

to divert the landing place from Rimouski to Father Point, a large expenditure will be necessary, because you would have to extend the Intercolonial Railway at a cost of something like \$200,000 to afford the facilities which we now have at Rimouski.

Mr. PUGSLEY. The hon. member (Mr. Ames) is aware that we have dropped an amount from the estimates and are only asking for \$1,000 for Father Point. The Postmaster General (Mr. Lemieux) I think, has in mind only a part of the cost of the works. The cost is estimated at a minimum of \$250,000, and it may run to \$750,000 before the work is finished. I regretted that I was obliged to drop the amount, but we had to do it in pursuance with our policy of retrenchment.

Garthby—wharf on Lake Aylmer, \$500.

Mr. PUGSLEY. This is to construct a roof over the head block of the landing pier.

Mr. BLAIN. Would the minister give us some information about this work?

Mr. PUGSLEY. A landing pier has been built at Garthby, on Lake Aylmer, the total expenditure, including the amount now asked for, being \$5,178.30. This is to put on a roof for the shelter of the people who come to take the steamer.

Mr. BLAIN. Is there any revenue from that wharf?

Mr. PUGSLEY. I am not sure whether it has been transferred to the Marine Department or not.

Mr. BLAIN. What is the policy of the government with respect to transferring these wharfs? Are they transferred as soon as completed?

Mr. PUGSLEY. Not always. The policy is, generally speaking, to make transfers to the Marine Department, but in quite a number of cases, ever since the government has been building wharfs, there has been an objection to transferring the wharfs to the Marine Department, for that would mean that tolls would be collected from the farmers and others, who would find it burdensome. Owing to the hardship involved and the pressure brought to bear, it has been urged on the department to delay making the transfer. That is true of all governments, ever since confederation. I know some cases where wharfs were built twenty years ago and have never been transferred to the Marine Department. I may say that the Minister of Marine and Fisheries and myself have been conferring upon the subject, and endeavouring to arrive at some rule for the use of these wharfs at which small business is done. We think it would be well to take power to make an arrangement with the steamboat companies which

come to the wharfs that they should pay a small wharfage sufficient to keep the wharfs in repair, so that the department will be saved the necessity of exacting tolls from farmers and others in respect to top wharfage. The House may be asked to consider a Bill which will give power to the Department of Marine to enter into arrangements of that character. But it is only after the wharfs are transferred that wharfage can be collected.

Mr. BLAIN. What is the population?

Mr. PUGSLEY. Between 300 and 400.

Mr. AMES. Can the minister tell us whether there is any steamer on this lake doing business?

Mr. PUGSLEY. Yes.

Mr. AMES. For how much of the year does the steam ferry service run?

Mr. PUGSLEY. I know there is a ferry running between Stratford and Garthby, I presume during the ordinary season.

Mr. AMES. It is built principally for summer residents, is it not?

Mr. LEMIEUX. Lake Aylmer is frequented by a large number of tourists.

Mr. BLAIN. Before this work was commenced, did the minister send his engineer to report upon the necessity of the wharf?

Mr. PUGSLEY. It was undertaken before I became minister. But there was a report from the engineer on the 15th of January, 1907.

Gaspé—deep water wharf, \$10,000.

Mr. AMES. How much does the minister intend to expend at the terminus of the new railroad at Gaspé?

Mr. PUGSLEY. I cannot give, with any degree of accuracy, an estimate of the cost. We propose to make a careful examination, and then see how much it will be necessary to build at first in order to give the needed accommodation to the railway. Just how much would be expended, evidently would depend upon the extent of shipping and the extent of accommodation which will be required.

Mr. LEMIEUX. A few days ago I met the engineer of the railroad company. He had prepared a plan and submitted it to the Department of Public Works, for a wharf which was going to be the terminus of the railway. According to that plan his estimate of the cost would be something like \$75,000 to \$80,000. I told the engineer that the railway company need not expect that the government would spend so large an amount of money for the terminus of the railway. I understand he has since had an interview with the engineer of the Public Works Department,