

ernment as to who will have the most influence and get dredging done in his county. Whether the dredging is really necessary is a matter of very secondary importance. Whether it will enter into the scheme of transportation, is not considered at all. The only thing thought of is who can exert the greatest influence to have it done in his own county. You will find one place in the St. Lawrence where last year the government spent between \$28,000 and \$30,000 dredging a channel across the river, through the soil under the river, and on account of the current the channel fills up as quickly as it is dredged. Ask the people on either side: What about this channel that is being dredged? They smile and they will tell you it is being dredged, but it fills up just as fast again. Everybody knows that a channel across the St. Lawrence in the vicinity of Lake St. Peter, where the soil is extremely soft, must fill up at once, but the government will go on dredging there as long as people have influence to get it done.

Mr. PUGSLEY. Will my hon. friend state where that is?

Mr. MONK. No, but I will tell it privately to my hon. friend. I do not want my criticism to be taken down into that county and be tortured into an opposition by me to public works in the province of Quebec. But I would be glad to inform the minister privately of the circumstances connected with that political piece of waste and extravagance.

Mr. PUGSLEY. I am sincerely desirous of finding out whether any work is going on which is not required in the public interest. If I can find any evidence of that, I will stop the work. When my hon. friend refers to an important matter like that, done in the channel of the St. Lawrence, he ought not to have the slightest objection to making it known.

Mr. MONK. No objection whatever, and I will give my hon. friend the information with pleasure. In other parts of the country, you will find dredging done in small rivers, where there is really no call for it. You will find dredging done around some island belonging to an influential proprietor, in order to make his island larger, and fill up the space around it. You will find dredging done at considerable cost to the country in order to facilitate the approach to the private ice house of an ice dealer in a favoured locality.

Mr. PUGSLEY. Where is that being done?

Mr. MONK. I shall give the information with pleasure, and my hon. friend can verify it. You find dredging done in these localities by these contractors who are on the most friendly basis with the sitting

Mr. MONK.

member, who have obtained the contracts for them. They make the sitting member presents and treat him well and they are always together. I mention these facts—why? Because if my hon. friend is sincere, if we are to go back to the suggestions of the transportation commission, there is most important dredging to be done which cannot wait, if we are going to compete with our neighbours to the south. It is often alleged that we have a thirty foot channel from Montreal to Quebec. A thirty foot channel is one of the improvements most impressed on the government by the transportation commission. If we are going to solve the problem of transportation from Montreal to the sea, the commissioners consider it very important that we should at once have a thirty-foot channel. I have heard it alleged by the Minister of Marine and Fisheries that we have that at present. I doubt that statement. I do not say that it was not made candidly, but from what information I have gained from experienced men, pilots and others interested in shipping, there are several points between Montreal and Quebec where it is by no means certain that we have that depth at low water. Therefore, I say that, with the increasing size of ships, it is most necessary for us to carry out the suggestions, and, if we have dredging to do, it must not be done to advance private interests, it must be done at the points where it is so urgently needed. There are two points between Montreal and Quebec where the channel is very narrow, as is pointed out in the report of the commission. Large ships sailing through these parts of the river, even if a fog supervenes, cannot cast anchor, for, if they do that, the ship will turn and there is no room to allow it to turn in safety. Consequently they must go on and trust to luck and the signals. And accidents have occurred there on that account. It seems to me that the suggestions of the Transportation Commission ought to be heeded first and foremost. Why? Because the rates of insurance are against us as compared with those of American ports, and this is precisely on account of the difficulties which, I say, we can eliminate promptly if we reserve for these expenditures the money which we spend uselessly elsewhere.

In the same way, if my hon. friend will take the trouble to ascertain, he will find out that we are paying a great deal for dredging in the Ottawa river, which, I think, could be done in a better way if we keep in mind that the Georgian Bay canal has been investigated and recommended as a work of national importance, and dredge where it will be useful for that channel, instead of dredging to suit the convenience of political favourites and members of parliament who do not take the trouble to investigate these large ques-