

or New York. And the Acting Minister of Railways has told the House of Commons that this cheap rate has been profitable to the railway, whose level grades permit of handling double the tonnage heretofore hauled.

But, honourable gentlemen, of what use is a million bushel elevator—which may handle at the outside three to five million bushels in a season—to take care of the exports from the West, which last year amounted to nearly three hundred million bushels? Is it any wonder that nearly two-thirds of this quantity went to Buffalo and New York for shipment?

Hon. Mr. CROSBY: Mr. Speaker, I must rise again to a point of order. I really want to know whether the honourable gentleman is reading his speech or a speech which somebody else has written for him and from which he is quoting. It is needless to point out the rule that a member in making a speech has a perfect right to refer to notes, but he has no right to read the speech. If the honourable gentleman is going to read the speech, we want to know who wrote it, so that we may have some authority for the statements made and may know to whom we are listening. There is no doubt in my mind that the honourable gentleman is reading his speech, and I desire to call the Speaker's attention to this.

The Hon. the SPEAKER: If the honourable gentleman is reading his speech I shall have to object to that; but I cannot object to his referring to his notes.

Hon. Mr. CROSBY: My honourable friend is reading his speech. There is no doubt about it.

Hon. Mr. CHOQUETTE: I was not in the House the other day when this matter was discussed; I was in Quebec; but I read the speech of the honourable gentleman who moved the resolution, and I took notes. I dictated these notes, which are my own, from the information I got at Quebec. They have been translated from French into English, but I have not had time to memorize all the quotations. I am speaking from my own notes, and I may tell the honourable gentleman that I am able to make a speech of my own, whether he is able to do it or not.

The Hon. the SPEAKER: Order.

Hon. Mr. CROSBY: That is what I want my honourable friend to do—to make a speech of his own; and I have no objection to his referring to his notes, as any other honourable gentleman may do. But I am

asking if he has any right to read a speech here. No one knows better than he does that it is against the rules. Any speech which I may make here is my own, and not anybody else's, and I want the honourable gentleman to make his own speech.

Hon. Mr. CHOQUETTE: I think I am entitled to refer to my own notes. I repeat, these notes have been translated from French into English in order that they may be understood by members who, like my honourable friend, cannot understand French. I am going to continue.

Is it any wonder that nearly two-thirds of the quantity shipped from the Canadian West went to Buffalo and New York, and that a large proportion of the balance finally reached Portland?

The Government have been repeatedly urged during the last five years to build elevator storage at Quebec for 10,000,000 bushels and for an equal quantity at each of the ports of Halifax and St. John. What have they done? One-tenth of what is asked for at Quebec, and nothing at all at Halifax and St. John. That is the information I received from parties who understand all about transportation matters. It is true we are building an excellent system of steamship docks at Halifax, with berths for 27 steamers, and berths for 25 steamers are being provided for at St. John.

Hon. Mr. DOMVILLE: I do not wish to interrupt my honourable friend, but I should like to ask him where he got the quotation regarding 25 steamship berths at St. John.

Hon. Mr. CHOQUETTE: From the Quebec Board of Trade report.

Hon. Mr. DOMVILLE: It is wrong.

Hon. Mr. CHOQUETTE: It may be. Honourable gentlemen will have the opportunity of saying whether it is correct or not, but that is the information I got from the Quebec Board of Trade.

Hon. Mr. DOMVILLE: There should be 25, but there are not.

Hon. Mr. McMEANS: For what year was the report?

Hon. Mr. CHOQUETTE: It would be last year. It is to be hoped that to the steamship berths now being provided the necessary elevator accommodation will be added as quickly as possible. If the Transcontinental railway is to have any success it must have terminals of its own at its seaports. I cannot conceive anything so shortsighted as the manner in which this im-