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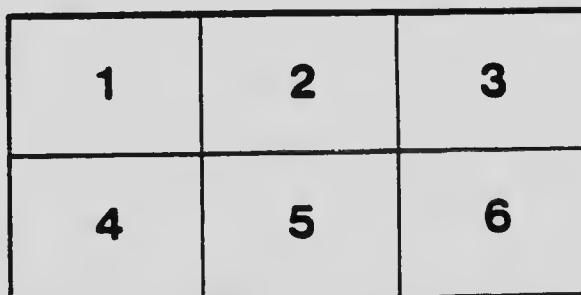
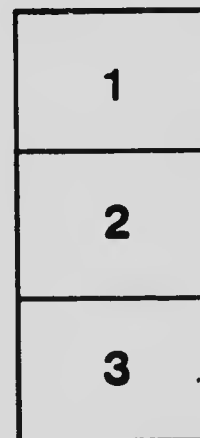
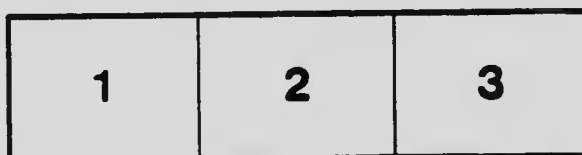
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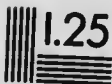
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RAILWAY CONNECTIONS
— AND —
DOCK ACCOMMODATION
— FOR —
PRESENT AND FUTURE NEEDS
AT QUEBEC

REPORT ON SUBJECT
PRESENTED TO THE DOMINIONS ROYAL COMMISSION
WITH SUGGESTIONS FOR FUTURE IMPROVEMENTS

— BY —
MR. J. G. SCOTT
PRESIDENT
QUEBEC BOARD OF TRADE



REPRINTED FROM
QUEBEC DAILY TELEGRAPH
NOVEMBER 2nd,
1916

RAILWAY CONNECTIONS AND DOCK ACCOMMODATION FOR PRESENT AND FUTURE NEEDS AT QUEBEC

**REPORT ON THE SUBJECT, WITH SUGGESTIONS FOR FUTURE
IMPROVEMENTS PRESENTED TO SIR ALFRED BATEMAN
K. C. M. G., CHAIRMAN, AND THE MEMBERS OF**

THE DOMINIONS ROYAL COMMISSION

**AT THE INQUIRY HELD AT THE PARLIAMENHOUSE, QUEBEC, ON
THE 2nd NOVEMBER 1916, BY MR. J. G. SCOTT, PRESIDENT
QUEBEC BOARD OF TRADE,**

(From THE QUEBEC DAILY TELEGRAPH, November 2nd, 1916)

At this morning's session of the Dominions Royal Commission, Mr. J. G. Scott, President of the Quebec Board of Trade, was called to give his views on "Railway Connections and Dock Accommodation in Quebec." Mr. Scott in addition to his verbal statements presented the following important report in documentary form:

"In submitting to the Royal Commission the following facts with reference to the railway connections and dock accommodation at the port of Quebec, it may perhaps be well for me to premise by saying, for the information of the Commission, that I am a native of Quebec, where I have lived all my life, that I have had an experience of eighteen years in the timber and shipping trade, having been connected with some of the largest lumber mills and shipping houses in Canada, and that afterwards I went into the railway business and built 500 miles of railway—The Quebec & Lake St. John and Great Northern of Canada—north of Quebec, and subsequently operated both roads, the first named for a period of over twenty years, during which time I had ample opportunity to study the railway requirements of this port and to direct a great deal of the traffic, in lumber, pulp, paper and grain, then and now finding an

outlet to the sea, through the Louise Docks, to the United States. And finally, that during my management of the Great Northern Railway we had several years experience in the shipment of grain from Chicago and other western points to Quebec, where we built an elevator of a million bushels capacity.

Prior to the construction of the Canadian Pacific Railway, the shipping trade of the port of Quebec consisted almost entirely of the shipping of square timber staves and deals to Great Britain and, to a limited extent, to France, Spain, South America, South Africa and Australia. These goods were shipped principally in sailing vessels of from 700 to 1500 tons register, which did not draw much water, and as they were mostly loaded at blocks in the timber coves, extending from Cape Diamond to Sillery and Cap Rouge, deepwater wharves were not required for their accommodation. The shipping trade of the port of Quebec at that period was very large, as many as 1800 ships coming to Quebec in one season and at one time, if I am not mistaken, our port ranked next, on this side of the Atlantic, in number of arrivals and tonnage, to the port of New York.

