

should know each other and they should also know our country. The people of Quebec are not at all sectional as they are represented to be by some Ontario papers. They are practical people. They have lived for generations on the soil of their province. They are happy to live there. They love their country and they understand quite well that their country is Canada. They are not narrow-minded, they would be ready to defend Canada at any time; but they do not understand how money can be spent for any war outside of the boundaries of Canada. I am sorry that only one member of the Unionist party is in the House at present, but I shall be glad to invite him to come down next summer into my constituency and to introduce him to the farmers of lower Quebec. I am sure he will appreciate them, realize that they are good and reliable people, and give the news to some of his colleagues sitting next to him so that no mistake should be made in the future.

The Canadian stock is the best stock we have in this country. Two years ago there were in my constituency terrible forest fires which caused damages to the extent of at least \$3,000,000. Some parishes were completely ruined and those people who were Canadian-born and who had lived generation after generation on our soil, instead of migrating to the United States, remained where they used to live. Their houses, their buildings were burned; nothing was left besides their wonderful courage. They said: "We have had trouble, but we will start again here." So they did. This is the kind of people that we should help, that we should keep with us. Instead of spending money for immigration to bring people to this country at a high cost, we should use that money in keeping our people at home and helping them to live happily on Canadian soil.

The government is continuing to grant a subsidy to the provinces for the upkeep of the roads. There are three kinds of public roads: there are the local roads, for the local use of the municipalities; there are the provincial state roads and there should be the federal state roads which should be at least in part in the care of the federal government. In my opinion the government should grant the subsidy to the municipalities instead of giving it to the provinces. Under the law of the province of Quebec the municipality may obtain from the local government a sum equal to what it spends, paying a low rate of interest. If the municipalities could get some direct help from the federal government they might be enabled to improve all their roads,

[Mr. Pouliot.]

and at the same time communications would be improved between various parts of the country.

A ferry is needed between Riviere du Loup and Tadoussac. Some years ago a small wooden boat gave a regular service in winter as well as during the summer between Tadoussac and Riviere du Loup, taking advantage of one of the currents that would take it from Tadoussac to Riviere du Loup on one day, and the following day from Riviere du Loup to Tadoussac. Thus there was constant communication the year round. As one is fully aware, the north channel east of Tadoussac along the north coast is never closed up by ice fields as the south channel is, with the exception already mentioned between Riviere du Loup and Tadoussac. I hope therefore that the Minister of Trade and Commerce (Mr. Low) will grant the request of the people of that district and of the city of Riviere du Loup and provide the ferry which is asked for. It is most important as it is the only connecting link in winter between that vicinity and that part of the north shore east of the Saguenay river. While speaking about highways I desire to say a few words about our railways. In my constituency at Riviere du Loup we have fine shops, good workmen, and the equipment is up to date. The people there should be given an opportunity to secure employment. The Canadian National Railways line from Ste. Rosalie to Mont-Joli is a paying branch, but it is very hard to understand why the cars and engines used on that branch line are repaired in Moncton and Amherst. Such a transportation is very costly, and some cheaper and better work could be done at cost price at the Riviere du Loup shops of the Canadian National Railways. Cars marked O.K. at Moncton, supposed to have been well repaired have had to be sent back to Riviere du Loup to be put into proper condition. Another thing which it is difficult to understand is the fact that sometimes the Canadian National Railways send their own cars for repairs to foreign shops not belonging to the National system. It seems to me that we should give work to our own Canadian people and employees of the Canadian National Railways should have the preference. The work could be done by them at cost price, and this would be in keeping with the policy of economy preached by officials of the National Railways. My hon. friend from Victoria, Alberta (Mr. Lucas), has insisted on the shipping of grain through Canadian ports. I felt it my duty to join the delegation from the Maritime provinces, when it came here, in the request that Canadian grain should be shipped