a wharf of considerable length, not merely for the purpose of assisting the Grand Trunk Pacific railway, but to promote the transportation interests of the country by facilitating the easy and rapid transference of traffic from the railways to the steamers and from the steamers to the railways. We are proposing to do on a smaller scale the same thing at Gaspé, which we believe will be an important port in connection with the transportation interests of Canada. We believe there will be a very large traffic there as a result of the construction of a splendid line of railway, and therefore we are justified in proceeding with the construction of this work.

Mr. ARMSTRONG. Would not that argument apply to many towns on our lakes and rivers?

Mr. PUGSLEY. We are doing it in hundreds of places. We have done it at Port Hope, at Tiffin on the Georgian bay, at Collingwood, at Lakefield, at Parry Sound, and at hundreds of other places all over the country which are the terminal of railways, or where railways run to navigable water, in order to facilitate and cheapen transportation.

Mr. ARMSTRONG. Does the minister say he is actually building a wharf on which a railway runs its tracks and transships goods?

Mr. PUGSLEY. Yes, and we are glad to have the railway tracks on the wharf. I would ten times rather build a wharf on which a railway runs its tracks than where there is no railway connection.

Mr. R. L. BORDEN. There is still a good deal of force in what my hon. friend (Mr. Armstrong) has urged. It is perfectly