

port of Quebec and his remarks upon that subject, reserving to myself the right to criticise his declaration that our ports are completely equipped for the storage and speedy handling of grain and other merchandise.

Honourable gentlemen, as a matter of fact, the equipment of our ports has only just commenced. At St. John the contract awarded to Norton Griffith has been suspended. At Halifax only one pier out of the six piers which are to constitute the admirable series of ship-docks for that port has been finished; and I see by the remarks of the honourable gentleman from Halifax (Hon. Mr. Crosby) on this subject that he complained that the work was not completed and slow progress was being made. At Quebec, where the 17 berths of the original Louise docks were found to be insufficient for the traffic prior to the completion of the Transcontinental and the Canadian Northern, only five additional berths are being constructed. They are not yet completed, though they have been under construction for five years. At Montreal the dock and elevator accommodation is continually being congested by the traffic brought there by the canals and by the older railways, which have been in operation for many years. So it may be said that practically no terminals have been completed at our seaports for the two new transcontinental railways, which are now ready to carry the grain of the Northwest to Canadian ports, if only there were at those ports grain storage accommodation and steamship berths to dock the steamers required to transport the grain to Europe. Does this indicate much foresight on the part of the Government? I am not going to make political capital on this point, for I place some little blame on the Liberal Government, which did not do all that could have been done, or even all that was promised. It is true that the Government at that time said they were building the Transcontinental railway and the Quebec bridge, which took a great deal of money; but in preparing for the completion of the Transcontinental and of the Quebec bridge they ought to have seen to the improvement of our ports.

Does it, I ask, indicate much foresight on the part of this Government, who have known for the last six years that the two great transcontinental railways were nearing completion, and that without seaport terminals they are useless for the handling of the grain from the Northwest? Is it not

Hon. Mr. CHOQUETTE.

rather a deplorable want of foresight, similar to that shown in failing to provide any rolling stock for operating one of these great railways, upon whose construction more than \$150,000,000 of the people's money has been expended? How did the Government expect that railway to be operated without rolling stock?

Hon. Mr. CROSBY: I would like to ask, is the honourable gentleman quoting some authority, or is he reading his speech?

Hon. Mr. CHOQUETTE: These are my notes on the subject of terminals and ports. One cannot be expected to know all about the subject. I wrote to a friend in Quebec, a member of the Board of Trade, and he has given me some information.

Hon. Mr. CROSBY: The question I am asking, Mr. Speaker and honourable gentleman, is one which I should like to have answered. Is the honourable gentleman reading his own speech, or is he quoting some authority? If he is quoting, let us hear from whom.

Hon. Mr. CHOQUETTE: I am referring to notes which I have made from information obtained from a gentleman who is thoroughly familiar with this subject—much more familiar than my honourable friend.

Hon. Mr. CROSBY: The honourable gentleman must know that it is contrary to the rules of this House for any member to read his own speech.

The Hon. the SPEAKER: A member has no right to read his speech, but he has a right to refer to his notes. If he makes a quotation, he must state from whom.

Hon. Mr. CHOQUETTE: I am going to quote the opinions of the Mayor of Quebec and the President of the Board of Trade on this subject.

It is true that we have in Quebec an elevator, completed last year, with a capacity of 1,000,000 bushels, which is now being enlarged, and that elevator has already proved the ability of the new Transcontinental railway to fulfil the purpose for which it was intended, namely, the cheapening of grain transportation, because it has permitted of the loading of six steamships at Quebec with Manitoba grain, brought there by that new, short, well-graded railway, at a freight rate of ten cents per bushel, a freight rate more than three cents per bushel cheaper than the ordinary rail-and-water rate via Fort William to Montreal