

West Head (Cape Sable island)—wharf, \$5,000.

Mr. FISHER. This is a new wharf.

Mr. BENNETT. What will the total cost be ?

Mr. FISHER. \$8,500.

Mr. BENNETT. Has the site been purchased ?

Mr. FISHER. It will have to be either purchased or given by the proprietor, but I have not information as to the selection of a site here, I shall bring it down. This is in Shelburne and Queen's. The contract has not been let so I suppose it is by day labour.

Yarmouth harbour—improvements, \$10,000

Mr. BENNETT. What is the nature of the improvements ?

Mr. FISHER. This is to continue dredging in the harbour at Yarmouth.

Mr. J. D. REID. What dredge is doing that ?

Mr. FISHER. The 'Canada.'

Mr. SPROULE. Why did you not use any of the money voted last year ?

Mr. FISHER. There was dredging done there last year by the 'Canada' but it was paid out of what was called the general dredging vote.

Mr. BENNETT. Was the 'Fielding' working in there ?

Mr. FISHER. She was not in Yarmouth, she cannot work there ; she is too large for that narrow channel.

Mr. BENNETT. Where is this work ?

Mr. FISHER. It is in the channel from Yarmouth town to the sea ; the channel is tortuous and needs to be deepened, widened and straightened.

Mr. BENNETT. Is there any government dock there ?

Mr. FISHER. No, I expect there is not, they are company docks.

Mr. LAW. There is no public dock in Yarmouth, they are all owned by private individuals. The entrance to Yarmouth harbour is one of the most circuitous channels in Nova Scotia, and it is one of the most important ports. I am sorry the vote is so small, it should be \$100,000 at least. There are more first-class passengers handled in Yarmouth than in any other maritime port in Canada, which is saying a good deal. There is a daily line of boats in summer between Yarmouth and Boston and also between Yarmouth and New York. One of those lines last year carried over 70,000 passengers. There has been a line of boats between Yarmouth and the United States for the past fifty years ; they have been improving in size each year

Mr. FISHER.

and now we find the very fine boats owned by the Dominion Atlantic Railway Company are too small for the trade. They have gone out on some occasions with 1,100 passengers on board, and they are drawing every inch of water which the harbour will permit.

Mr. BENNETT. How much water is there at this point ?

Mr. LAW. About thirteen feet at low water. This is to cut off two points, the channel turns at right angles and this is to make the navigation more easy for vessels going in and out. The Dominion Atlantic Railway Company's line ends at Yarmouth and connects with their line of steamboats. During the last year Messrs. Mackenzie & Mann have completed their line of railway along the south shore and in December last the line was opened to Yarmouth. We are in hopes they will make Yarmouth the terminus, in which case they will want a line of boats to the United States. We have not accommodation now for any more business than we are doing, and if the department does not improve Yarmouth harbour and give us dredging and better shipping facilities, Yarmouth must go back to a third or fourth rate port. I wish to draw the attention of the government and of the department to this, and hope that they will see their way clear to take into consideration this port and its claims and give Yarmouth the harbour facilities to which it is entitled. With both of these railways centering there I consider that we are entitled to far more work than the government has given and hope that in the near future the amount for dredging there will be largely increased. I might say, in connection with the steamboat services that the Dominion Atlantic Railway that they now have four boats, but they find them too small for the business and are considering building larger boats. They sold one last year and will sell others provided there is sufficient accommodation for larger boats to go in and out, but on many occasions at low tide the boats from Boston have had to wait for the tide sometimes for an hour, and with four or five hundred passengers on board that is not what it should be. The passengers get uneasy, find fault with the steamship company, and are perhaps led to travel by some other route. Boats leave Yarmouth at night and arrive at Boston the next morning in time for breakfast and this makes the shortest route between Nova Scotia and the United States and is bound to be always an important port. It cannot be otherwise if the government properly improve the harbour facilities.

Mr. BENNETT. The hon. gentleman's application is one that has a good deal of merit. Here is a case that will certainly commend itself to the House. He has said that there is so much business that private capital has invested money to construct docks ; we are not told how many, but there