

ject serious consideration. Under date of September 5, 1912, the Prime Minister of the province of Quebec replied to Mr. Monk in the following terms:

I must inform you that the Government of the Province of Quebec will be disposed to contribute to the cost of the construction of the bridge joining the Island of Montreal and Ste. Anne de Bellevue with Ile Perrot and the other bridge joining Ile Perrot to the mainland at Vaudreuil.

But we would like that the municipalities interested contribute to these works. As was done in the case of the bridge of St. Jean d'Iberville. If you will insert in your estimates the amount you mention, I am inclined to believe that we could bring the interested parties to do their share. The Government of Quebec, on the other hand, will surely do its part.

Under date September 9, 1912, Hon. Mr. Monk again laid the matter before Sir Lomer Gouin and wrote:

You state that the Government of the Province would be disposed to contribute to the cost of these works, but that the interested municipalities contribute their share, must I infer that the Government of the Province will contribute only if the interested municipalities contribute themselves. What are the municipalities interested and are they themselves disposed to contribute?

As we are at present preparing the estimates for the next fiscal year, I would like to have a definite answer regarding contribution, as if they give us the support I have mentioned in my previous letter, I personally intend to ask the Government to contribute half of the cost of those works so much needed in the public interest.

On the 14th September, 1912, the Prime Minister of the province of Quebec further assured Mr. Monk in the following words:

As regards the Government of Quebec, I must assure you that we are ready to do our fair share. Kindly insert in your estimates an amount of fifty per cent of the probable cost of those works, and I have reasons to believe that we shall persuade the interested municipalities to do their share. The construction of those bridges is too important that we should not do our utmost to carry it through.

And on the 16th September, Mr. Monk wrote the following letter to the Prime Minister of the province of Quebec which appeared to close the matter:

I have received this morning your letter of the 14th instant with regard to the proposed bridges of Ste. Anne and Vaudreuil. I thank you for having given this most important question the prompt attention given by your reply.

I would have appreciated from you a definite assurance which would have permitted me to show that the Government of the Province was disposed to do something in the matter. Meanwhile, I am satisfied of your intimation that if we contribute 50 per cent, your Government will do its share.

Under date of September 11, 1912, the members of the county council of Sou-

[Mr. Boyer.]

langes, assembled under the presidency of the prefect, Mr. Ovila Besner, adopted a resolution requesting the Hon. Mr. Monk to come to a conclusion with the provincial government regarding the construction of the bridges between Vaudreuil and Ste. Anne de Bellevue and crossing Ile Perrot. This resolution was signed by the following mayors: Messrs. Ovila Besner, St. Polycarpe; Jos. Menard, St. Clet; Oscar H. Besner, Coteau-du-Lac; Frenore Lalonde, St-Zotique; Elzéar Deguire, M.D., Coteau-du-Lac village; Edouard Goyer, Les Cèdres; Léon Daoust, St-Polycarpe; L. P. Delage, Coteau Station; J. F. Bissonnette, Coteau Landing; Napoleon Sauvé, Rivière Beau-dette.

Under date of October 1, 1912, the then Minister of Public Works, answering to the above request, said that he had had correspondence with the Prime Minister of the province of Quebec, and had been assured by him that the provincial government would do its share, but that the interested municipalities should also contribute. He further promised his most careful consideration to the request as it called for the construction of bridges, which would be of such a general utility. On the same day when referring the petition to his deputy minister the Hon. Mr. Monk said: "In preparing your estimates for the province of Quebec, this matter should be taken into consideration." On the 7th of October of the same year, an order was given to the resident engineer of the Public Works Department, at Montreal, in connection with the said bridges, in the following terms: "Kindly make the necessary examinations and let me have a report on the work required with estimate of its cost, as soon as possible." Therefore, it is clear from this correspondence that the matter was practically decided at that time. However, the retirement of Mr. Monk came suddenly.

These steps were the preliminaries. Now, let us see what took place afterwards and what are the considerations which militate in favour of the construction of these bridges. The proceedings that I have already pointed out were purely local. They originated in the counties of Vaudreuil and Soulanges. Up to that time we might have been lead to believe that the advantages derived from these proposed bridges would be solely confined to the residents of that region. I will endeavour to show that such is not the case. If the arguments in favour of the construction of these bridges are not, owing to the geographical position, such