

Company, D. W. Campbell, manager, Carbray, Routh & Co., J. G. Brock & Co., Wm. Johnston & Co., (Limited), Dominion Coal Company (Limited), Kingman & Co., agents, McLea, Kennedy & Co.

It is absolutely beyond all question that the harbour of Montreal is insufficient at the present moment. It is in bad shape, in this respect, that the wharfs are inadequate—they are too low. But there never has been any talk of a block until the present year, until the newspapers spread the idea that there was a blockade. There was no block. I am informed that not more than thirty-five per cent of the wharfs in the east end of the city were occupied all last year. If that be so there is no immediate hurry. There is a strong opinion among the largest shipowners in the port, that this bill, until the plans are matured and there is time to consider it, had better lie over for another year. I will read you one or two communications with reference to that. First says one important shipping interest :

All reference to a graving dock should be eliminated. All reference to a particular plan should be eliminated, and the harbour board given a free hand. Failing these amendments, the shipping interests would prefer the bill being put forward to next session for mature consideration.

One thing will strike you and it is this, that the plans of the proposed dock are not even prepared. They are to be prepared and submitted within two months from the passing of this bill. Why cannot those plans be prepared—

Hon. Mr. SCOTT—You are referring to plans, specifications and estimates, but I understand that the general design has been agreed upon and settled. That is my information.

Hon. Mr. DRUMMOND—They have been kept secret then. We do not know it in Montreal.

Hon. Mr. SCOTT—If my hon. friend will just read clause 3.

The sums of money advanced to the corporation under this Act shall, subject to the provisions of the next following section, be applied by the corporation towards the completion, construction, extension, or improvement of wharfs, structures and other accommodations in the harbour of Montreal, in such manner as the corporation have, by a plan of the said harbour works known as plan 12a, signed by the harbour commissioners and their engineer, and approved of by the Minister of Public Works, determined upon and defined, subject, however, to such modifications thereof as the said harbour commissioners, with the consent and approval of the Minister of Public Works, may make,—such works to be commenced forthwith and prosecuted continuously until completion.

Hon. Mr. DRUMMOND—That refers only to the wharfs. If you look at clause 4 subsection 2 it says the plans and estimates shall be submitted within two months from the passing of this act :

2. The plans, specifications and estimates for all such works, shall be submitted to the Minister of Public Works within two months from the passing of this act, and shall be subject to his approval ; and on such approval being given, the said works shall be commenced forthwith and be carried on concurrently with the works on plan 12a mentioned in section 3.

Even at the risk of putting the bill over for another year I insist on my amendment.

Hon. Mr. OGILVIE—In seconding that amendment I should like to say a word. The hon. Minister of Justice, whom I am always delighted to hear, spoke of our necessary improvements, but I think I know something about the moving of grain and elevators. I believe I was instrumental in bringing the plans to Montreal for building the first floating elevator ever built in the country, and I have followed it up pretty closely ever since to see what it was doing. If the money was to be spent in wharfs I would have nothing to say against it at all, although these very wharfs that some hon. members wanted and seem to get so very wild about were not urgently needed. I pass down two or three times every month, sometimes four or five times, by those wharfs in the lower end of the town, and I venture to say that last year not one-tenth of all those expensive wharfs that were built in the lower end of the town were occupied one-fourth of the year, and there was nothing there but a few wood barges.

Hon. Mr. MACDONALD (B.C.)—Is the current too strong at that point?

Hon. Mr. FORGET—Yes.

Hon. Mr. OGILVIE—But the objection the shipping interests take is to the building of a dry dock. It would be better for the harbour commissioners to do without the loan altogether than to be saddled with \$750,000 to construct something which they should not be obliged to build at all. Then the hon. Secretary of State and the hon. leader of the House spoke about the harbour commissioners agreeing to such and such a thing. We who live in Montreal know well enough that for the last three years plan after plan has been prepared and agreed to by the harbour commissioners,