

contract was justified in going to the expense of obtaining an option. There have been very few of these cases during my regime as Minister of Public Works. I should be very glad to get my hon. friend a complete list of such cases for some years past, and I think he will find that the department has adopted an absolutely uniform method in regard to all.

Mr. HANSON: I have no doubt about that, but it would be interesting to have a list of the cases.

Mr. ELLIOTT: I shall be very glad to supply that information. My hon. friend would not expect me to be able to give him the list offhand. This year there are not more than one or two other cases besides the Escuminac case and this one, and I think this is by far the largest.

Mr. CANTLEY: Would the minister be good enough to tell us how many tenders were put in for the work and what the amounts were?

Mr. ELLIOTT: The following is a list showing the tenderers and their amounts:

Chief engineer's estimate.. . . .	\$121,702 00
1. Munn and Shea, Limited.. . . .	110,942 00
2. Page Equipment & Construction Co..	121,786 60
3. Atlas Construction Co., Limited.	124,992 00
4. Onesome Poliquin—Jos Poliquin.	128,939 80
5. Joseph St. Jean—Albert Brouillet	139,998 00
6. J. Alphonse Lemay.. . . .	160,533 36
7. Weddell & Saunders.. . . .	174,321 00

Item agreed to.

Cap St. Ignace—wharf, \$20,000.

Sir GEORGE PERLEY: What county is this in?

Mr. ELLIOTT: This is in Montmagny county. The work is under contract.

Mr. HANSON: Is this the total cost of the work, or just a payment on account?

Mr. ELLIOTT: This is just the start. The work will cost in the vicinity of \$100,000.

Item agreed to.

Carleton—wharf extension, \$10,000.

Mr. HANSON: Is this in Bonaventure county?

Mr. ELLIOTT: Yes.

Mr. HANSON: Is this the total amount to be paid, or just a partial payment?

Mr. ELLIOTT: The estimated cost is \$24,000. This is just a start.

[Mr. Elliott.]

Mr. HANSON: What is the nature of the extension? They have a large pulp wharf there now.

Mr. ELLIOTT: This work has been requested by the residents of Carleton and has been urged by the engineer and by the member. In 1929, during a heavy storm, some of the fishing boats moored at the wharf were driven ashore and completely wrecked. The proposed extension will provide the required shelter at this harbour, which is the only port of refuge within a radius of eighty miles. There has been a remarkable and very substantial revival in the lumber industry due to the building of several large mills in the vicinity. This construction will increase the traffic greatly by water, as Dalhousie, St. Omer and Carleton are linked together by a local service and the wharfage accommodation is totally inadequate.

Item agreed to.

Caughnawaga—wharf repairs, \$1,800.

Mr. HANSON: This is the Indian village, is it not? Is there anything larger than a canoe landing at Caughnawaga?

Mr. ELLIOTT: There are two ferries. Some 45,000 vehicles are carried to and from this port annually.

Item agreed to.

Cloridorme—wharf, \$15,000.

Sir GEORGE PERLEY: Is this a new work?

Mr. ELLIOTT: Yes.

Sir GEORGE PERLEY: How much is it going to cost altogether?

Mr. ELLIOTT: The estimated cost is \$65,000.

Sir GEORGE PERLEY: Where is the place?

Mr. ELLIOTT: Grand Cloridorme is a large cove located in the centre of the municipality of Cloridorme, fourteen miles south-east of Grand Vallee and forty-nine miles from the terminus of the A. Q. and W. railway at Gaspé Basin. This work was requested in numerous petitions from the residents of the parish of Ste. Cecile du Cloridorme dating back to 1923, and is required to provide landing facilities for steamers and coasting schooners and to permit fishing boats to harbour here. The annual traffic amounts to approximately \$125,000.

Mr. HANSON: What county is it in?

Mr. ELLIOTT: Gaspé.