

tial wharf. Chicoutimi is an important town.

Mr. ARMSTRONG. How many thousand inhabitants has it?

Mr. GIRARD. Five thousand.

Mr. LENNOX. It seems to me this expression 'harbour improvements' hardly conveys to the committee the idea as the minister has explained it. I think that members of the committee generally would not get from the word 'harbour improvements' the idea of the construction of a wharf alone. I think that, in such a case, the department would be treating the committee with more candour if it asked for a vote for a wharf. When we speak of 'harbour improvements' we think of such things as are going on in the harbour of Montreal. But where there is a wharf and nothing more, it should be called a wharf, and then the committee would know better what is under discussion.

Mr. PUGSLEY. We are not adopting a new plan in this matter. The Quebec harbour improvements include dredging and wharf building, and the same at Montreal. Take the case of St. Andrew's rapids, on the Red river—we speak of the works there as 'improvements'. At Chicoutimi, this work has been carried on from time to time, and it was thought that under this heading it would be easier to give the committee information as to all the expenditures in this harbour.

Mr. LENNOX. I thought I had expressed myself with a reasonable degree of clearness. Perhaps the minister was not listening. He said about what I said. If there is a variety of improvements, I do not object to the word 'harbour improvements'; but where there is nothing but the making of a wharf, I think that the committee would not expect to find the work described by the general term. It would strike one that \$55,000 was a large sum for a wharf, but one would be less apt to question such an amount spent in the general improvement of a harbour.

Mr. R. L. BORDEN. Is this an old wharf or an entirely new structure?

Mr. PUGSLEY. This is a recent structure.

Mr. R. L. BORDEN. The minister spoke of an old wharf.

Mr. PUGSLEY. The original government pier—yes. Some repairs have to be made upon it. This work is an extension of the government pier.

Mr. R. L. BORDEN. The minister is repairing the old portion and extending it?

Mr. PUGSLEY. Yes.

Mr. PUGSLEY

Mr. ARMSTRONG. Would the minister give us the size of the pier and the material of which it is made?

Mr. PUGSLEY. The work is the inclosure of a lot 500 feet long on the river front with a mean width of about 190 feet, opposite the Coté, Boivin Company's property on the lower side of the present government wharf. It is being constructed with 50 feet on its outer face on the side of the bridge, and 15 feet high above low water. A retaining wall open face, ballasted crib-work, 31 feet in depth, extending 500 feet down stream in a westerly direction nearly at right angles to the old pier. Then the area which is inclosed on the north and east side by the new retaining wall is to be filled in with material from the river bed by dredging 15 feet at lowest water in front of the retaining wall. The Richelieu and Ontario Company's steamers run there. There is a pulp mill at Chicoutimi which ships its products to Europe. We are gradually deepening the Saguenay so that ocean vessels will be able to go right up to the wharf. The property upon which this is being built is owned by the government.

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

Mr. PUGSLEY. My hon. friend who represents Chicoutimi and Saguenay (Mr. Girard) tells me it was about \$2,000 last year.

Mr. R. L. BORDEN. Perhaps the hon. member would tell us why it is necessary to make this large extension?

Mr. GIRARD. The Quebec and Lake St. John railway runs to Chicoutimi and discharges its freight on the wharf. A great deal of freight from Quebec to Montreal is transferred on this wharf, because the rates of transportation are not as high as they are by railway. Chicoutimi is the railway terminus.

Mr. R. L. BORDEN. Is there a transfer of the traffic made there from railway to the boat?

Mr. GIRARD. Yes.

Mr. R. L. BORDEN. And the traffic is increasing?

Mr. GIRARD. Increasing every year. There are several lumber companies operating there, all using that wharf in the summer time.

Mr. R. L. BORDEN. Will this complete the work?

Mr. PUGSLEY. No; it is expected it will take about \$9,000 more.

Cap de Chatte—extension of training pier at mouth of river—revote of \$2,000 lapsed, \$2,000.