Owing to the cutting out of the

timber and the removal of saw-mills to the interior, to points along the lines of new railways, the lumber trade of Quebec has diminished from year to year, and the sailing ships have almost disappeared and have been replaced by steamships, some of them with a capacity ten times as great on an average sailing ship of former days.

Deep Water Docks

With the advent of steamships and the construction of railways, there arose the necessity of deep-water berths and docks, with tracks giving railway connections. The four railways first built, viz., the Canadian Pacific, Quebec & Lake St. John, Great Northern of Canada (now Canadian Northern) and the Quebec & Saguenay, all coming into the city by the valley of the St. Charles, it was found necessary to construct the Louise docks in the estuary of that river by dredging an area dry at low water.

These excellent docks have been fully described to you by Mr. St. George Boswell, the eminent engineer who has built and now manages them, as Chief Engineer of the Quebec Harbor Commission. So I do not need to say more than that they give, including the frontage reserved for colliers and coal plants, about 10,000 feet of excellent dock frontage, or berths for seventeen ships of 600 feet with depths of water varying from 26 to 40 feet at low tide.

The addition which is now being built to these docks on the St. Charles front, will give berths, with a depth of 35 feet at low tide, for four or five large steamers.

A very fine shed is being built on the new frontage, 1000 feet long, with conveyors from the new grain elevator of one million bushels capacity which has just been built on the Louise Embankment. The docks are well constructed, excellent works, maintained in a high state of efficiency, and well managed. But they are barely sufficient for the present needs of the Canadian Pacific and Canadian Northern Railways, whose termini they adjoin, and the addition of four steamship berths now being built will certainly not give

anything like the accommodation required by the Transcontinental Ry., if that road is to bring us a traffic of large volume. At the present time berths on the St. Lawrence front are—or were before the war—entirely occupied by the mail steamers of the Allan line, C.P.R. and Canadian Northern, most of which are too large to go to Montreal, and all of which land their immigrants at Quebec.

Half of the Inner Basin and of the embankment fronting it is taken up by the colliers, coal landing plants and coal yards of several Nova Scotia coal mining companies which are essential to the trade of the city and cannot be placed elsewhere; and a large part of the area of the outer embankment is occupied by the extensive and costly Immigration Buildings of the Government, where all immigrants coming to Canada are lodged for varying periods, and then forwarded to the interior by special trains which load at these buildings.

Excellent Facilities

These arrangements are so excellent, that many people think that we have better facilities for handling immigrants than any other port in America; but they occupy a very large share of the dock space, and this, taken in conjunction with the fact that the dock facilities for entering the dock properties are limited, owing to the entrance tracks from the C.P.R. crossing at right angles the main line of the Canadian Northern and two other railways at the head of the dock, forces us to the conclusion that it would be wise to reserve these docks for the ocean passenger traffic of all the railways and for the freight business of the Canadian Pacific and Canadian Northern only for which they will probably be barely sufficient, and not to attempt to handle there the ocean freight traffic of the National Transcontinental which promises to be a traffic of much greater volume to this port than either of the other trunk lines across the continent, and for which other deepwater terminals are available.

Pending the completion of the bridge across the St. Lawrence at Quebec, which is expected next year, the railway traffic between the four railways on the North side of the river and the five railways on the south side, is now being carried, winter and summer, without interruption, by the car ferry steamer C. H. Saw, and by the steel train ferry steamer Leonard, specially built for the Transcontinental railway, at Birkenhead. The local traffic is already very large, these boats crossing about 3,000 cars per month, but these figures will, of course, be very greatly increased when the grain traffic of the North West shall be carried over the Transcontinental to Halifax and St. John, during the winter months. The bridge will, of course take care of the traffic when completed.

Let us consider for a moment what are likely to be the terminal requirements of this new Transcontinental railway:

The National Transcontinental Railway was built by the Government of Canada, from Moncton (Halifax) and Quebec to Winnipeg, with the intention that it should be the eastern outlet of the Grand Trunk Pacific Railway, which was to be built simultaneously from Winnipeg to Prince Rupert, and that it should be leased to and operated by that company.

Cheaper Transportation

The declared intention of Parliament in building this costly railway was that it should materially cheapen the cost of transporting the grain of the farmer of the Northwest, and that it should give all its export ocean traffic to Canadian seaports; and the act of Parliament which authorizes the lease of the road to the Grand Trunk Pacific—free of rental for a period of years—distinctly provides that its traffic shall be routed to Canadian ports, and binds the lessees to have at all times, at Canadian seaports, a sufficient supply of ocean tonnage to handle all the traffic of the railway.

