

Supply—Public Works

of \$300,000 on the car ferry. That is really not a fair comparison, for it must be remembered that the distance is only nine miles, and the car ferry is only credited with that nine miles haul, whereas the bulk of the traffic originating in Prince Edward Island is long haul traffic, through to Toronto and all over the dominion and to the United States.

Mr. BENNETT: And they get the 20 per cent freight rate reduction besides.

Mr. MacLEAN (Prince): Certainly the province of Prince Edward Island is not getting a fair deal, and we are shown up as costing this country a great deal of money, which is unfair. Therefore I think it was a mistake to have this accounting separated from the main operating costs of the Canadian National Railway.

As I said, whether this is the best solution for the problem which is developing there, it is not for me to say; but the time has arrived when something has to be done, and I believe better accommodation should be given in connection with the car ferry we have there. The accommodation on the piers is not sufficient, and there should be improvements to give a better service. We entered confederation on the direct understanding that we were to be given continuous steam communication, and we should not have any complaints from other parts of the dominion about that provision. We know of the millions spent to build a railway to Churchill on Hudson bay, and to establish a port there, where probably very little traffic will ever go, and which will never be a paying proposition, but we do not hear any hon. member from western Canada say a word in complaint of that expenditure. I believe Prince Edward Island is entitled in all fairness to consideration from the rest of the dominion, not only on account of the position we are in, but also because of the terms of confederation we are entitled to everything we have got, and possibly something more.

Item agreed to.

Harbours and Rivers—Quebec

Anse a la Cabine, M.I.—slipway and hauling plant, \$3,400.

Anse Millerand, M.I.—slipway and hauling plant, \$3,400.

Bagotville—purchase and repair wharf, \$35,000.

Baie des Sables—wharf extension, \$32,000.

Baie St. Paul—protection wall, \$20,000.

Bergeronnes (Point a John)—wharf, \$17,000.

Bic—wharf reconstruction, \$12,000.

Cap aux Meules, M.I.—wharf reconstruction and improvements, \$22,000.

Cap aux Os (The Gulch)—landing, \$3,300.

Cap Chat—deepwater wharf, \$40,000.

[Mr. MacLean.]

Cap de la Madeleine—wharf repairs, \$4,850.

Cap des Rosiers—descent to beach, \$2,300.

Carleton—wharf extension, \$70,000.

Chambly Basin—protection wall, \$16,000.

Chateauguay River—dredging, \$13,500.

Chenal du Moine—dredging, \$8,600.

Colonie des Greves—protection work, \$5,000.

Conception—protection wall, \$1,500.

Contrecoeur—protection wall, \$25,000.

Cote Marcel—reconstruction of protection, \$3,200.*

Cross Point—wharf repairs, \$8,500.

Drummondville—protection work, \$15,000.

Etang du Nord, M.I.—harbour improvements, \$20,000.

Granby—protection work, \$6,000.

Grande Entree, M.I.—wharf reconstruction, \$13,600.

Grande Entree (West Point), M.I.—landing, \$2,500.

Grande Riviere—rebuilding wharf, \$47,100.

Hamilton Cove (Riviere Portneuf)—wharf, \$41,000.

Ile aux Coudres—wharf repairs, \$16,000.

Isle Verte—wharf reconstruction, \$6,900.

Lachine—protection wall, \$16,000.

Lac Duparquet—wharf, \$1,500.

Lacolle River—dredging, the provincial government to contribute a like amount, \$19,000.

Lac Megantic—protection work, \$16,000.

Lac Nominique—improvements to navigation, \$2,550.

Laprairie—protection wall, \$30,000.

Lanoraie—extension of protection wall, \$2,800.

L'Anse a Brillant—fishing harbour, \$50,000.

La Sarre—wharf extension, \$1,000.

La Tortue—dredging, the provincial government to contribute a like amount, \$16,000.

Lauzon—dredging, \$50,000.

Levis—wharf, \$110,000.

Lorne Dry Dock—new power house—pump house equipment and machine shop, \$125,000.

Magog—protection wall, \$4,700.

Maria—wharf repairs, \$4,700.

Marsouins—wharf extension, \$10,000.

Matane—extension to east breakwater, \$40,000.

New Carlisle—wharf repairs, \$8,300.

Nicolet—dredging, \$6,400.

Notre Dame du Portage—wharf repairs, \$3,400.

Paspebiac—wharf extension and dredging, \$56,000.

Peribonka—wharf, \$5,900.

Petit Gaspé—wharf, \$8,400.

Petite Riviere au Renard—extension to west jetty, \$2,000.

Petite Riviere Est—construction of fishing harbour, \$35,000.

Petite Vallee—wharf extension, \$20,000.

Pointe Jaune—improvements to fishing harbour, \$21,000.

Pointe Label—wharf, \$12,000.

Port au Saumon—to take over and repair wharf, \$19,000.

Port Daniel East—wharf improvements, \$6,700.

Richelieu River—improvements, \$500,000.

Rimouski—harbour improvements, \$475,000.

Riviere Caplan—repairs to jetty, \$4,450.

Riviere des Hurons—contribution towards dredging, the balance of cost to be borne by the province, \$75,000.

Ruisseau Castor—purchase and repair wharf, \$11,500.

Ruisseau Chapados (Gascons)—fishing harbour, \$12,000.