

Toronto and Montreal and Ottawa, and further that the said Governments adopt such means as they may judge fit to give effect to the same, and also give such aid and vote such sums of money as are necessary for the establishment of said highways and bridges, including the necessary expenses for the establishment of bridges and crossings, and more especially for the establishment of a bridge to connect the island of Montreal and the mainland at a point in the county of Vaudreuil and this Council assures said Government that any efforts made in the above direction will be fully appreciated.

This resolution was unanimously passed by the following corporations: Montreal Board of Trade, city of Toronto, Cornwall Board of Trade, Prescott Board of Trade, Brockville Board of Trade, Belleville Board of Trade, Kingston Board of Trade, Dominion Commercial Travellers' Association, Chamber of Commerce, Montreal, the Motor Import Co. of Canada, Automobile Club of Canada, Ontario Motor League, township of Cornwall, town of Cornwall, municipality of Brockville, municipality of the city of Belleville, municipality of Charlottenburgh, municipality of town of Prescott, municipality of township of Osnabruck. In addition to these, this same resolution has been passed by 23 other adjoining municipalities.

These resolutions were brought to the attention of the Minister of Public Works at Ottawa on the 8th of April, 1913, by a distinguished and numerous delegation, which was organized by Mr. Geo. A. McNamee, the active and devoted secretary of the Canadian Automobile Association. It was composed of two hundred persons at least, representing the cities of Montreal, Toronto, Brockville and others, many counties, towns and parishes of the interested regions, as the counties of Vaudreuil, Soulanges, Jacques-Cartier, Glengarry, Prescott, Cornwall, etc., who came to meet the then Minister of Public Works (Hon. Robert Rogers).

Amongst the delegates composing this delegation were Lt.-Colonel W. N. Ponton, Honorary President of the Ontario Board of Trade; Thomas Church, Mayor of Toronto; Huntley R. Drummond, A. D. Dawes, of Montreal; The General A. B. Labelle, G. A. MacNamee; Controllers Macdonald and Godfrey, of the city of Montreal, representing the city council; F. L. Wanklyn, from the Executive of the Canadian Pacific Railway; W. C. Murray, Vice-President of the Commercial Travellers' Association; Eugene Tarte, of Montreal; the mayors of all the municipalities of the counties of Vaudreuil and Soulanges; the following members of Parliament, Messrs. Northrup, Fripp, Proulx, Broder, McMillan

[Mr. Boyer.]

(Glengarry), MacDonell (Toronto), Ethier, Sexsmith, Lafortune, Lapointe (St. Jacques), Papineau, and others. I was one of this delegation, and I remember the answer of the minister to the delegates. This answer has always been impressed in my mind. It was so typical, especially when uttered before such a distinguished and representative delegation. As far as I can remember, the answer was as follows:

We have at the present time a Bill before the Senate, providing for an expenditure of \$10,000,000 for the improvement of highways. The Senate has been requested to pass this measure but are now taking objections to it. Then, it is up to you, delegates, to join together and see the honourable members of the Senate, and try to convince them of the necessity of ratifying this Bill. And, if a result is obtained, the Government will see afterwards, as to what is to be done.

We are all familiar with the tribulation which this law was subjected to. After having been passed by the Commons, it was amended by the Senate and sent back to this Chamber. The Government not desiring to accept the amendment passed by the Senate, this Bill as a result of such action, has remained a dead letter ever since. The amendment brought by the Senate to the Highway Bill was simply as to the manner of distributing the ten million dollars. It stipulated that the money voted by virtue of the Bill would be spent by each province on the pro rata of their population, such as is done each year in the distribution of subsidies to the different provinces. The opposition to the Highways Bill in the Senate at that time was fully justified, as it only asked the Government to give each province the right to improve and to construct its own roads.

As I have already stated, instructions had been given, on the 7th October, 1912, to the District Engineer of the Public Works Department to prepare plans and make an estimate of the probable cost of this bridge. The Engineer made his report to the Chief Engineer as follows:

I beg to inform you that after a careful examination and study of the matter, I came to the conclusion that the best site for the proposed bridge, at Ste. Anne de Bellevue would be between the railway bridges by connecting the piers of said bridges with sufficiently strong cross girders and proper tunnels at both ends. This scheme would meet all the requirements of the traffic and cost some \$80,000 less than an independent bridge built on piers.

In view of this, I have communicated with the officials of the C.P.R. and G.T.R. companies for permission to use the piers of their respective bridges for the proposed rural bridge.

I expect their answer in a few days and will then report to you fully on the matter.