

he has alluded. I desire, however, before continuing in English, to congratulate him again and to testify to his great ability. He has upheld his reputation as an excellent advocate, in being able to present a rather lame case in so favourable a light.

The nonourable seconder of the Address referred to the elevator in Quebec. We all know that the city of Quebec has no more valiant champions than the honourable senators from that province who sit on this side. When we had a Committee once, and I was a member of it, we dealt with the routing of grain through Quebec, and we made one of those very pleasant journeys to that city when the honourable member for Inkerman (Hon. Smeaton White) extended his hospitality to members on this side of the House. I am always interested in grain, and on visiting the elevator at the port of Quebec I saw on the floor a pile of wheat which I suppose did not contain more than 200 or 300 bushels. There was hardly any grain there at all. Therefore I commend as wholly desirable the pertinacity of the honourable gentlemen from Quebec in pressing the claims of that harbour for a share in the transcontinental trade. I am glad to see that by their continued advocacy, and, as I believe, by the logicalness of the claims which they advance, they are now getting a very considerable share of the grain trade.

It became necessary to readjust the railway rate from Armstrong to Quebec to make it correspond somewhat with the rate from Fort William to Quebec. That adjustment having been accorded, an increase of tonnage on the Transcontinental has of course been made possible and the line has therefore become much more profitable than it would otherwise have been. I do hope that the cities of Saint John and Halifax will also benefit by that rate, as I understand they will. The people of the West have nothing but the kindest feelings towards the people of the Maritimes. I think all of us in the West have stood with them for the maintenance of their rights, and have supported the recommendations of the Duncan Commission which would accord them at least some of the rights. I hope one result will be that we shall not route so much of our grain as we had been doing by Buffalo, and that it will find its way not only to Montreal, but also to Quebec, Saint John and Halifax.

There are other matters outlined in the Speech from the Throne, but I have the assurance and expectation that several honourable gentlemen on my side of the House will say something on them. I merely indicated

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in the beginning, and now repeat in closing, that when those various matters come up for consideration in detail, with concrete measures, we can all give them a more detailed and more adequate discussion.

Hon. RAOUL DANDURAND: Honourable gentlemen, I am sure that no member of this Chamber desires to take exception to any of the remarks of the honourable gentleman who has preceded me (Hon. Mr. Willoughby). I join with my honourable friend in welcoming to this Chamber the honourable gentleman who moved the Address (Hon. Mr. Logan)—a gentleman whose reputation was already well known to us—and in thanking him and the honourable gentleman from Quebec (Hon. Mr. Tessier), who seconded the motion, for their very interesting and informing speeches.

I shall not speak at length on the Address, because many of the subjects mentioned in it will come before us in concrete form at a later stage of the Session, when we shall have an opportunity to deal with them separately.

The mover and the seconder of the Address have spoken of the prosperity of the country and the expansion of our trade and commerce as shown by the transportation returns. I was struck with the need of our two great transportation companies, the Canadian National Railway system and the Canadian Pacific Railway, as expressed in the Speech from the Throne, extending their lines in the West to facilitate the transportation of the products of that part of the country. The policy outlined in the Speech from the Throne reminds me of the situation which confronted us five or six years ago, and I recall the commotion created in this Chamber by the request of the Canadian National Railways to be allowed to build twenty-eight branch lines. At that time we were under the impression that we were suffering from an excess of railways and yet our railway system, which was hardly meeting its operating expenses, was asking to be allowed to build 1,000 miles of new lines in the West. The Senate rejected the request. The following year it was renewed, with the result that we approved of nearly every one of those twenty-eight lines after a minute study of the situation. The new building program indicates the tremendous development that has taken place, and the prosperity that has since come to Canada.

Another incident which will remind us of the extraordinary transformation that has taken place in this country during the past three or four years is this. Honourable