

And that is the elevator which we are asked to believe would according to the new government scheme satisfy for the requirements of the traffic on the Transcontinental, when this very elevator, under its present management and on account of the railways interested in it, can hardly handle the local trade.

To further show the groundlessness of the statement made by the Minister of Railways regarding Quebec's ability to cope with the handling of the freight at that place, I again quote from the report, at page 75, of a meeting of the board of directors held on the 12th of June, 1914:

Mr. Jean Guay points out the delay in the construction at Quebec of the terminals of the Transcontinental Railway. By means of small topographical charts which he distributes among the directors, he shows that there is no general plan of the whole works, that no provision has been made either by means of a tunnel or otherwise for connecting the car works at St. Malo with the Transcontinental Railway; that the new grain elevator of the Harbour Commission could hardly be utilized by the Grand Trunk Pacific Railway. He adds that a representative delegation should go to Ottawa and interview the Government on this subject, so that precise information may be obtained that could then be communicated to the members of the Board of Trade at a special general meeting that could be held in ten days or so.

The Chairman points out that it is hardly possible to obtain in just a few days precise information and that it would be better to adjourn *sine die* or else call that meeting whenever it will be necessary.

So, here we are in June, 1914, after three years during which the Government have had under consideration this question of terminals, yet the president of the Board of Trade has yet been unable to obtain precise information. Besides, even we members of this House have never been able to get anything definite in the way of information.

About that time, the Government seems to have been somewhat inclined to revert to the original scheme of elevators and deep water docks at Cape Diamond. Thus, at page 91 of the report, there may be seen a letter, dated the 2nd of July, 1914, written by the president to Hon. L. P. Pelletier, then Postmaster General:

Dear Sir,

I have communicated to the council of the Board of Trade the result of our recent visit to the terminals which are to be constructed at Quebec for the handling of the freight on the Transcontinental and also your decision to press the construction of the docks and of an elevator at Lampson's cove.

The directors wish me to convey to you their thanks and congratulations for this decision and their hope that these works will be pushed rapidly to completion so that Quebec may be able to handle the grain from the Northwest

[Mr. Lachance.]

as soon as the Transcontinental begins to remove it to the sea.

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We are informed that the contractor intends to construct the 2,000 feet docks which you have authorized, from Lampson's cove in a westerly direction, in the shape of a simple wharf or protecting wall, fronting on the river in a straight line. A wharf of that kind would accommodate only three large vessels and it would become necessary to construct very wide and expensive galleries leading from the elevators; while if docks were constructed on the same plan as those of Halifax, St. John, Montreal and New York, there would be five times times the accommodation for an equal frontage.

On the 11th of August, the president writes another letter giving particulars about the docks at Halifax.

But that scheme of docks and elevators is entering a new phase. I have here two letters explaining the reasons of its failure:

Ottawa, August 15, 1914.

Mr. Jos. Picard,
President of the Board of Trade,
Quebec.

Dear Sir:

In further reference to your letter of the 11th inst., I beg to forward you a copy of the reply received by me from Hon. Mr. Cochrane, relating to the docks intended to afford terminal facilities for the handling of freight on the Transcontinental at Quebec.

Yours very sincerely,
(Signed) Louis P. Pelletier.

Ottawa, August 14, 1914.

Hon. L. P. Pelletier,
Postmaster General,
Ottawa.

Dear Mr. Pelletier:

I beg to acknowledge your letter of the 13th inst. with enclosed a copy of a letter from Mr. Jos. Picard, president of the Quebec Board of Trade, and in reply to state that the harbour at Halifax is under the control of the Intercolonial Railway, and so under the direct control of my department, while the harbour at Quebec is under the control of the Harbour Commissioners, with whom I have nothing to do.

Yours very sincerely,
(Signed) F. Cochrane.

The stand thus taken by the Minister of Railways seems to me unwarranted. He states: I am concerned with the docks in Halifax harbour, because that harbour is under the management of the Intercolonial the latter being under the control of my department. But the Transcontinental is also under the control of his department, because, for the last two years, the minister has taken over the powers of the Transcontinental Railway Commission. The original plans also provided for the construction of those docks by the Transcontinental Railway Commission. Moreover the Government has constructed the docks at Levis and never claimed that it was for the Quebec harbour commission to see to that work.