

Mr. RIVET. What about the improvements which are being carried on in the ship channel between Montreal and Quebec? Does the hon. gentleman think that it is no part of the scheme outlined by the transportation commission? He referred to the testimonials of the shipping federation. Has the hon. gentleman forgotten that in the course of one year the shipping federation passed resolutions in commendation of the policy carried out by the government and particularly by the Minister of Marine and Fisheries and by the Minister of Public Works? If these testimonials mean anything they mean that in this regard the government have not been derelict in their duty and they have done what they were advised to do by the transportation commission. That is all embodied in the report of the transportation commission. The hon. gentleman says that we have not done anything to improve the port of Montreal. I readily admit that the port of Montreal should be made national and free as soon as possible, and I am pleased that the government is able to announce to the country that when the finances of Canada permit such a policy will be carried out. But, I asked: Is the government in a position to carry out such a policy? I am sure the Finance Minister will tell us that he cannot presently do so, but that at some future date, at an early date, I hope, he will be able to announce such a policy. But, is there nothing in the policy of lending money to the port of Montreal? Whenever the Harbour Commissioners of Montreal have come to Ottawa to ask for money they have been well received by the present government and by the Minister of Finance. If I am not mistaken, during the current year, some moneys will be advanced to the commission in order to enable them to carry on some improvements urgently needed in the port of Montreal. Besides, is no credit to be given to the government for the change effected three years ago in the administration of that port. If at the present time, the port is managed by three able business men acting directly under the control of this government, and doing a splendid work, it is due to the initiative taken by the government in making the change and making a judicious selection of the commissioners. We contemplate the building of the Georgian Bay canal, and the question that one might reasonably ask is where the traffic passing through that canal will eventually go? The only answer to that question, I think, is that the port of Montreal will be in a position to handle, notwithstanding what may be said by the hon. member for Jacques Cartier, any traffic that may be carried by the boats passing through the Georgian Bay canal. During the last few years we have carried out a number of improvements

Mr. MONK.

in the port of Montreal and we contemplate some other improvements. I persist in maintaining that the position of the port of Montreal as compared with that of American ports, on the admission of American business people, is not one of inferiority, a proof of which is the fact that we are able to compete successfully with New York as far as the carriage of grain is concerned. I have spoken perhaps too long but I wanted to lay before this House some facts which are not in accord with those mentioned by the hon. member for Jacques Cartier. I may say that there should be no difference of opinion in this House or in the country at large as far as the principle of building the Georgian Bay canal is concerned. Now, the hon. member for Jacques Cartier has put his ultimatum to the government. What are you going to do about it? Are you going to build that canal immediately? If I remember correctly, hon. members opposite are not over zealous when they come to speak about the expenditure of this country and not long ago we saw them, one after the other, standing up in this House and criticising the bulk of the expenditure, saying that an expenditure of \$100,000,000 was something outrageous, was perfectly scandalous and should not be tolerated any longer by the people of this country. My hon. friend is not consistent, and he will let me tell him that consistency is not on this question a part of his policy. The hon. gentleman is ready to advocate a larger expenditure. I believe that all of us are anxious to spend more money along those lines when the finances of Canada permit to do so. But that does not justify the hon. gentleman to stand up and make the partisan speech which he has delivered this evening. In fact, I believe his is the only speech from a party standpoint which has been delivered to-day, and it is a bad example for an old member like my hon. friend (Mr. Monk) to set to the younger members who, like myself, are endeavouring to approach every question from a national standpoint and to solve them in the way which the national interest demands. I venture to express the hope, Mr. Speaker, that the construction of the Georgian Bay canal will be begun as soon as possible by the government. As I have said this Liberal government is the only government which ever did anything towards the solution of this question, and the report of the engineers now before parliament and the country is a practical step towards the execution of that project. It is true the undertaking will involve a large expenditure, and my hon. friend from Jacques Cartier has ventured to express the idea that the building of a navy will be an obstacle to the building of the Georgian Bay canal.

Mr. MONK. Hear, hear.