

feudal place named Becancour. I know a great deal about Becancour—if we are to fall let us fall at Becancour. I know that it is in the county of Nicolet and that the Postmaster General has done a great deal for that county. I think he was the author of the dredging across the St. Lawrence there which so mysteriously disappears every year.

Mr. LEMIEUX. I am very glad the hon. gentleman has singled out Becancour as an example.

Mr. MONK. Of course my hon. friend will admit that I am acting in a spirit of justice.

Mr. LEMIEUX. Oh certainly, it is the right of the hon. gentleman to ask for information. It is true that when I was member for Nicolet I recommended the Department of Public Works to expend that money for the construction of that wharf. The circumstances are these. The Delaware & Hudson railway was formerly constructed only as far as St. Philomene in the neighbouring county of Lotbiniere—and I may say this railway will be constructed to Quebec, as soon as the bridge is completed—and there was no necessity for a wharf at Becancour, but when they reached the parish of Becancour which is one of the wealthiest and largest in the county of Nicolet, the company decided to build a branch line to reach the mouth of the river Becancour, and they had the harbour deepened so as to allow barges from the St. Maurice laden with lumber to come to the railway at that point. I may say that the lumber trade there is carried on by large American companies, but still they are adding to the prosperity of Canada. The object of constructing a wharf was to help the company and also to enable the trade of the St. Maurice river to reach the railroad.

Mr. MONK. Does the trade of the St. Maurice river go across the St. Lawrence?

Mr. LEMIEUX. I am informed that the lumber for export crosses the river. So it is a most necessary and urgent work, in the interest not merely of the company, but also of the entire lumbering industry of the county. Besides, nothing has been asked before for this parish. It was only when the railway was built to Becancour that the wharf was asked for.

Mr. MONK. Becancour is on the south side of the St. Lawrence, and Three Rivers is on the north side. I know that back of Three Rivers there is a large lumber region, but it is new to me that the shipping of lumber from the northern side of the St. Lawrence is going to be done by crossing the St. Lawrence at Three Rivers and loading the lumber on the railway at Be-

cancour. The Canadian Pacific railway goes to Three Rivers.

Mr. LEMIEUX. It does not go to Berlin Falls, where this company has its mills.

Mr. MONK. What shipping has been done at Becancour to justify this expenditure? It is one of those staid old places, wealthy and well-to-do, and how is it that a wharf is required there? Has there been a petition for it? It would be an advantage to have the member for the county here to give us the details of this matter. Not that I find fault with him for being absent, but we would be better able to discuss it if he were here. Has there been an estimate, not only of the cost of the wharf, but of the prospective trade?

Mr. LEMIEUX. A petition was not needed. It was self-evident that a wharf would be required as soon as the railway was completed.

Mr. MONK. The railway runs all the way to Quebec.

Mr. LEMIEUX. It has not reached Quebec. Owing to the accident to the bridge the railway stopped at Ste. Philomene, and about 40 miles will have to be built before it reaches Quebec. But it was self-evident that as soon as the railway reached Becancour, and the company built a branch line to the mouth of the river, a wharf would be needed and the harbour would have to be deepened. My hon. friend says: Who asked for it? The railway company asked for it; but it is not in the sole interest of the railway company; it is in the interest of trade and transportation. Barges will ply between the St. Maurice river, which is right opposite Becancour, where the mills are situated, and they will unload their cargoes at the Becancour wharf, and they will there be put on the trains. The Delaware and Hudson River railway is an American road running partly in Canada and partly in the United States, but it is a great feeder of the mills, and our people get the benefit of the money it brings to the country.

Mr. BUREAU. I may tell my hon. friend from Jacques Cartier that the reason of the lumber going across the river was that the Canadian Pacific railway does not run to where the Quebec Industrial Company has its mills, and it could only send its lumber across the river to Becancour and Doucet, shipping it from there either by the Grand Trunk or the Delaware and Hudson.

Mr. MONK. What is the estimated cost of this work?

Mr. PUGSLEY. The cost, as estimated by the departmental engineer, is \$12,000.

Bic harbour—repairs to old wharf, \$1,000.