

Mr. STEVENS: Will the minister answer me now; is it going into the beautification scheme?

Mr. ELLIOTT: No. This addition is for the purpose of providing a covered entrance to the post office for the vehicles that are taking the mails in and out, and for increased postal facilities.

Mr. STEVENS: It is on the property immediately to the west of the present post office, and actually connected with the property we are now discussing. The only reason for putting that cover there is to cover up what was previously the back door of the post office, which will now be fronting on this park area. So that we can add another \$30,000, made necessary unquestionably by the cleaning up of the property. I submit to the committee that this is the grossest form of extravagance; there is no justification whatever for it. One half of the members sitting on the other side know in their hearts at this moment that it is an unjustifiable extravagance on the part of the government, and the only reason on earth why they are voting for it is simply to maintain in power the government they happen to be supporting at the present time.

Mr. BOYS: I have been trying to find out where the square is to be paved. I understand that the property we are discussing is bounded on the east by the post office, on the north by Wellington street, on the west by Elgin street and on the south by Rideau street, or the continuation of Sparks street. Am I to understand that the whole of that is to be paved? If that is so you are going to have cement within 66 feet of the buildings which we pass on the west side of Elgin street immediately we leave the parliament grounds. In that case you will have no driveway whatever up to the parliament buildings, which certainly we were led to believe by the Prime Minister when he made his address during the discussion of this subject. And the plan handed to us plainly shows that this is the intention. It may be that this has to be altered slightly; but is it possible that this pavement is going to continue within 66 feet—that is the ordinary width of a street—of the eastern boundary of Elgin street? In other words, when you have the improvements made along the canal and someone, driving along the driveway, wants to reach this building, he must go into Rideau street until he comes to the 66-foot strip of roadway, along which people drive to-day if they want to get to the parliament build-

ings. One can understand that if the driveway were to conform to the plan which has been exhibited, it would go right to the centre of the property, and at all events there would be continuity of approach to the parliament buildings from the Rideau canal driveway, up through the southeast corner. I want to find out whether it is the intention of the minister to pave the whole square. Unless you are to have motors driving over the whole of the pavement you will have no entrance at all to the parliament buildings in line with the driveway which is supposed to lead up to them. The committee should be informed on this point.

The minister says this is a tentative plan. Is it possible that the government have come to parliament for this vast sum of money without having before them a solitary plan which can be described as in any degree a definite scheme of improvement, and that the whole proposition is merely tentative? I can only say in all sincerity to the minister, if that is so—and that is the impression he leaves with the committee—it is not business, it is not common sense, it is not fair to those of us who want to take the slightest interest in the matter, to ask us to vote in this blind manner. I cannot conceive that there is any member prepared to vote this money to pave that square and not leave a driveway leading up to the buildings. The only possible excuse for the work would be a driveway up to the southeast entrance to the grounds. It would be extravagant then, although there would be some justification for it. We have asked the minister to tell us what the area is that is to be paved; and I gather, when he tells me that the boundaries of the property are as I have indicated, that it must be as I have suggested: it is going to be paved to within 66 feet of the existing buildings on Elgin street on the western side. If that is so you will not have any entrance whatever to the grounds. I do not suppose that vehicles will be able to cross it very well; there will be railings or something to stop them. For that reason they will have to drive to the 66-foot driveway.

I want to be right on this matter; I do not wish to offer any objections that have no basis in commonsense. But as the minister has presented the matter to us, I think we have taken the proper interpretation from his statement. If there is some definite scheme, does not the minister think the committee should have it? Should not the committee be given some idea of the situation, by means, for example, of some plan such as has appeared in the newspapers? This all came out in the newspapers, and I presume the gov-