

be in the harbour of Quebec, in the constituency which I have the honour to represent, or in any other part of Canada, are not justified unless they can be shown to be absolutely necessary.

An hon. MEMBER: You are wrong.

Mr. BEAUBIEN: I may be, but at any rate my motives are sincere.

Mr. CANNON: You have a perfect right to be wrong.

Mr. BEAUBIEN: Well, we are not always right.

Mr. CANNON: I was merely suggesting that the hon. member has the privilege of being wrong if he wishes, just as every other hon. member has.

Mr. BEAUBIEN: And the hon. member does not fail to take advantage of the same privilege himself. However, I am sure that the Minister of Justice and his colleague, as well as the members generally representing the province of Quebec, will agree on reflection that there is nothing in what I have said to indicate any antagonism to Quebec on my part. Indeed, my sympathies from childhood have always been towards that part of the country.

Mr. POWER: We forgive you, for you know not what you do.

Mr. COOTE: I think that the hon. member (Mr. Beaubien) is absolutely right in what he says regarding the probability of western grain going in any large quantity to the port of Quebec in the fall of the year. It certainly is not feasible to haul grain that distance; it means hauling it something like 1,000 miles east of Fort William. We often have to wait now a month or two to get a car to load our wheat, and if the train that carries our wheat to Fort William must make the trip all the way to the port of Quebec, I should like to know how much longer we shall have to wait for the car to get back west and take on another load of grain to transport it to the shipping point. After the port of Quebec freezes up, surely it would not be expected that we should have sufficient elevator space built there to enable the railway to haul grain and store it at Quebec all winter. Any grain hauled after that port freezes will be taken to St. John or Halifax. Let us be honest about this thing and not delude ourselves into thinking that we can build up a big grain trade through the port of Quebec. When the minister was telling us what was to be done with the \$5,000,000

he did not mention grain elevators; the amount is nearly all to be spent in the building of an immense new dock and in dredging the approach to that dock. Can the minister tell us what kind of traffic is to be handled at the port of Quebec which will necessitate this immense new wharf? If the traffic will not consist of grain, what tonnage will be handled to justify this immense expenditure?

Mr. CARDIN: We expect that the facilities to be provided will take care of new traffic in general merchandise. We are not contemplating the shipment of grain alone but the shipment of goods of all kinds. My hon. friend has said that he is not convinced of the necessity of this advance; and the hon. member for Provencher (Mr. Beaubien) particularly has declared that he would vote for the measure if he were sure that it was necessary to provide these new facilities. What proof would be adequate to satisfy the soul of my hon. friend?

Mr. BEAUBIEN: The proof that would satisfy me would have to be more convincing than the opinion of the shipping conference or shipping federation, who tell us that the rates on the Atlantic ocean are not too high. It would have to be stronger proof than that.

Mr. CARDIN: Would my hon. friend set aside the evidence offered by those who are supposed to know something about this matter?

Mr. BEAUBIEN: Has not the government itself ignored that evidence in appointing a committee to enquire into ocean rates?

Mr. CARDIN: The question before the House should be decided on its own merits. Now, we have the fact established here that the parties most interested, the shipping federation, have approved of this undertaking; they have declared that it is necessary and have asked the Prime Minister (Mr. Mackenzie King) to accede to the request of the harbour commission. And we have had the representations of the harbour commissioners of Quebec presented by men upon whom we can rely. These men are supposed to know something about the development of the port of Quebec; and apart from what they have represented, we have also the approval of the authorities of the Canadian Pacific Railway as well as that of the president of the Canadian National Railways. It is therefore very well established that all parties interested in the project, all the persons who are supposed to be familiar with the facts, are favourably disposed to it; and if we are to seek advice on the subject, is it not reasonable to go to