

tion is done it would take perhaps upwards of \$100,000.

Mr. LANCASTER. What is the depth of the channel?

Mr. PUGSLEY. The ideal depth would be 22 feet, but we are dredging to 19 feet at low water.

Mr. BARR. Were tenders called for this year?

Mr. PUGSLEY. Yes.

Mr. BARR. Who has the contract?

Mr. PUGSLEY. The C. S. Boone Dredging and Construction Company.

Mr. SAM. HUGHES. How much a yard?

Mr. PUGSLEY. I have not the figures here, but last year the prices were: For rock, \$2.30; hard pan, \$1.40; other materials, 35 cents. I think there is a slight increase at Collingwood this year.

Mr. BARR. How many tenders were put in?

Mr. PUGSLEY. I think two.

Mr. BARR. Did the lowest get the contract?

Mr. PUGSLEY. Yes.

Mr. LANCASTER. Is the work done under government inspectors, and who is the government inspector at Collingwood?

Mr. PUGSLEY. W. A. Clarke was the inspector last year and we are continuing him this year.

Mr. MONK. I was not here on Saturday night late when most of the estimates for wharfs in the province of Quebec were passed. I would like to call the attention of the minister and of the government to the necessity—if it is their policy to go on building wharfs in so many places—to the necessity of establishing a wharf at the town of Lachine. On many occasions since I have been a member of the House I have called the attention of the government to the importance of having a public wharf there. Lachine has a population of 12,000; it is situated at the head of the Lachine canal, and many important industries are located in the town, amongst others, the Dominion Bridge Company and the Dominion Wire Company; and just at the place where a wharf should be erected they are now building great locomotive works which will employ some 5,000 men. If the government is to adopt the policy of building wharfs at different places rather than give effect to the report of the Transportation Commission, provision should be made for Lachine. There are several sites which may be obtained. There is the old wharf which belongs, I think, to the St. Stephen's Church Boating Club, and which can be had for a mere bagatelle. That old wharf might be improved in such a way as

to serve the purposes of trade. There is also a private wharf which could be purchased at a moderate cost, and which could be repaired so as to be useful. If neither of these sites is available, then the government could easily secure another site. At the present moment the most vital question is the question of carrying out the suggestions of the Transportation Commission. If you do that, speaking of the province of Quebec alone, you will render a far greater service to my province than you will by building small wharfs here and there throughout the province; and if you will build the Georgian Bay canal and make Montreal and Quebec free ports, you will benefit the whole province in a way that these isolated works cannot possibly do.

Mr. PUGSLEY. Some time ago I was urged very strongly to construct a wharf at Lachine and I may say that the matter is under my very favourable consideration, and I think that very likely I may be able to make provision for it in the supplementary estimates this session. My hon. friend from Jacques Cartier (Mr. Monk) has referred to a very important matter, namely, the recommendation of the Transportation Commission. I am quite sure that the government as a whole are thoroughly impressed with the very great importance of those recommendations; but I am not prepared to admit that if those recommendations are fully carried out, and the great ports of Montreal and Quebec, and the ports of St. John and Halifax, and other ports of the St. Lawrence and the maritime provinces, and the great ports on the western coast and on the great lakes, are made free, that is going to meet all the requirements of the people of this country. The people of the smaller localities along the St. Lawrence and other rivers, on the seacoasts of the maritime provinces, on the great lakes, and on the coast of British Columbia, are entitled to a reasonable measure of accommodation, and they will not be satisfied to see these great cities having large sums of money expended upon them and the requirements of the smaller localities in the matter of transportation neglected. As far as the larger question of transportation is concerned, the government are alive to it. We are to-day spending large amounts of money in improving the port of Halifax in connection with the Intercolonial Railway; we are spending large amounts on the port of St. John; and these ports are rapidly drawing away from Portland the Canadian business that has hitherto been done there during the winter season. We are spending large sums of money in Montreal in addition the money spent by Harbour Commissioners. We have just erected a magnificent wharf at Maisonneuve. This could not have been better done if Montreal had been made a