

in the spring. The upper end of the lake is seven miles from a railway station, while the lower end is only one mile distant from the railway, and as the roads from the upper end to the lower end are impassable in the spring it is necessary to have crafts on the lake to carry the dairy products to where they can be transferred to the railway. There is an extensive lumber trade on Lake St. Francis. These wharfs have been petitioned for by every farmer in the vicinity.

Mr. GEORGE GORDON. The lumber trade on that lake is so extensive that one steamer and two gasolenes can accommodate it.

Mr. BELAND. At present the steamers have to anchor in the lake as there is no wharf, and of course that is highly inconvenient. There is no strong current on the lake and the logs are towed by these small boats.

Mr. GEORGE GORDON. Well, just previous to the last election in my district, my opponent in the Liberal interest promised that a wharf would be built at Liskeard, which is a town of 3,000 inhabitants. There is a dredge doing considerable work there and that work is absolutely useless until a wharf is constructed. Also, previous to the election my opponent promised that a wharf would be built at the small town of Cache Bay where there is quite an extensive lumbering industry, but there is no appropriation in the estimates for it this year. The Minister of Public Works has laid down the principle tonight that in other provinces small places where little business is done are to have wharfs, but when I make an appeal on behalf of certain places in the province of Ontario he advises me to ask the Ontario government for help. That is neither right nor fair. I am young in this game, as some one called it to-day, but if that is the political game I don't think much of it.

Mr. PUGSLEY. I laid down the principle which has influenced the Grand Trunk Railway and other railway companies to give terminal facilities in connection with their railway without appealing to the government for every little wharf. Here is the Temiskaming and Northern Ontario Railway touching the Montreal river and Lake Temiskaming at different points, and expecting to reach Lake Gowganda, and I do not see why the Ontario government or these commissioners ought not to build wharfs to accommodate their traffic as other railways do.

Mr. GEORGE TAYLOR. Why didn't the Grand Trunk do that at Lévis?

Mr. PUGSLEY. The Grand Trunk has done it at various places, and the Richelieu

Mr. BELAND.

and Ontario Navigation Company have wharfs up and down the St. Lawrence. The hon. gentleman goes on the principle that notwithstanding all that the Temiskaming and Northern Ontario Railway is earning it should do absolutely nothing for the accommodation of the people to make connection between its railway and the water, but that it should come to this government, at a time when our revenues are not buoyant, and ask us to assist that railway which is amply able to give to the people the requisite accommodation. However, although I would be glad to have an appropriation in the estimates for a wharf at New Liskeard this year I am obliged to defer it for the present.

Mr. GEORGE GORDON. The minister knows that the Temiskaming and Northern Ontario Railway is about the only road in Canada that has not been heavily subsidized by the Dominion government. Not only has the federal government not contributed one cent to this road, but the minister now goes further and says that the railways should build, with the moneys of the province of Ontario, wharfs, which in other provinces are built by this government for railways that have been heavily subsidized. It is unfair and unjust to discriminate against Ontario in this way.

Lake St. John—dredging, \$5,000.

Mr. PUGSLEY. There is a government dredge there and this is to pay the expense.

Mr. AMES. This is to keep the dredge in operation during the summer?

Mr. PUGSLEY. Yes.

Lake St. John—piers, repairs, &c., \$4,000.

Mr. AMES. Are all the office charges of the engineer at Chicoutimi charged against this vote?

Mr. PUGSLEY. Any services performed by the engineers or inspectors in connection with these different wharfs would be payable out of this vote.

Mr. AMES. That is not my point. My point is whether the office staff expenses and all the charges of the local engineer at Chicoutimi are not charged to the Lake St. John wharfs?

Mr. PUGSLEY. No, I think not. They would be paid out of the vote for the outside engineering staff.

Mr. AMES. As a matter of book-keeping it is very confusing. If the hon. gentleman will consult the Auditor General's Report he will find that these are charged to the Lake St. John wharfs, although Lake St. John is fifty or sixty miles from where the engineer lives.

Magadalen Islands, break-waters and piers, \$10,000.