

build cribwork because you cannot drive piles. The engineer informs me that in places where it is not exposed, to pressure from running ice pile work is just as good as cribwork.

Mr. LENNOX. What little experience I have had with pile work has gone to show that it is not very satisfactory. It slewed off to one side and became crooked.

Mr. PUGSLEY. I noticed when I was in Vancouver that the wharfs built there mostly by the Canadian Pacific Railway Company are pile wharfs and I think it is the same in New York.

Mr. R. L. BORDEN. Did the minister state what it would cost to complete it?

Mr. PUGSLEY. This will complete it.

Father Point—wharf repairs and improvements, \$4,800.

Mr. PUGSLEY. This is for repairs and improvements to the wharf at Father Point which have been urged very strongly by the resident engineer, Mr. Tremblay.

Mr. R. L. BORDEN. What was the revenue last year?

Mr. PUGSLEY. This has not been transferred to the Department of Marine. This is the wharf where the pilots leave to go aboard the ships.

Mr. R. L. BORDEN. Will this complete it?

Mr. PUGSLEY. It will complete all we have at present in contemplation. It may be before long there will be further work to be done.

Fort William—wharf on Ottawa river—re-vote of \$4,000 lapsed, \$5,000.

Mr. PUGSLEY. This is to make provision for the construction of a public wharf, freight shed and waiting room for passengers at Fort William on the Ottawa river in the county of Pontiac. This is a stopping place for the steamer running on the Ottawa river.

Mr. R. L. BORDEN. What revenue is expected from it?

Mr. PUGSLEY. I cannot tell.

Mr. R. L. BORDEN. Is it to be transferred?

Mr. PUGSLEY. I think this is a wharf which we will transfer and let the Department of Marine and Fisheries endeavour to make a lease with the steamerboat company.

Mr. LENNOX. Is it usual for the government to build a freight shed, or does the government frequently do that?

Mr. PUGSLEY. It is not out of the way to build a freight shed and shelter for

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passengers. If my hon. friend goes down the St. Lawrence he will find that the wharf at Murray Bay and the wharf at Tadousac both have sheds.

Mr. LENNOX. Built and kept up by the government?

Mr. PUGSLEY. Yes.

Mr. ARMSTRONG. Will this complete the work?

Mr. PUGSLEY. No, it will leave a balance of \$7,600. The total cost is estimated at \$12,600.

Mr. ARMSTRONG. What is the population of Fort William?

Mr. PUGSLEY. It is somewhere in the vicinity of 1,000. In the summer when the steamboat travel is on it is considerable. It is quite a summer resort, but it is also an important district for the shipment of agricultural and other products.

Mr. R. L. BORDEN. To what places do the steamers ply?

Mr. PUGSLEY. It is not far above Pembroke. I do not know just where the termini of the steamers are. There is a steamer running up and down the river which calls at Fort William.

Gaspé—deepwater wharf, \$50,000.

Mr. PUGSLEY. This is to make provision for the building of a deep water wharf at Gaspé. Gaspé is rapidly assuming a position of very considerable importance. It has been for years an important place, but it will become many times as important, I anticipate, by reason of the construction of the Atlantic and Western railway. That railway is being constructed at very large expense. A company consisting of English capitalists are investing somewhere in the vicinity of \$3,000,000 in the building of a railway. The railway will be completed during the coming year and it is proposed to construct a wharf, which of course is necessary for the accommodation of the steamers which are expected to come to Gaspé to make connection with this railway. I believe that Gaspé is open about ten months in the year.

Mr. HENDERSON. Where is Gaspé? Can you describe the location of this wharf?

Mr. PUGSLEY. If my hon. friend has not been to Gaspé he has a great deal still to live for.

Mr. HENDERSON. I have seen the Gaspé coast, but it is a mighty long coast.

Mr. PUGSLEY. Gaspé is right out at the extreme end of the peninsula.