

East Quebec, who are principally labouring men, should be found to go against the advice of their newspapers.

There was a good deal to be said in favour of the south shore. Representing a constituency situated at a considerable distance from Quebec, he was in a better position to judge impartially of the merits of the two places than if he represented Dorchester. After the admirable manner in which the members for Lévis and Bellechasse had put their case, something should be said about the north shore claims. The people of Quebec were quite taken by surprise when they heard there was any of the graving dock being constructed on the South Shore. The impression had always prevailed in Quebec that it would be on the north shore, where there were two sites. Each of these two sites had its advocates, but it was generally conceded that the mouth of St. Charles River was preferable to Wolf's Cove. One of the Engineers who submitted plans to the Commissioner, gave five or six reasons why St. Charles River should be selected. The hon. member for Bellechasse had claimed as one of the advantages of the south shore site, that it was Government property. That same advantage applied to the St. Charles River, where it would be under the control of the Harbour Commissioners of Quebec. It is in the centre of the business part of Quebec, where it is convenient to the masses of the workmen. The graving dock would also be in immediate communication with the proposed terminus of the North Shore Railway, and the water is deep enough for the largest ships. He gave these reasons, not as his own, but as those of several engineers. There was another site at Champlain Ward of which he had less knowledge. There was a shoal there which could be utilized in the construction of the dock. He had been informed that the boring which was being done at the mouth of St. Charles River was progressing very slowly. He supposed the season had a good deal to do with that. If, however, it required a week to bore sixty feet, the summer would pass before it could be finished. He mentioned this to show the Premier how anxious, not only the

people of Quebec, but the surrounding country were to have this work commenced.

The dock could be built at a very much lower rate at this time than any other, on account of the cheapness of labour and material. He understood the new Commission was to be appointed, and they might call for tenders and have the work proceeded with during the summer. He urged the Government to increase the force engaged in testing this matter of the site.

Hon. Mr. CAUCHON said he was not present when the hon. member for Bellechasse alluded to his position in regard to this question. It was stated that he had been elected by a promise that the graving dock should be constructed. The hon. gentleman had said a great deal about him, but everybody engaged in politics must know that he had been in the House 32 years, and had gone through 14 elections without defeat, and there was not always a graving dock before the public. In 1872 he ran against the strongest man that could be found to oppose him, and he was also elected for Quebec, unanimously, in 1874, when the hon. member had to run away from that city. He had always been in favour of the graving dock, but he made no promise during the last election. Gentlemen opposed to him had tried to fix him on this question, and they endeavoured to induce him to sign a document written, he supposed, by the hon. member for Charlevoix, with that object.

Hon. Mr. LANGEVIN--Was it in my writing?

Hon. Mr. CAUCHON--It looked like his doing.

Hon. Mr. LANGEVIN--I did not write it.

Hon. Mr. CAUCHON--The man who presented it must have consulted the hon. gentleman about it. He (Mr. Cauchon) refused to sign the document, and declined also to commit himself at any of some twenty meetings which had been held during the contest. He knew his position, and had no authority to make a promise about the work. He believed the River St. Charles was the proper place for the graving