

will be an absolute need of a first-class wharf at that city. I hope the government will take into consideration the idea of building a wharf there. I do not approve of the idea of the government taking over an old wharf. I think it is a mistake. If the government is going to do anything in the way of assisting the people at Aylmer to have a wharf it should be a new construction altogether because then the country would likely get value for the money. Spending money on repairing an old wharf will never give as good a result as the construction of a new work. I hope the minister will not forget Winnipeg.

Mr. PUGSLEY. If Winnipeg makes application to the department for a wharf it will receive very careful consideration.

Bécancour river—wharf near mouth—revote of \$5,000 lapsed, \$8,000.

Mr. MONK. What is this wharf to be used for?

Mr. PUGSLEY. It is to be used in the ordinary way for river steamers. It is in the county of Nicolet and the wharf is near the mouth of the river.

Mr. LEMIEUX. I remember the circumstances connected with this wharf. My hon. friend from Jacques Cartier is aware that the Delaware & Hudson Railway Company has built as far as St. Clement in the county of Lotbinière and it has built a branch to the wharf at Bécancour. It is in order to take timber coming from the St. Maurice river that it has extended its line to Bécancour. The Delaware & Hudson does a big business in timber which is exported to the United States. That is the reason the wharf is being built.

Mr. MONK. I do not like to enter into a separate criticism of each of these public works because this is the system sometimes adopted in the province of Quebec: You ask why is a wharf required at Bécancour in which an expenditure of \$8,000 is involved. The next thing you know is that you are denounced in the locality for having objected to the construction of a wharf through some particular animosity to that particular locality. You are very fortunate if you escape being taxed with being opposed to the rights and religion of the province. That is my experience. We are told every year that the construction of great and necessary works is deferred because there is no money. Quite lately we were told by the Prime Minister that it would be perfectly impossible to begin the construction of the Georgian Bay canal because there is no money and when we speak of the equipment of our principal port, which has been recommended by the Transportation Commission, which everybody admits is necessary and which is

clamoured for by the commerce of the country, we are told the same thing. We have here a lot of small works half of which are absolutely useless—no use whatever.

Mr. PUGSLEY. Including this?

Mr. MONK. I do not mention any particular work—oh, no—but I have little doubt that Bécancour itself would be twenty times more benefited if the national port of Quebec were properly equipped and the Georgian Bay canal were begun. I say that with respect to Bécancour itself, and I know something more about that particular locality than my hon. friend the Minister of Public Works does. Every year this government has systematically laid aside the completion of these great works. Why? For the purpose of patronage, for the sole purpose of putting up small works in little places to gratify some local man who wants a contract—

Mr. E. ROY. Where?

Mr. MONK. Where is my youthful friend?—wanting to get me to say that this is an instance. I see there are a great many wharfs in the county of my hon. friend the Postmaster General—a great many. If I were to say that putting up a breakwater at L'Anse des Femmes or Descente de Femmes, or some such place, was not justified, I would be denounced there next week. But, that is what we do every year. Young members want to put up a little public building and mark their names on the door of some post office at a cost of \$10,000 or \$15,000 which is absolutely not needed at all. Or, they want to dredge a channel across the river, as they did \$50,000 worth of dredging across the St. Lawrence at Batiscau. Go down to St. Pierre-les-Becquets and ask the people and they will tell you that they cannot understand what the government is doing it for. They are dredging in quicksand across the river and as fast as they dredge it fills up. If they kept on dredging for generations they would never make a permanent channel there. That is what they told me when I went there. If the government were to take the people of my own province and of other provinces into their confidence and say: Look here, we have finished spending \$8,000, or \$9,000, or \$10,000 here and there on public buildings which are not required, or on wharfs which are never used, and we are going to do something better than that, we are going to build the Georgian Bay canal and develop those immense undertakings connected with a line of national communication, the result would be much better for the country at large. But, what is more than that, if we carry out the recommendations of that commission, the benefit will spread for a distance of 100 miles around Montreal, and for 100 miles around Quebec. If you continue this sys-