

we call the national port of Montreal, we find that we are aiding that port enormously by improving the channel of the St. Lawrence, by lighting and dredging it, by increasing its depth and width, and making it safer. In the city of Montreal we are aiding the harbour commissioners by advancing them money at a comparatively low rate of interest with which they are able to carry out great works under a commission. We have recently reconstituted that commission by appointing business men of a high character, and have made it more efficient than ever before. Going a little further east we find the ports of Sorel and Three Rivers, where we have been expending considerable sums of money, making them available for ocean transport. Then in the city of Quebec we have been expending large sums of money in building a breakwater, piers, and improving the harbour. Going further down the gulf, we have been dredging out this last season the obstructions which interfered with ocean navigation. Then again in St. John harbour, which is the subject of much comment by the Transportation Commission, we are doing the work which they have suggested, and in the supplementary estimates for this year we propose to bring down further large sums for the same purpose. All this work has been done in improving the transportation facilities of the country, not simply for the benefit of a few great lines. The maritime provinces of Nova Scotia, New Brunswick and Prince Edward Island must not be cut out from these magnificent schemes, and must not be left out of consideration in the expenditure of public money. I make these brief remarks because my hon. friend has brought up the general question, although I think he was out of order in doing so.

Mr. MONK. I would like to have a ruling from you, Mr. Chairman, as to whether I am out of order or not. I am speaking of the vote of \$747,450 for harbours and rivers in the province of Quebec, and I take advantage of that vote to ask whether we are going to carry out the recommendations of the Transportation Commission. My hon. friend the acting Minister of Public Works says that I am entirely out of order. If I am I do not wish to take up the time of the committee, but it seems to me that I am absolutely in order in discussing this vote in order to find out if we are going to carry out these recommendations.

Mr. DEPUTY SPEAKER. I would not like to see the discussion followed out on these lines, because, as I understand it, the committee has to discuss what has been referred to it by the House. This item has been referred to the committee, and it is desirable to take up this item and dispose of it without introducing other questions.

Mr. FISHER.

Mr. BERGERON. My hon. friend from Jacques Cartier is speaking of the whole item.

Mr. DEPUTY SPEAKER. I did not put the question as to the whole item, but I put it as to this one item.

Mr. FISHER. When I spoke of the hon. member being out of order—

Mr. MONK. I do not think I was out of order.

Mr. FISHER. I do not wish to say that in any offensive way at all.

Mr. MONK. I do not want to take up the time of the committee uselessly.

Mr. FISHER. No; but in dealing with these items in the whole of the provinces it has been our practice to take up each individual item and dispose of it by itself. Although the whole item for Quebec is read, just as the whole item for Nova Scotia was read, and just as the whole item for New Brunswick was read, we take up each individual item, and we do not discuss Quebec, Nova Scotia, or New Brunswick as a whole. We are now proceeding upon the same principle. It is only upon that line that I said that the hon. member for Jacques Cartier was out of order.

Mr. MONK. I noticed that some members of the committee who represent the province of Nova Scotia here seemed to approve of the minister when he said that they had to do something for Nova Scotia. Do these hon. members know what the recommendations of the Transportation Commission are with respect to the maritime provinces? They are for the immediate nationalizing and putting on a proper footing, to enable us to compete with the American ports, of the ports of St. John and Halifax. There are other recommendations for the maritime provinces that, to my mind, are more urgent than what I find in the estimates for these two provinces, so that I do not think, in advocating as I do here, the immediate carrying out of the recommendations of the Transportation Commission, I am endeavouring to do any harm to the maritime provinces. But I refer particularly to the provinces of Ontario and Quebec, as it is with them that I am better acquainted. My hon. friend says that they are carrying out the recommendations of the Transportation Commission. I do not want to take up the time of the committee in discussing that. If they carried out these two recommendations as regards Montreal and Quebec, I hold that the country around Quebec and Montreal for miles up and down the river would be more benefited by the carrying out of these recommendations of the Transportation Commission as to these important points than it will be by all of this frittered expenditure in detail. The answer to