

the strong purpose of those who consecrated their energies and their lives in reclaiming for the cause of Christianity and civilization what was then a vast wilderness in this western world. May the soul and purpose of our nation ever be strengthened by the memory of the ideals which inspired the pioneers of Canada when first they undertook the task which is now committed to our keeping.

Quebec is thus unique among Canadian cities, in the associations and traditions to which I have alluded. But apart from these, when one considers its majestic situation, at the portal of the greatest inland waterway of the world, its commanding position at the head of the Gulf of St. Lawrence which lies like a great land-locked ocean almost at your feet, the vast territory largely undeveloped which lies tributary to this city, and the unbounded opportunities for the development of industry and of commerce which are thus afforded, one realizes the immense importance that this harbour should be so developed and equipped as to enable it to compete on at least even terms with any port on this continent for a legitimate share of the world commerce flowing to and from our shores.

Whatever differences may exist between the policies of political parties in Canada, I am sure they will be found united in the view that the great national ports of this country should be adequately equipped for the purpose which I have stated. It is in this view that I desire to set forth to you to-night the works which the Government deem necessary and which they have already undertaken for the proper equipment and development of this harbour.

Must look well ahead.

In approaching a question, one realizes that we must build not for to-day or to-morrow or for ten years hence, and that no proposals can be regarded as adequate unless they are so comprehensive in their character as to permit of proper extension to meet the necessities of the large future. We can estimate to some extent the probable development within a few years; but one would need a prophetic vision to foresee the enormous increase in our commerce and the equipment necessary to cope with it during the life-time of even a single individual. Considering the resources of this country, still on the eve of development and the population flowing in marvelous streams to our shores, one may conjecture that the bright eyes of children to-day at play in your streets may still be undimmed when this Dominion shall have surpassed in population the British Islands, or that favoured land from which came the ancestors of more than two million Canadians.

Transcontinental Works.

The approaching completion of the National Transcontinental Railway naturally render it important and even urgent that every needful facility and equipment should be provided without necessary delay. Let me put before you in a few words the proposals of the Government in the provision of terminals.

Pending the completion of the Quebec bridge which will probably not be finished before 1917, it is proposed to provide a ferry boat of large dimensions capable of handling a whole passenger train at one crossing. Such a boat has already been contracted for in Great Britain and will be delivered early next season. The

ferry landings for this boat are already under construction both on the Levis side and the Quebec side, the necessary land having been acquired for the purpose. It has been thought in the public interest that instead of constructing the shops at St-Foy as originally proposed they should be erected at St. Malo in this city. These shops will occupy an area of about 200 acres and a large number of men will be employed. The establishment of these shops will, I hope, be a marked advantage in the development of Quebec and it will mean the upbuilding of a prosperous community in that portion of your city, as the operation of the shops involves the steady employment of a high class of labour and all the advantages that necessarily result from increased business and commercial activity.

Freight and Passenger Stations.

The site originally selected at St. Foy will nevertheless be utilized in the first instance for a large through freight yard which is necessary at that point in order to provide for the distribution of cars on different roads. Moreover a large handsome station has been completed at St. Foy as well as an eighteen stall engine house and every building necessary for the efficient operation of the railway. Between the Quebec Bridge and the Champlain Market a double track has practically been completed. There is also a connection with the Canadian Northern Railway at Cap Rouge which permits entrance to the St. Charles side of the city and which can be utilized for this purpose pending the completion of the tunnel that will connect the St. Lawrence waterfront with the new Union Station on the Palais site. While that tunnel is essential to the National Transcontinental Railway for effective access to the Union Station and to the St. Charles side, it will be equally necessary to other great railway systems which will naturally require access to the great frontage terminal of the St. Lawrence. The new Union station will be a very handsome edifice worthy both of this city and of the great railways by which it is to be used. Not only will this building be handsome and spacious, but its arrangements and accommodations will be of the most modern and approved designs. Its location is in the most populous part of the city and it will therefore accommodate most conveniently the greatest number of people. The advantages of a union station for all railroads where such a course is reasonably practicable are so obvious hardly to need enumeration. It is sufficient to say that when this station shall have been completed, Quebec will be as well equipped with terminal facilities for passenger service as any city in Canada.

Must Obtain Western Traffic.

Having regard to the probable enormous development of western traffic to this city and its wonderful possibility by reason of the situation which I have described and seeing also the necessity of providing adequately for future development, the Government thought it desirable to possess an extensive waterfront on the St. Lawrence. With this view we have acquired three miles of the best waterfront in Quebec extending from Sillery to Cap Diamond; and portions of the waterfront from the Cap Diamond to the Champlain market have also been secured. This magnificent waterfront will give to the Government and to the Harbour Commission the opportunity of almost unlimited development of port and terminal facilities; and I hope you will agree that in thus looking forward to the possibilities of the future the Gov-