

represented by their mayor and town council on several occasions.

Mr. BLAIN. That is a very good explanation except for the fact that the town council and mayor are all or nearly all in the employ of the Dominion Coal Company.

Mr. JOHNSTON. I must again correct my hon. friend; I am bound to say that, knowing as I do the source from which he gets his information, I will give him the correct information in regard to it.

Mr. BLAIN. I would like the hon. gentleman to give us the correct information. Is the mayor of the corporation in the employ of the Dominion Coal Company?

Mr. JOHNSTON. No.

Mr. BLAIN. Was he last year or a year or two ago?

Mr. JOHNSTON. Yes, he was.

Mr. BLAIN. What about the town council at the present time?

Mr. JOHNSTON. There may be one or two members of the town council at the present time in the employ of the Dominion Coal Company. As nearly as I can recall there is one member of the town council of Glace bay in the employ of the Dominion Coal Company, but I want to assure my hon. friend that there is no member sitting at the town council board of Glace Bay one whit more independent than is the member who is in the employ of the Dominion Coal Company. In the consideration of this matter they were actuated simply by a desire to meet the views of the citizens generally of Glace Bay.

Mr. DANIEL. It seems unusual to have a harbour in the control of a private company. How did the coal company become possessed of Glace Bay harbour?

Mr. JOHNSTON. The harbour was originally constructed by the Glace Bay Mining Company, one of the companies absorbed by the Dominion Coal Company in 1893. The harbour was constructed by the Glace Bay Mining Company a good many years ago, and when it sold all its rights and properties to the Dominion Coal Company the harbour was part of the assets. Originally there was only the mouth of a small stream that runs into the ocean, and at very great expense the Glace Bay Mining Company dredged it out. As to \$38,000 representing the expenditure made by the Dominion Coal Company, they are obliged under their contract with the government to dredge the harbour and keep it dredged, which represents a very considerable additional expenditure to the \$38,000.

Grand Etang—repairs to and part reconstruction of channel protection works, \$2,800.

Mr. FOWLER. In what county is this?

Mr. FISHER. Inverness.

Mr. AMES. Who is the owner of the bridge that has been built across this pond?

Mr. FISHER. The government.

Mr. AMES. Is it customary for the government to own a bridge across a creek, the bridge being portion of the highway?

Mr. FISHER. The creek was enlarged by the government there and it was thought they should build a bridge.

Mr. AMES. In such a case is it not desirable that the bridge should be dedicated to the provincial government who has the duty of keeping the highway in repair? Should not the maintenance of the bridge be with the provincial authorities, as the rest of the roadway is?

Mr. FISHER. The bridge is our property, but, without knowing more about the case I am not prepared to express an opinion on whether it would be better for us to keep it under our own control, or to hand it over to the municipal or provincial authorities.

Mr. McLENNAN. The harbour of Grand Etang is navigable beyond this bridge, and I think the government should retain control of the bridge in order to secure the navigation of the harbour.

Mr. FOWLER. The argument of the hon. gentleman (Mr. McLennan) does not hold, because I can point out to him that the St. John river is navigable beyond the bridges crossing it, but these bridges were not built by the Dominion government. There are cases in the province of Quebec, notably the Disraeli case where the Dominion government have built bridges. In that case they did it under the pretense of calling it a wharf, but it was built in a cow pasture and could not be a wharf. Outside of the province of Quebec this is the first instance I know of, where the Dominion government built a bridge of this kind. But the hon. member for Inverness has influence enough with this government to induce them to go outside of their proper sphere and to build a bridge which certainly should have been built by the municipal or provincial authorities.

Mr. FISHER. The St. John river was there before the Dominion of Canada came into existence, but in this case it was by reason of dredging out to make a harbour that the government of Canada made a bridge necessary.

Mr. FOWLER. The river was there, but if you dredge it out and deepen it, it does not necessarily make it any wider. The space has to be crossed by a bridge whether the water is six feet or sixty feet deep, so that the dredging out cannot place any responsibility on the Dominion government to build the bridge.