

The answer of the minister therefore merely evades the question, and justifies our suspicions that the Government is ill-disposed towards the Quebec terminals.

At six o'clock, the committee took recess.

The committee resumed at eight o'clock.

Mr. LACHANCE (Translation): Mr. Chairman, just before six o'clock, when you left the chair, I was replying to the claim of the Minister of Railways that the Transcontinental Railway was now ready to start operations, even at Quebec, and that there were in that city sufficient facilities to meet the requirements of both the passenger and freight traffics. I have already quoted from correspondence between the ministers and the city authorities, to prove that such a claim is without foundation; that there are at present at Quebec neither docks, nor elevators that could be made use of by the Transcontinental Railway and that the Minister of Railways has refused to carry on these works but has suggested that it was for the Harbour Commission to see to them.

As a matter of fact, the Board of Trade appealed to the Harbour commission. Alas, a new deception awaited them, as will be seen by the two following letters, one from Mr. Levasseur, secretary of the Board of Trade, to Mr. Renault, the other from Mr. Renault to Mr. Levasseur:

Quebec, September 21, 1914.

Mr. Raoul Renault,
Secretary-Treasurer of the
Harbour Commission.

Dear Sir:

On the 11th of August last, we sent to Hon. Mr. Pelletier, the representative of the Quebec district in the Dominion Government, the enclosed letter. I have instructions from the board of directors to communicate to you a copy of this letter, as well as the answers of the Hon. Mr. Pelletier and of the Minister of Railways and Canals.

You will notice that the Minister of Railways and Canals suggests that the works at Lampson's cove, etc., for the Transcontinental Railway terminals are under the direct control of the Quebec Harbour Commission.

M. T. LeVasseur,
Secretary.

Quebec, September 26, 1914.

M. T. LeVasseur, Esq.,
Secretary,
Board of Trade,
Quebec.

I have the honour to acknowledge your letter of the 21st inst. enclosing a letter to Hon. L. P. Pelletier regarding the work which the Harbour Commissioners are now carrying on at Lampson's cove.

In reply, I have instructions to inform you that the improvements now being effected at

Lampson's cove are destined only to provide a landing for the railway ferry-boat.

Yours very sincerely,
Raoul Renault,
Secretary,
Quebec Harbour Commission.

So a peculiar situation arises; nobody is willing to take charge of the most indispensable part of the terminals, namely the docks and elevators. The Government do not concern themselves about it; the Harbour Commission will not have anything to do with it, neither will the Minister of Railways.

It would be difficult to find in the past, under any of the administrations, a similar chaos in an undertaking of such importance: no controlling head, no acting body, no definite plan, no responsible authority over the actions of the parties interested; one pulls this way, another that way, to suit personal or political interests.

And what about the famous Union station at the Palace? To reach it a tunnel had been proposed; has the work been started? The hon. member for South Renfrew (Mr. Graham) has asked the following question:

1. Has the work been started on the proposed tunnel in connection with the maritime station of the National Transcontinental at Quebec?
2. If so, what amount has been expended on the work up to December 31, 1914?

The hon. Minister of Railways and Canals answered as follows:

1. Yes.
2. \$372,514.86 have been expended by the land commissioners and \$154,293.83 by the Canadian Pacific Railway Company on the right of way and buildings.

What relation the purchase of that land and the construction of those roads and buildings can have to the tunnelling of the cliff from Sillery to St. Malo, is not easy to see. Then, what generosity has prompted the idea of connecting with the construction of that tunnel the Canadian Pacific Railway? But what can be clearly seen is that the tunnel is not under way, that many years will pass and many millions will be spent before it is completed, if ever the scheme should materialize; and meanwhile the Transcontinental will be without approaches to the station which is planned for it and without any accommodation for the handling of its freight.

To be just, I must say that last spring, the Government started work on the foundations of a freight station at Champlain market; but these foundations were barely out of the ground when the work was stopped about the end of July.

Mr. CASGRAIN (Translation): Will the hon. member allow me a question? Does