

plans are prepared and the preliminary works are executed. That is the reason why the Department of Public Works has placed this amount in the estimates. It is in prevision of the legislation which parliament will be asked next session to enact in order to execute the works which are asked for and which are needed at the port of Quebec.

Mr. MEIGHEN: Is this to initiate a new harbour?

Mr. LAPOINTE: It is to build new piers in the harbour.

Mr. MEIGHEN: In the present harbour?

Mr. LAPOINTE: Further on.

Mr. MEIGHEN: That is the point. Is this to improve the present harbour or to initiate a new one?

Mr. LAPOINTE: The present harbour cannot be enlarged at the spot where it is. This is a little further up the river, but the government has already acquired all the shore and all the lands necessary for these works. This is not a new plan by any means. All the lands are the property of the government and were acquired for this purpose years ago.

Mr. MEIGHEN: How many years?

Mr. POWER: Years and years ago.

Mr. MEIGHEN: How many?

Mr. POWER: When the right hon. gentleman's grandfather came to this country he landed where the harbour we are trying to develop is now. After that, when the Tory party came into power in 1911, for some reason or other, on the advice of engineers who probably at that time were right, they decided to dig up the St. Charles river instead of building where God Almighty intended the harbour to be, along the St. Lawrence river. It is the same place where General Wolfe landed. We are trying to build the harbour in the natural place for it. Along the St. Charles river the extension would have had to be up a creek, instead of along the great St. Lawrence river. On the right hand, as I look to my right hon. friend—I do not know whether he can follow my gestures—there is a great big bay, from under the Chateau Frontenac—which probably my right hon. friend knows better than he knows the voters underneath—up towards Sillery. There has been since 1911, and long before, a scheme for its development. It is all deep water, and there is no necessity for dredging there year after year. It will make a perfectly safe harbour, free from wind

[Mr. Lapointe.]

and tide and other nautical contingencies. I would ask the right hon. leader of the opposition if he does not wish to help Quebec. I know he is sincere, it is one of the things I like him for. Even if he fights he fights in a fair manner. I want him to fight for this project because he has considerable influence in the country. If his opinion is adverse to this proposal we must seek to change his point of view. I ask the right hon. gentleman not to look at this question from a sectional point of view but to look at it from the national standpoint. We must not forget that Quebec was the original port for the whole of Canada. Some hon. members passed through Quebec when they landed in this country. Others did not, but that was their misfortune; they did not see the best city in the whole of Canada. I hope those hon. members from the material West who have materialism inscribed on their banner, and who are willing to make materialism their god, will have some sympathy left for old Quebec. I hope they will give us the credit of trying to develop the country and of being on the threshold of a new era. We ask hon. members for all the support they can give.

Mr. LAVIGUEUR: Quebec is not asking for any favour, she is asking for what is due to her under a contract entered into between the city and the federal government in 1910. The government bound themselves to carry out certain improvements at Quebec and purchased three miles of frontage on the St. Lawrence extending to Champlain market. In return for this the city handed over the Champlain market property which was valued at the time at about \$2,000,000. Sir Robert Borden came to Quebec to lay the corner stone of certain work which had been commenced, and at a banquet tendered him gave an assurance that the works in question would be carried out not only in the interest of the city but also in the interest of Canada as a whole. A change of government took place in 1911. A contract had been given for the erection of a railway station on the Champlain market site and all the projected plans seemed to be in a fair way of execution. But the change of government upset all those plans and their execution was suspended. Nothing further was done for the city and to-day the various interests concerned—the Harbour Commission, the Shipping Federation, the Canadian Pacific, and the Canadian National railways—are asking that these works be proceeded with. An item of \$500,000 is being