

interested in the progress and welfare of this country.

I understand however by the explanations given by the hon. minister that the law only provides for the construction of roads, and that no provision is made for the construction of bridges. Being greatly interested in a project which is already quite old, namely: the construction of bridges between Ste. Anne de Bellevue, Isle Perrot and Vaudreuil, I beg to ask this honourable House to allow me to draw its attention to this most urgent improvement. It is assuredly a good practice to construct roads, but this practice will always be incomplete if no bridges are built over the rivers which have to be crossed to travel on the highways. And in order to give a better explanation to my statement, I will quote the following extract from the report of the Montreal resident engineer of the Department of Public Works, dated 1st April, 1913, on these projected bridges:

"Communication by a great highway between the Island and the city of Montreal to Ottawa and Toronto and intermediate points cannot be accomplished without the construction of these proposed bridges.

"The work in question, although not strictly a national enterprise, has surely a character of general interest and can be considered as a federal work, taking into account of the great interest engaged in the province of Quebec and Ontario."

This question of the construction of the Isle Perrot bridges is not a recent one. During the session of 1910, a delegation composed of eminent citizens of the counties of Vaudreuil and Jacques-Cartier came to Ottawa, met the then Prime Minister, the late Rt. Honourable Sir Wilfrid Laurier, and urged the construction of those bridges; the citizens of Isle Perrot specially had shown the essential importance of this means of communication with the mainland. I am in a position to say what happened on that occasion as I was at the head of the delegation. We obtained a most satisfactory answer from the Prime Minister, and the delegates returned home hopeful. Afterwards, an interview was granted to me, by the Prime Minister, who gave me reason to believe that, at the coming session (1911)—the matter would take on a more cheerful appearance. From then on, I decided to press the matter before the Government at the following session; I spoke to the then member for Jacques-Cartier, the late Hon. Mr. Monk, who was equally anxious to see that the construction of these two bridges was carried out, owing to the fact that our constituencies were adjoining and separated by the Ottawa river. The hon. member for Jacques-Cartier who became,

afterwards, Minister of Public Works, promised me, with enthusiasm, his co-operation which was to be of a great help to me in Parliament, when, suddenly, Parliament prorogued.

Then the elections of September 1911 brought a change of Government. Before the following session, 1911-12, I had reason to believe, for some time at least, that hope was not lost. Seeing that Mr. Monk had been appointed Minister of Public Works, I felt sure that he would not forget the hearty co-operation that he had promised and that he would give new life to the matter, and I am bound to think that if this gentleman had lived longer, the project would be much further advanced than it is to-day.

I can safely assert these things, as, on several occasions he had given me the honour of a hearing with respect to it. Under date of the 23th August, 1912, Hon. Mr. Monk wrote as follows to the Prime Minister of Quebec asking to what extent his Government was willing to contribute towards the constructions of the two bridges:

The need has been felt long ago for a bridge connecting the Island of Montreal to Ste. Anne de Bellevue, and another between Ile Perrot and Vaudreuil, allowing continuous travelling by foot and conveyance from the great centre of Montreal to the main road leading from the Province of Ontario to Vaudreuil. The most convenient place for the construction of these two bridges appears to be near the Canadian Pacific Railway and Grand Trunk Railway bridges which cross the Ottawa River at Ste. Anne de Bellevue and Vaudreuil.

The construction of these bridges or connections would be less expensive were they laid between the two existing railway bridges at the above named localities and supported by their pillars. Estimates of railway engineers which I have obtained providing proper passage and a swing bridge above the Ottawa River at Ste. Anne would cost approximately between \$200,000 and \$250,000.

My aim in writing is to ascertain if your Government would contribute half the cost of this improvement so necessary to the need of the population of Montreal and outskirts. Not being a provincial one in its nature and character, I would recommend to the Federal Government the granting of a subsidy covering half the costs, provided the Provincial Government undertake an equal proportion. While the Federal Government only subsidizes inter-provincial construction or other works of a national interest, it would, I think, in this instance in view of the importance of the undertaking and the general convenience resulting from it, feel favorably disposed towards this suggestion. The preparation of the estimates for the ensuing year being under way, I would respectfully request an answer at an early date.

Now, Mr. Speaker, you will readily realize, as stated by Mr. Monk, that the Government was then inclined to give the pro-