

Sir HENRY DRAYTON: I really do not think it is fair to the hon. member (Mr. Pelletier) that he should not be allowed to make his speech on this subject. I think we should hear from him. He is the only one who can possibly give any justification for this vote.

M. PELLETIER: Monsieur le président, je remercie mon honorable ami de m'avoir invité à discuter l'item 438. Je dois vous dire qu'il est certainement de l'intérêt, non pas uniquement de Matane, mais aussi de toute cette région, que ce montant soit voté, afin de venir en aide à la population non seulement de ce district mais même à celle de la côte Nord.

Mr. Chairman, three years ago we had a vote for this work. There was a revote two years ago, a revote again last year, and part of this is a revote. I have already stated that this work is in the interests of my district as well as in the interests of the north shore. My right hon. friend states that it is only in the interests of the Hammernill Paper Company. I do not agree with him.

Mr. MEIGHEN: Does the hon. member say on the north shore?

Mr. PELLETIER: I state that companies are operating on the north shore, and they want to have their goods come through Matane. Everybody knows, except my right hon. friend apparently, that Matane existed before I came here. Apparently he did not know that.

Mr. MEIGHEN: Oh yes I did, and Matane will exist long after the wharf has rotted, for I am told it is half down now.

Mr. PELLETIER: It might be half down, but neither my right hon. friend nor I can prevent rough weather. The work was done according to the plans and specifications, and I am not to blame for that, nor do I blame my right hon. friend. At the same time I want to see that district developed, and I endeavour to do the best I possibly can to come to the assistance of all concerned. Matane was the first harbour to open in March. On the 21st of March the first boat came into Matane.

Some hon. MEMBER: A row boat?

Mr. PELLETIER: No, it was not a row boat. I am absolutely sincere in this matter. There are five or six different companies operating on the north shore, and from the 21st of March to the 11th of April sixteen vessels came from the north shore to Matane, with 1,700 passengers. There were no other

ports open then. Had it not been for the fact that we had begun the work and the improvements, these men who came across from the north shore to Matane would have starved, for the simple reason that they had been on rations for three weeks. I want to state fairly and squarely what the facts are. I have a report here from the collector of customs which I am willing to show to my right hon. friend if he wishes to see it. If my right hon. friend insists on being pessimistic so far as Matane is concerned, I am ready and willing to discuss this matter with him.

Mr. MEIGHEN: I never said anything pessimistic about Matane. The information I get is that the wharf is absolutely worthless, and it does not matter how many people come to Matane. This is to get the pulpwood of the Hammernill Paper Company across and into the United States, to be manufactured there into pulp and paper, and if it did not go over that wharf, it would go over the Canadian National railway, and we would at least get the freight out of it, even if we would lose all the work of manufacture. I am told besides there is some other concern there for which something has been built, purely assistance to private enterprise, and that a mess has been made of the construction, even though the purpose would not justify its construction. A mess has been made of the whole thing, and now the wharf is dilapidated, half of it down—

Mr. VIEN: Does my right hon. friend not know that the freight rates on pulpwood from that point would be absolutely prohibitive, and that consequently the Canadian National line do not lose any freight?

Mr. MEIGHEN: Oh, they do carry it, and lots of it. I only wish the rate was prohibitive, then we would manufacture our own pulp and the province of Quebec would get the work. The hon. member knows that the Canadian National and other railways carry very large quantities of pulpwood, and carry pulpwood right from here. That is going now to be exported from this port, if the wharf is ever built to be any good. In a word, the more use is made of the wharf, the worse for Matane and the district, but, of course, if a mess is made of the wharf, there will be no use made of it. The information I get is not from any distant quarter; it is right from there. I would like to know how much money has been sunk into this thing already. If it were any good for Matane, that is in proportion to its cost, nobody would oppose it. I do not think the district gets any too