

passage between the two railway bridges could be done at a reasonable price.

The Minister of Public Works (Mr. Carvell) has before him all the estimates and plans,—but according to the new law the Minister of Railways (Mr. Reid) is also concerned in this question, as he has under his control the Public Highways' regulations. The main sketches are drawn and the minor ones are easily made. There is only one thing to be done by the Government now, viz.: To provide the necessary appropriations for the enterprise. According to the Good Roads resolution the Government has the right to question the mode of expending subsidies granted to the provinces. It seems to me that this is the proper time for the Government to take up this proposed construction of bridges with the Quebec Government and to arrive at an immediate solution of this long-standing problem. The Provincial Government of Quebec must contribute with the Federal Government in the construction of these bridges, but in what proportion? There is already a law authorizing the Quebec Government to make a payment of 33½ per cent of the cost of bridges of relative importance. Nevertheless, I understand that the Ile Perrot bridges do not come under this category, because the budget of the province of Quebec for the construction of bridges in the whole province is much smaller than the amount requested for the construction of the Ile Perrot bridges. I am positive, however, that the Quebec Government is ready to do largely its share. A very short time ago, the Hon. L. A. Taschereau, Minister of Public Works at Quebec, from his seat in the Legislature, reiterated the good intentions of the Quebec Government towards the project to Mr. A. Pharand, M.L.A. for Soulanges, Mr. H. Pilon, M.L.A. for Vaudreuil, and Mr. Henry Miles, M.L.A., Montreal-St. Lawrence, who had raised an interesting debate upon this matter. In many instances it was said that the municipalities of the counties of Vaudreuil and Soulanges should contribute to the construction of those bridges. I do not think it would be fair to make such a demand upon the municipalities affected, especially when these municipalities would not be alone to benefit by those two bridges. The municipalities of the counties of Vaudreuil and Soulanges, for example, should not be accused of parsimony if they ask the two Governments to pay the entire cost of those bridges, especially when each of these two counties, with a total population of only 20,000, spent nearly \$1,000,000 for the construction of their roads, and their expenditure to

[Mr. Boyer.]

complete this improvement will amount to \$1,500,000 three years from now. I consider that this effort made towards the progress of good roads by these two counties should be considered as a very large contribution in the construction of those bridges. By the construction of those bridges, the traffic on the whole of this country will be far more considerable, and consequently, the maintenance of the roads will be more onerous. The population of my region is well disposed to make all reasonable sacrifices, but on the other hand it would be hardly fair to expect them to make too many sacrifices, especially when so many of the population of Quebec and Ontario, and others, will share the benefit. In my humble judgment it would be unjust to expect the local municipalities to bear a part of such an expenditure. The people understand that the construction of the Ile Perrot bridges can not be considered as being a question of local improvement useful only to those residing in the vicinity, and they claim it to be an enterprise of national advantage in which the two main provinces of the Dominion are interested. I submit that the Government should give due consideration to the claims of the people of my region when this matter is before them. I would not say that the municipalities of the counties of Vaudreuil and Soulanges, in order to hasten the construction of those bridges, would refuse to guarantee a certain amount of debentures, which would be payable by a sinking fund taken out of the yearly revenue of the bridges; but, in this case, these bridges would become toll bridges until full settlement of obligations. I might add that the Victoria Bridge is a toll bridge.

The cost of those bridges will amount to \$300,000 or \$400,000. Suppose the Federal Government pays half of it, the Quebec Government two-thirds of the balance, and the municipalities one-third. In such a case those bridges could be constructed and administered by a commission composed of one representative from each Government, one representative of each interested municipality, one representative from each of the important public bodies of the city of Montreal, and one representative from the counties affected. This commission should exist in virtue of a Statute and would be in every way responsible to both Governments. In other words, this commission would serve as a connecting link between the two Governments and as an intermediate agent between those Governments and the municipalities. But this organization would be necessary only if the Govern-