

best plan. We have it from the highest engineering authority in the country, from the gentleman in whose engineering skill the Government places unbounded trust, that the plan we are about carrying out is by no means the best plan—that it will not afford more than one half of the area for the use of ocean steamers and sailing vessels that the improved or best plan would furnish.

The adoption of the best plan would involve, it appears, a million and a half dollars more of expenditure, but an important factor appears to be lost sight of in the calculation made, and it is this—What increase of revenue would you have from the works by the adoption and execution of the best plan ?

In order to make our calculation correctly we must take into account that, if the expenditure be more, the revenue would also be more, and that the capital which the increase in revenue would represent, should be placed in the scales against the additional expenditure. My argument I think will be admitted by all gentlemen not prejudiced in this connection and, fortunately, there is no one here that has any prejudice in the matter. I do not say that any jealousy exists in the minds of the public men of this country regarding Quebec, but I do say that if the government of the country carry out any other, than the plan which in the opinion of its own engineers is the best for our Port, that then a great wrong will be done to Quebec and the chances of benefitting the country at large be decreased. If a vessel coming here drawing 27 feet of water cannot find room in our Dock to discharge and take in cargo, she will proceed to Montreal, and we will have only the pleasure of seeing her as she goes by our doors.

Now, Mr Chairman, should we be content in the face of what we have learned here to-day ? I think not. We have one common interest in view. We should be influenced and anima-