

Mr. R. L. BORDEN. Has the minister been there?

Mr. PUGSLEY. No.

Mr. HENDERSON. Then I have as much personal knowledge as the minister. I do not think this is a coast that has an end; it is a sort of semicircle.

Mr. LEMIEUX. It is a peninsula and at the head is the Bay of Gaspé.

Mr. R. L. BORDEN. Has the Postmaster General ever been there?

Mr. LEMIEUX. Oh, yes.

Mr. ARMSTRONG. What is the population?

Mr. LEMIEUX. This is not in Gaspé. There is Gaspé village or Gaspé town and then there are Sandy Beach, Douglastown, and Point St. Peter. I think there is a population in the bay of about 5,000 or 6,000 people.

Mr. ARMSTRONG. But how many are there in Gaspé village alone?

Mr. LEMIEUX. The wharf is not located in Gaspé village.

Mr. LENNOX. Is there anybody there at all?

Mr. LEMIEUX. Yes, a large population.

Mr. LENNOX. What is the population?

Mr. LEMIEUX. In the bay there are about 5,000.

Mr. ARMSTRONG. What is the extent of the bay?

Mr. LEMIEUX. I could not say exactly; it is a large bay. It is one of the harbours selected by the admiralty. When the British fleet comes across the Atlantic it generally anchors in the Bay of Gaspé. It will be the terminus of the Gaspé railway, and they are spending \$3,000,000.

Mr. R. L. BORDEN. There are steamers plying there?

Mr. LEMIEUX. Yes.

Mr. ARMSTRONG. Are you going to build shipyards there?

Mr. LEMIEUX. No; but I think it will be a great rival of St. John and Halifax.

Mr. LENNOX. What is the total cost?

Mr. PUGSLEY. I am sorry to say it will cost a considerable amount of money. We are obliged to build a pier 1,000 feet long, 95 feet wide at the top and running out to 45 or 50 feet depth of water. It will cost in the vicinity of \$300,000.

Mr. LENNOX. What is it to be built of?

Mr. PUGSLEY. Ordinary cribwork faced. We did hope to narrow the width so as to decrease the cost, but we could not feel sure that the wharf would be safe.

Mr. LENNOX. What is the object of going to 45 feet of water?

Mr. PUGSLEY. We get to deep water very quickly after going out a long distance.

Mr. ARMSTRONG. Could it not have been dredged?

Mr. PUGSLEY. No.

Mr. LEMIEUX. I thought if the wharf were narrowed it would reduce the cost, but as the railway company will have probably three tracks on it, it could not be narrower than it is. The amount appears large, but the work will be very useful. It is the terminus of the railway, and they intend to have a line of steamers there running to Liverpool.

Mr. SPROULE. Are we building wharfs for the railway companies?

Mr. LEMIEUX. Oh, no; we are building it for the public; there will be a line of steamers to Europe from there.

Mr. SPROULE. But the minister says that the wharf has to be made wider because the railway company will have three tracks on it, and it would seem as if the whole thing was for the benefit of the railway company.

Mr. LEMIEUX. For the public.

Mr. SPROULE. Yes, but the railway will charge the public for every pound of freight they haul. It looks as if we were subsidizing the railway by building a wharf for them.

Mr. LEMIEUX. The railway company first applied to parliament to build a short line through the interior of the peninsula, but the population is along the shore, and the railway company acceded to the wishes of the people that the line should run along the coast. They are building a very high grade line, one of the best in Canada, and on account of running along the shore they have to construct twenty-six bridges within 100 miles, which adds enormously to the cost. It is quite natural that we should provide facilities at this terminus as we do at Montreal, Quebec, Fort William, Port Arthur and elsewhere. In this instance the money is well expended in the public interest.

Mr. SPROULE. I am not saying that the money is thrown away, nor do I contend that it is not proper to provide facilities for the commerce of the country, but the minister told us it was necessary to make this wharf wider, because the railway company would have three tracks on it,