

and they have so far modified the plan as to reduce the cost of the proposed wharf by something like \$35,000. The wharf will be at the terminus of the railway company. The rails will be laid within 15 or 16 months. The railway has reached more than half way now, and next summer will reach Pabos. In 18 or 19 months the whole line should be in operation, and I can assure my hon. friend that they are building a splendid line. They intend to have steamers plying between England and Canada at Gaspé. As my hon. friend knows, the harbour of Gaspé is one of the finest in the Dominion. I have the authority of Commander Wakeham to say that the harbour is open for navigation for at least nine months of the year, some say ten months, and in some years during the whole year. When this railway is built and proper facilities are given to that steamship company, Gaspé will afford the shortest route between Canada and Europe.

Mr. AMES. There is no question as to the importance of having proper terminal facilities when the railroad reaches Gaspé. But I would like to know what is the government's policy now in connection with the terminus of a railroad line. We have just had it enunciated that at Doucet's landing it was necessary to build a new wharf to be occupied by a railway company. Now we are starting with a new proposition. Is the government going to build a wharf that this railroad will occupy.

Mr. LEMIEUX. Not exclusively.

Mr. AMES. Are they going to make an arrangement between the railroad and the government whereby they will divide the cost?

Mr. LEMIEUX. That would be a proper thing.

Mr. AMES. I would like to ascertain the policy of the government. Here we have, so to speak, a new proposition, with no entangling alliances and no vested rights. A railroad is coming down to the sea-board, and how is the cost of the terminal facilities to be borne? Is the government to pay for that, or will they make an arrangement with the railway company to pay for it mutually? If the wharf is built with public money, will anybody beside the railroad have use of it?

Mr. PUGSLEY. There is no hard and fast rule with regard to building wharfs for the use of railways. Of course, this wharf being built by the government, owned and controlled by the government, will be open to the use of the public equally with the railroad company. The same facilities will be given to whoever wishes to use the wharf. Speaking generally, a

Mr. LEMIEUX.

great deal depends upon circumstances. In the case of the Grand Trunk and the Canadian Pacific Railway, we are doing the dredging work for their new harbours at Tiffin and Victoria, while the railway companies are building the wharfs and other terminal facilities. We do the dredging, yet we feel that these companies, having now been in operation a good many years, are well able to build the wharfs themselves. In the case of the Grand Trunk Pacific at Fort William, which we regard as a part of the great transportation system of the country, we are doing the dredging and we are also building certain revetement walls which will be used as a part of the system of wharfage and for an essential part of the terminal facilities. There we will control in the interests of the public the wharfs and will have the right to say what tolls will be charged, and to give equal privileges to all vessels which desire to use those facilities. We think in the public interest we should do this. In the city of St. John, up to quite recently, the government has only done the dredging. The city of St. John and the Canadian Pacific Railway, but principally the city of St. John, has provided the wharfage facilities. The government is now building a wharf there which will be used in connection with the Canadian Pacific Railway. In many smaller towns we are building wharfs which are used in connection with railroads, but which are built at the government expense. At the city of Quebec we are building a new wharf upon the St. Lawrence and the St. Charles rivers in connection with the Canadian Pacific Railway, but the government is building that wharf at its own expense and will, subject possibly to an arrangement with the Quebec Harbour Commissioners, control the wharf tolls and the access of vessels to it in the public interest, so that there is no hard and fast rule, as I have said. In the case of Levis we have just bought a property with the approval of parliament for the purpose of constructing on the Carriere-Lane property a deep water wharf which will probably be used by all the railways centreing at Levis, the Delaware and Hudson, the Grand Trunk, the Intercolonial Railway and no doubt in a short time the Grand Trunk Pacific. We must be guided largely by circumstances, and I do not think it would be possible to lay down a hard and fast rule which would apply to all cases.

Mr. AMES. As we are always trying to do something in a better way than it has been done before, would not this be a good opportunity to test the best way in which there could be co-operation between the government and the railway company in the building of a wharf?