

Sir GEORGE PERLEY: How far is it to the next good wharf in either direction?

Mr. ELLIOTT: This is fourteen miles southeast of Grand Vallee.

Item agreed to.

Doucet's Landing—(Ste. Angele de Laval)—dredging, \$45,000.

Sir GEORGE PERLEY: I think we should have some explanation of this large item. It is new work, I assume?

Mr. ELLIOTT: This dredging is to remove the dangerous ledge to the east of the present channel between this place and Three Rivers and facilitate the ferry service between these places which is carried on by two boats every half hour. The traffic carried on here is very heavy, consisting of 4,500 tons of general freight and express parcels, 21,211 autos, 192,579 passengers and 19,500 teams. It is very dangerous for boats to pass one another in a high wind and in the winter season.

Mr. HANSON: What county is that in?

Mr. ELLIOTT: Nicolet county.

Item agreed to.

Doucet's landing—(Ste. Angele de Laval)—wharf reconstruction, \$6,400.

Mr. HANSON: Is that part of the same work?

Mr. ELLIOTT: No, this is to complete payment on the contract with J. E. Fleury for the reconstruction of the headblock and approach of this wharf. The approach was in a very bad condition, the cribwork being so badly decayed that it has had to be closed to traffic, after a freight car loaded with paper cores broke through and fell into the river.

Item agreed to.

Fassett—wharf reconstruction, \$8,500.

Sir GEORGE PERLEY: How much business is there at Fassett? It is a place down on the Ottawa river, I believe

Mr. ELLIOTT: It is a village on the north shore of the Ottawa river on the Canadian Pacific railway, fifty miles east of Ottawa. It has important lumbering industries.

Sir GEORGE PERLEY: Important lumbering industries?

Mr. ELLIOTT: Yes.

Sir GEORGE PERLEY: Have you any figures of the amount of business done there? I understood the mill was closed down.

Mr. ELLIOTT: The work was requested by the district engineer in his annual estimates and is required to keep the wharf in a condition suitable for the accommodation of the traffic handled by the boats of the Ottawa Transportation Company. During the season of 1928, approximately 80 tons of freight were handled at this place.

Mr. HANSON: That is a large amount!

Mr. ELLIOTT: During the season of 1928-29 a portion of the landing-head was rebuilt with cribwork. It is now proposed to reconstruct the remaining part, which is of pile construction, and in very bad condition.

Mr. HANSON: I submit, Mr. Chairman, that is a trivial amount of traffic, not more than two carloads of freight in a whole season.

Mr. ELLIOTT: Perhaps I should have given some further information. The condition of the wharf is such that we have to decide whether we shall allow it to go altogether or repair it. This is the report of the district engineer:

The top of the piles in high level landing are in an advanced state of decay, so much so that the high level freight shed had to be supported temporarily last summer. Some of the floor stringers had to be braced also to keep this structure open to traffic. This part of the wharf will have to be rebuilt immediately.

This work cannot be postponed without detriment to the public.

Mr. HANSON: I suppose the wharf is not fit even to handle the boat traffic?

Mr. ELLIOTT: Yes.

Mr. HANSON: Well, they are entitled to it.

Item agreed to.

Grand Anse (Gaspé Co.)—wharf, \$34,000.

Sir GEORGE PERLEY: Is this to complete the work?

Mr. ELLIOTT: This is required to complete the contract entered into in November 1929.

Item agreed to.

Grand Entry, M.I.—pilework extensions, \$4,500.

Mr. CANTLEY: Where is this place?

Mr. ELLIOTT: In the Magdalen islands, Gaspé county.

Mr. HANSON: Is there anything for St. Pierre and Miquelon in these estimates?

Sir EUGENE FISET: Yes, a warehouse!

Mr. HANSON: It will be needed soon.

Item agreed to.