

the Ritchie wharf for about \$2,000, and if we bought it we would spend the other \$3,000 in repairing it. We may however, build a new one.

Mr. GEO. TAYLOR. Why should the government build a public wharf at Aylmer more than at any other town on the St. Lawrence?

Mr. PUGSLEY. Aylmer is an important town, and the people are strongly urging us to provide a public wharf. There are reasons why a public wharf is of much greater benefit to a locality than a private one. If there is a public wharf all parties will have the same right to use it, steamers, tug boats and scows; whereas a private wharf is under the control of the private owners.

Mr. GEO. TAYLOR. Then we might just as well buy all the private wharfs along Lake Ontario and the river St. Lawrence. There is not a public wharf in the city of Kingston, they are all owned by private individuals. The same way at Gananoque, Brockville and Prescott, they are all private wharfs. Why should the government go and build a public wharf at Aylmer, and not build one or buy one at any of these other places? There is more shipping done, ten times over, at any one of these towns I have mentioned than there is at Aylmer, yet not a dollar has been spent on any of them, or on any place along the St. Lawrence. Yet here the government goes to work and builds a wharf in opposition to a private wharf there now, or buys it. I think this thing ought to stop—either take over all the private wharfs in the country, or build others, and stop spending money in such little places through some favour or pull of the member for that constituency. I think it is an outrage to use the public money in this way, and cannot be justified from any standpoint that I know of.

Mr. PUGSLEY. My hon. friend did not claim that the building of a wharf at Gravenhurst was an outrage, yet there is a private wharf there owned by the Grand Trunk railway. There are evident advantages to a community from a public wharf rather than from a private wharf, the owners of which would have a right to show favours to individuals, particularly where there is no harbour master to see that the wharf is used for the benefit of the public instead of a private owner. Now this wharf is reported to us as being in very good condition, and if we buy it and put it in repair it will certainly be a public benefit. In other places we have done the same thing. Down on the St. Lawrence some wharfs which were owned by the Richelieu Navigation Company have

Mr. PUGSLEY.

been purchased by the Crown, and some were purchased before I became a minister. This is not at all an unheard of thing to do. I do not know the circumstances at Kingston. Probably the wharfs there are under the control of a harbour master.

Mr. GEO. TAYLOR. No.

Mr. PUGSLEY. There is a harbour master there, and harbour masters have the right to locate vessels at private wharfs and determine the turn those vessels shall have. In a place like Aylmer there is no harbour master; therefore there would be great advantage in having a wharf owned by the Crown.

Mr. GEO. TAYLOR. There is a private wharf there now. If the owner of that wharf does any shipping, or receives any goods, no doubt he does as they do at Kingston, Gananoque, Brockville and Prescott, charge a wharfage, and makes a business venture of it. Why should the government take it off his hands? At Kingston, if a person ships goods he has to pay a wharfage on every package; the same at Gananoque. It is done by private individuals. Why should not the government say: We will own this wharf and give it to the public free as they are doing at Aylmer, or at Hull, where there is not a pound of freight shipped during the year or a steamer tied up. It is simply a waste of public money and not in the public interest. If the government do that for one place why not treat everybody alike? The hon. member for Kingston (Mr. Harty) will bear me out when I say that in that city there is no government owned wharf that any steamer can go to.

Mr. HARTY. Not for steamers, but there is one at the barracks.

Mr. GEORGE TAYLOR. That is at the barracks and it is for government business only. But, there is no other wharf and we pay wharfage both on goods coming in and going out. They might do the same at Aylmer. If the wharf at Aylmer is owned by a private individual and it is a private speculation why should we take it off his hands?

Mr. BRADBURY. I am not going to object to the idea of building a public wharf. Up in our country we need these things. I was going to say a word to the minister regarding the city of Winnipeg. If the principle is a good one of building a public wharf at Aylmer, and I am not objecting to it, it is all the more reason why a wharf should be built at Winnipeg. We expect to have navigation on the Red river to the head of Lake Winnipeg shortly and there