

dredging. The Canadian Pacific railway and all big boats have to make a nasty turn there and the utility of the wharf is impaired.

Mr. PUGSLEY. We are doing a good deal of dredging.

Mr. BOYCE. I hope the minister will see his way clear to get that straightened out.

Mr. PUGSLEY. I will give it consideration.

Sibley harbour, \$2,000.

Mr. PUGSLEY. This is to repair an old wharf to make it serviceable for traffic and to afford shelter to steamers. It will be a harbour of refuge on the north shore of Lake Superior. It was strongly urged by the member for the constituency, Mr. Conmee.

Mr. BOYCE. There are boats running out every week.

Mr. CONMEE. There is a good deal of mining going on there; it is a public harbour not owned by any one. It is a harbour of refuge for a line of vessels which run down the north shore to Nipigon and other ports and is a great resort for the fishing vessels of that section. This amount, I think, is hardly enough. I think the minister might double the amount, because it is a meritorious work. Three lines of steamers call regularly there. The people have for many years maintained a light there at their own expense, and I think it is time the government did something decent for that harbour.

Thornbury—addition and repairs to wharf, \$5,000.

Mr. PUGSLEY. This is to provide for the construction of 200 feet of cribwork as an extension of the wharf.

Mr. SPROULE. What kind of cribwork?

Mr. PUGSLEY. Timber and stone.

Mr. SPROULE. What is its width?

Mr. PUGSLEY. I cannot tell my hon. friend, but I assume that it would be the same as the other—24 feet.

Mr. SPROULE. There must be some mistake, for this amount will not build a fraction of that.

Mr. PUGSLEY. If we have to get more, we will come back.

Warton—extension to breakwater pier, \$15,000.

Mr. PUGSLEY. This is to provide for the extension of the breakwater pier, to complete repairs and renewals to the shore end, and also for the removal of a wreck. The total cost of the extension is estimated

Mr. BOYCE.

at \$21,000, and the removal of the wreck at \$3,000.

Some resolutions reported.

On motion of Mr. Fielding, House adjourned at 11.45 p.m.

HOUSE OF COMMONS.

MONDAY, February 14, 1910.

The SPEAKER took the Chair at Three o'clock.

CONTROVERTED ELECTION.

Mr. SPEAKER. I have the honour to inform the House that I have received from the Hon. Mr. Justice Pelletier and the Hon. Mr. Justice Lemieux, two of the judges selected for the trial of election petitions, pursuant to the Dominion Controverted Elections Act, a judgment and report relating to the election petition for the electoral district of Bellechasse, by which the election petition was dismissed and the sitting member declared duly elected.

CERTIFICATE OF ELECTION.

Mr. SPEAKER. I have the honour to inform the House that the Clerk of the House has received from the Clerk of the Crown in Chancery a certificate of election and return of Albert Allard, Esquire, for the electoral district of Ottawa City.

QUESTION OF PRIVILEGE.

On the orders of the day being called,

Mr. O. S. CROCKET. Mr. Speaker, I rise to a question of privilege. The Toronto 'Globe' in its report of the discussion which took place in the Committee of Supply of this House on Friday last, upon the subject of the extension of the wharf at Pink Rock, in the province of New Brunswick, has this to say of myself:

By reading extracts from some documents and carefully refraining from reading others he sought to convey the impression that money was being taken from the public treasury and spent upon a wharf at Pink Rock owned by a company managed by a political friend of the Minister of Public Works.

Hon. Mr. Pugsley destroyed Mr. Crocket's pretty little piece of political patchwork at one blow by producing an agreement which showed that the wharf had passed from the hands of the company referred to by the member for York into those of the Crown, and that the expenditures complained of were for the improvement of a public work in the public interest.

I desire to say that the statement that this wharf, to which the government is building an extension, had passed from the hands of the company into the hands of the Crown, is untrue. The wharf still re-