

tem, which began before we had the great question of transportation thrust upon us, and which the Conservative government we must admit for a long time after confederation carried on, of putting up these little public buildings throughout the country, we will never be able to provide for the needs of transportation in Canada. I do not know how it is in the other provinces; I suppose it is the same; but in the province of Quebec the first thing a member elected to support the government thinks of, is getting a public building or a wharf in his county, no matter whether that public work is necessary or not, and he will put it in a place where he got a majority or where he expects to get one. The funds of the country go for such purposes. I do not want to take up these items for Quebec one by one, but I can say that beyond question more than one half of them are intended for that very purpose. For instance, my young and active friend from Berthier (Mr. Ecrement) no doubt has a wharf for his county.

Mr. ECREMENT. No.

Mr. MONK. Well, he must have a public building; he could not escape having one or the other. I notice that in many instances we are putting up wharfs for the Richelieu Company; we have been doing that for some years, and I do not know if the government has any arrangement with regard to these considerable structures we are building for that company. I think it was our industrious friend (Mr. Ames) who last year got an estimate of what the revenues are from these different wharfs we are constructing, and I think it was found that we sometimes spend \$10,000 on a wharf from which there is no revenue. In the same way we have in a small town a post office which serves its purpose and which costs us only a few hundred dollars a year, but we erect a large public building costing \$25,000 from which there is no revenue commensurate with the expenditure. We will never be able to carry out the system of transportation outlined by the commission until the government has the courage—and I venture to say such a government would have the support of the whole province of Quebec—to say, we will have done with these little recompenses here and there to please members who do not see beyond the limit of their counties. When the government comes to that conclusion then we will have the Georgian Bay canal and proper transportation facilities afforded for the trade of the country, and I believe the people would endorse a government that is courageous enough to take that stand.

Mr. PUGSLEY. My hon. friend (Mr. Monk) has caused me a great surprise when he says that he will not criticise any

Mr. MONK:

public work in the province of Quebec, because if he did so an opponent would go into the constituency and charge him with having tried to prevent the erection of a public building.

Mr. MONK. That is the fact.

Mr. PUGSLEY. If my hon. friend were a young and timid member, one who had grave doubts as to his strength and influence with the people of his province, I could understand him taking that attitude, but for an old and experienced parliamentarian, the first lieutenant of the leader of the opposition, the leader in the great province of Quebec, for him to decline to give the Minister of Public Works the benefit of his judgment on these various works for fear it would injure him and his party in a particular constituency, that gives me the surprise of my life; I am amazed.

Mr. MONK. I do not think the minister has put it exactly as it should be. The trouble is this: If, for instance, I want to know why there should be any expenditure on a wharf at Isle Verte, and if I inquire about the traffic in connection with the remarks I made a moment ago as to the continued delay in carrying out our scheme of transportation—and I have made protests every year almost in the same terms for many years—then my hon. friend from Berthier, if the criticism applied to his county, would go down next Sunday and denounce me as a fanatic for endeavouring to deprive his county of necessary improvements. I do not think my right hon. friend would say that I proposed as an alternative a work which would be of great advantage to the whole Dominion and to the whole of the province of Quebec in particular, and it is very disagreeable that one should be denounced in that way for making a perfectly legitimate criticism. No man in his senses who has studied the problem of transportation would say that it is better for us to spend annually three-quarters of a million dollars on these little two-penny-half-penny works when we could with that money provide for a great national scheme.

Mr. PUGSLEY. Which of these works do you designate by that happy expression of a two-penny-half-penny work?

Mr. MONK. Ah, the minister is always setting a trap for me to fall into. Now, although I may be exposed to criticism I might take the liberty of asking why we want these landing piers at Lake Massiwiippi, it is an inland lake to which American tourists come in the summer.

Mr. PUGSLEY. We are now at Becancour.

Mr. MONK. Well, what is the urgency for a wharf at that ancient seignorial or