

Mr. BORDEN. Is the pier at Annapolis to be a public pier? Will there be a Dominion official appointed to take charge of it, and will other vessels that come into that port besides this particular line of steamers be allowed the use of it? Also, will it be used in the public interest and not simply in the interest of this particular steamship company?

Sir HECTOR LANGEVIN. It will be a public pier for the public in general, and I suppose it will be under the same regulations as other piers in the Dominion.

Mr. ANGLIN. This is the introduction of a very important innovation, the policy of the Government in regard to public piers and harbors. Hitherto, so far as I know, all Governments have acted on the policy of only voting public money for the erection of harbors of refuge and for breakwaters to make them safe, but they have always refused to spend public money in providing accommodation within the harbor for the benefit of trade and commerce. Hitherto, in my own county, when I have been asked to apply for aid for piers of this kind, I have replied that it was contrary to the policy of the Government to appropriate public money for the accommodation of trade and commerce within a harbor.

Sir HECTOR LANGEVIN. This is a special case. There is here a line of steamers that is doing a great deal towards encouraging trade. This county has expended a large sum of money. I was there last summer, and they have changed the appearance of the place altogether. The other day a steamer sailed from Annapolis carrying 9,000 barrels of apples and 400 barrels of herring, and another steamer was to sail shortly after.

Mr. KILLAM. The hon. member for Gloucester is right in saying that this raises an entirely new principle in the construction of piers by the Government. Now, this is a splendid wharf and it suits the purposes of the Company exactly. It furnishes facilities to the counties on the Windsor and Annapolis Railway to ship their productions easily and cheaply. However, the real question is, whether it is the business of the Government to build the pier in a particular harbor to accommodate a certain business. The Canadian Steamship Company was incorporated last year, and everybody wished it success. They intended at that time to purchase or build steamships and run a line. Up to this time they have not done so, but they have chartered a number of steamers and have carried on, I believe, a successful trade. But the point is, whether the Government are justified in establishing a precedent which will enable them hereafter to assist any other harbors along the shore where it is necessary to have an outlet. For this reason I moved for returns concerning this pier early in the Session. I have the returns and I am quite satisfied the representations to the Government made by the individuals concerned are perfectly correct. They are no doubt patriotic individuals who are working for the country and making their own fortunes at the same time. The principle still remains to be decided whether it is in the public interest to build a pier of that sort in a particular harbor, as the hon. the Minister of Public Works says, to recoup the Company for the expenditure they have incurred, and thus serve a private company at the public expense. I have no objection to the expenditure, but let it be under certain restrictions. The hon. gentleman must remember that in consequence of this vote other places will be asking for similar favors, and no doubt will be getting them under some future *regime*.

Mr. HADDOW. Two years ago a petition came to the Government from a district called Charlo, in my county, asking the hon. Minister to build a pier in that neighborhood. I called upon the hon. Minister and he gave me to understand the terms on which they would build such works were that the people in the locality would be required to contribute half

the sum necessary for the construction. He told me that was the principle upon which they were building one in Bonaventure county, just opposite the county of Restigouche and on the other side of the bay. Last year I put the question to the hon. Minister and found that nothing was granted to us. In the county opposite, on the north side, two wharves have been made during the last year, and surveys have been made for five wharves altogether in that county, while in my county there has only been one survey made, which the hon. Minister ordered two years ago, but no money has been granted. Charlo is a station on the Intercolonial Railway, and while it would be an accommodation to the people in that neighborhood it would be an equal or greater accommodation to the people of Bonaventure, and I think the hon. Minister will find in his Department a petition from the people of Bonaventure asking that this wharf should be built at Charlo for their accommodation also. It is a matter worthy of the consideration of the hon. Minister of Railways, as well as of the hon. Minister of Public Works, to have a pier at that place which would, as I have shown, accommodate the people of two or three counties. There are also two other stations, New Mills and Jacquet River, on the Intercolonial in Restigouche, fronting on the Baie des Chaleurs, at which it is desirable in the interests of the railways and the public, to have piers erected. The distance across the Bay is but a very few miles, and the residents in Carleton, Maria, New Richmond and New Carlisle find it very inconvenient to cross the Bay in their boats to ship and receive supplies by the railway. The Minister explained to my hon. friend that the Government makes no distinction in favor of or against a county according to its representative. Bonaventure county, on the opposite side of the Bay, whose representative supports the Government, has had grants for three wharves and five surveys, while my county has had only one survey and no money granted, although it was surveyed two years ago. People can draw their own inferences from these facts.

Mr. ANGLIN. It is important to promote trade between the two sides of the Bay, and this could be largely promoted by establishing small piers at some points.

Mr. CASGRAIN. The item would be creating a very strange precedent, as I understand the wharf belongs to a private company.

Sir HECTOR LANGEVIN. I took care that when payment was made to the Company the wharf should not be an exclusive one for the Company but for the benefit of the country at large.

Mr. LONGLEY. I am very glad to find there seems an almost unanimous feeling in favor of the grant, and I am well assured the Minister has fully satisfied himself that the Company is deserving of it. In addition to the wharf it has nearly a mile of substantial railway, and the expenditure up to a certain period is \$30,442. The wharf in question has been thrown open to the public already. An iron steamer belonging to another line has already loaded there, and two vessels could have been loaded if the wharf had been prepared in time. Yesterday I read a telegram to the effect that a steamer is loading 9,000 barrels of apples for the English market. The trade which is likely to be opened out through the instrumentality of the Acadia Steamship Company will be worth thousands of dollars to the western part of the Province.

110. Harbors and Rivers, N.B. .... \$49,000

Sir HECTOR LANGEVIN. \$35,000 was placed in the Estimates for a breakwater at Negro Point, which has cost since 1874 \$280,000. At Port Hood there is to be a breakwater on the western side of the harbor, 300 feet in length and twenty feet in width, at a total cost of \$15,000.