

We are at a disadvantage, from an industrial viewpoint, owing to our geographical situation. Previously, the city of Hull possessed numerous industries which afforded work to a population which, at present, comprises 29,339 people. Our population is almost equal to that of Three Rivers or Sherbrooke. This means that we occupy, so far as population is concerned, the fourth or fifth place in Quebec.

The present crisis, the depression and unemployment have indebted the city to such an extent that within the last two years, we have had a yearly deficit of more than \$100,000 and, more precisely, in 1932-33, the deficit amounted to \$115,000; in 1933-34, \$140,000. We are so situated that it is impossible to further provide for the one-third required for direct assistance. The unemployed, in Hull, instead of decreasing, seem to be on the increase. We still have 7,077 persons depending on the dole, at a cost of \$30,000 monthly. Our arrears in taxes amount to more than half a million. If the city must continue the dole system, it will have to pass under the control of the municipal commission.

This situation was exposed to the government in all fairness by my opponent in 1930, Mr. J. N. Beauchamp. The city authorities have directly communicated with both dominion and provincial governments; they even submitted a list of public works to be carried out. We had hoped to obtain fair play being so close to the capital and being part of the federal district which it is intended to embellish; moreover, the government has acquired in our locality a piece of land so as to turn it into a park.

The population is unanimous in protesting against the treatment dealt out to us. It is not a question of party politics, and both the dominion and provincial governments seem to be of the same mind in their endeavours to relieve those in want. Our situation is most distressing, I therefore deem it my duty, this evening, to associate myself with my constituents in strongly protesting.

In April, I again state, a list of various enterprises was submitted to the hon. Minister of Public Works (Mr. Stewart), because there was certainly work to be done in our city. I was furnished with a copy of this list which is in the hands of the Minister of Public Works. Improvements were requested on the post office building. For the last three years, the post office building has also been used by the National Revenue department. If I am not mistaken, the latter collected in 1933, almost \$300,000 for the treasury. These various services are located in too small a

building for the work to be efficiently carried out, this applies to the post office and national revenue. An extension or improvement costing barely \$15,000 was suggested for this post office which requires to be gone all over and painted.

We suggested—this was requested even under the former administration—the erection of an armoury. We take pride in having in our midst one of the finest Canadian regiments, the Hull regiment which, at present, has no special building. We think that the government instead of paying rent to private owners, could have erected an armoury. We have in the city, two very dangerous level crossings. One on the Aylmer road, the highway linking two provinces and extending to Pontiac, Temiskaming and Abitibi. On another road which is the outlet for the Gatineau, on Montcalm street, in the very centre of the city, there is also a very dangerous level crossing. We suggested that two viaducts be constructed at a cost of about \$50,000 to \$75,000 each. I do not think that our requests were unreasonable.

Truly, we were amazed to note that not even a minimum fraction of what we requested was granted to us. We also asked for some help to repair the City Hall. We requested that the same procedure be followed as when, in 1907, the dominion government built the park which surrounds the City Hall, at Hull. A retaining wall was necessary on the Ottawa river—I think the government is building such walls in a number of counties—to prevent landslide and protect the Principal, Courcellette and Langevin streets.

I shall not refer to the construction of the bridge on Bank street ending at Langevin street, in Hull, which would help in relieving the traffic on the Interprovincial bridge. I could quote other undertakings. It is a list which was suggested to the government in March—

Mr. BARRETTE: (Translation): By whom?

Mr. FOURNIER (Translation): By Mr. Beauchamp, my opponent at the last election. I personally interviewed the hon. minister after the visit of Mr. Beauchamp. This shows that I have no political object in view; it is simply to help the 7,000 people who, at present are in distress in my constituency.

Mr. BARRETTE (Translation): Indeed, the intention is excellent!

Mr. FOURNIER (Translation): The city council has also submitted a list of which I