

Hon. Mr. FORGET—It is not a question as to the money being spent in the east or the west.

Hon. Mr. DRUMMOND—But that was the question that was raised by the hon. member who spoke.

Hon. Mr. FORGET—I do not take much stock in that. I think in the city of Montreal everybody is about unanimous to spend the money for wharfs, and new docks, and dry docks also, and to prove it I will read a petition which was sent up here from Montreal in 1894. It is as follows:

We the undersigned, representing the various steamship lines and the shipping interests generally at the port of Montreal, beg to represent to Your Excellency in Council:

The disadvantage of not having and the absolute necessity of the speedy construction of dry docks is borne upon us more and more each season of navigation. As each season brings its crop of disasters, it shows the greatest disadvantage we labour under in not having up to date dry docks to accommodate ocean steamers of the present date and those of much greater length and tonnage which may be naturally looked forward to. An important part of the size of Montreal without a dry dock for ocean vessels is a strange anomaly.

We know of no port with the annual tonnage of the port of Montreal that has no dry dock to accommodate large vessels, which here seem to be entirely ignored.

Then this petition is signed by the following firms:—
Kingman, Brown & Co.
Wm. Johnston & Co. (Ltd.), H. G. Johnston, local director.

Harlan, Ronan & Co.
I. C. Coal Mining Co. (Ltd.), Wm. Nelson, Secy.
Alex. Stoddard & Co.
Henry Dobell & Co.
J. & B. McSea.

Hamburg-American Packet Co., James Thom, Manager.

Standard Marine Insurance Co., of Liverpool, John Popham, Atty. for Canada, President Board Marine Underwriters.

McLean, Kennedy & Co., steamship agents.

Reliance Marine Insurance Co., E. L. Bond, Atty. for Canada.

Transatlantic Marine Insurance Co. (Ltd.), Arch. Nicoll, Agent.

Indemnity Mutual Marine Assurance Co.

The Nannheim Insurance Co.

Pierman's Fund Insurance Co.

James J. Reilly & Sons.

Western Assurance Co.

J. J. H. Routh & Sons.

Commercial Union Assurance Co. (Ltd.), Ewan McGregor, Branch Manager.

The North German Insurance Co., E. L. Bond, Chief Agent.

H. & A. Allan.

H. E. Murray.

David Torrance & Co.

Munderloh & Co.

Union Marine Insurance Co. (Ltd.), of Liverpool.

British and Foreign Marine Insurance Co., Liverpool.

Thames & Mersey Marine Insurance Co. (Ltd).

Boston Marine Assurance Co., of Boston, E. L. Bond, Agent.

North Queensland Insurance Co., of Australia, E. L. Bond, Agent.

Hon. Mr. McMILLAN—Did they ask to have that dock built in a certain part?

Hon. Mr. FORGET—They did not; but my hon. friend from Montreal said that we did not require dry docks, that the merchants did not want them.

Hon. Mr. OGILVIE—They do not want the commissioners to build it.

Hon. Mr. FORGET—Then again in 1897 the matter was up, and the following was submitted:

Wherefore, because the port of Montreal is a natural and most important port of the Dominion, and because all other harbours throughout the country have been made at the cost of the government, your petitioners humbly pray Your Excellency in Council that the Dominion government will undertake and proceed with such work in the central portion of the harbour as will afford increased wharf accommodation, and also construct at some convenient point dry dock facilities.

In February another petition:

That the incoming council be requested to keep in view and urge upon the Dominion government the necessity for dry dock accommodation in the city of Montreal for ocean vessels of the largest class.

Hon. Mr. DRUMMOND—They asked in that petition, do you not see, that the Dominion government, which had been building these docks everywhere else, should do it there. But now the proposal is that the port of Montreal shall do it.

Hon. Mr. FORGET—I want to show that we require a dry dock, and have been asking for one for the last four years.

Hon. Mr. OGILVIE—We all know that, that is nothing new.

Hon. Mr. FORGET—At last the government came to a compromise. The commissioners asked the government to lend them two million dollars at three per cent interest, on condition that seven hundred and fifty thousand dollars should be spent, not for a dry dock only, but for high level wharfs so as to build elevators to receive grain from the Canadian Pacific Railway and Grand Trunk Railway. I have a better opinion of the harbour of Montreal than my two hon. friends, because I believe that with more accommodation and that money spent on the harbour, the trade of the harbour will increase enough to more than pay three per cent on the seven hundred and fifty thousand