The railway has now been completed, except as to terminals, at

a cost far exceeding the original estimate. It has cost more than \$150,000,000 exclusive of interest, but the location has been so excellent, forming almost an air-line—see annexed map—from Halifax to Quebec and Winnipeg, that the distance has been reduced to about 450 miles from Moncton to Quebec, and to 1350 miles from Quebec to Winnipeg. A maximum grade has also been secured, with the exception of two pusher grades east of Quebec, of four-tenths of one per cent, or 24 feet per mile.

Major Leonard, C.E., the Chief Engineer in control, until lately, of this work, under the present Government, has reported that this location is so favorable that it reduces the distance between tide-water at Quebec and Winnipeg by 214 miles, and that a modern freight engine will be able to haul over this road 1780 tons of freight as compared with 910 tons over the roads heretofore in use. The impression here is that this may be considered to compensate for the increased cost of the road.

The Grand Trunk Pacific Company contend that the road is unfinished and have declined to take it over and operate it under their lease. So the Government have been operating it for the last few months in connection with the Intercolonial as part of the Government Railway System.

We understand that an unexpectedly large volume of traffic has been developed, but it would not be fair to consider this traffic a measure of the value of the property.

Local Terminals

The position of the terminals at Quebec is very unsatisfactory. Until a short time before the completion of the road, the intention was that the terminus at Quebec should be at Champlain Market, a very central point in the city, at deepwater, on the St. Lawrence front, and the road was constructed with that purpose and is now completed, with a double track to the market place. It was intended to widen out the river frontage to a depth

of forty-five feet at low tide, which would have given a terminal yard, free from all street crossings or obstructions, about 5,000 feet in length and containing about 3,000,000 feet in area. Beyond the yard limit, the shallow bay from Cape Diamond to Sillery Point, a distance of 11,000 feet, free from currents and sheltered from running ice, forms an ideal site for a series of steamship docks and piers and elevators, suitable for a railway of this magnitude, similar to those now being built at Halifax, the bay covering an additional area of about 9,000,000 feet. The St. Lawrence at midstream, opposite this point, has a depth of 170 feet. The whole of this property from Sillery to the Champlain Market was very wisely purchased by the Government for the purposes of this railway and is now available.

But the Government have since decided to use jointly the Canadian Pacific terminals, which are inland on the north-west side of the city, and have acquired a short piece of track from Cap Rouge to the C. P. R. line at Cadorna to give access thereto.

This arrangement would seem to be very unsatisfactory. In the first place, the C.P.R. property in Quebec is very limited, the station yard containing less than 1,000,000 feet in area and being only 1000 feet in length, whereas modern freight trains are frequently 2,000 feet long. And it is impossible to extend this yard because it is bounded to the east at right angles by the tracks of the Canadian Northern and their bridge over the river St. Charles, used by two other railways, where the traffic is so intense that there is a passenger train every few minutes, and because a few hundred feet west of the yard it crosses at grade one of the greatest thoroughfares of the city—Bridge street—where the Dorchester bridge gives connection with the city north of the St. Charles and with all the populous north country. The C.P.R. property being inland, the access to the harbor front is over the tracks of the Harbor Commissioners on the Louise Dock. The docks are being enlarged, but the extension will only give four or five

additional steamship berths. It can hardly be pretended that this will be sufficient for the business of the Transcontinental Ry. for the St. Lawrence season of seven months, when it is considered necessary—and very wisely so, we think to make twenty-seven new berths at Halifax and twenty-five new berths at St. John to handle the winter business of the same railway for the remaining five months.

The Government having taken over the railway intended to be operated by the Grand Trunk Pacific, has also inherited its obligations, namely, of materially reducing the cost of moving the grain of the North-Western farmer, of bringing all the business to Canadian ports, and of providing ocean tonnage at those ports to handle it.

Freight Rates

A loyal effort has been made by the management of the Government railways to fulfill these obligations. A freight rate of six cents per bushel, equivalent to ten cents from Winnipeg, has been made upon export wheat from Armstrong to Quebec. As the normal rail and lake rate from Winnipeg to Montreal is about 13 cents, this means a saving to the farmer of the North-West, and a consequent increase in the price of all he raises, of about three cents per bushel, and it also means the beginning of a fulfilment of the promise made to Canadian ports, because it has already had the effect of loading six large ocean steamers at Quebec with grain from the North-West, since the month of May. Ten cents per bushel may seem a low rate for carrying wheat from Winnipeg to Quebec, a distance of 1350 miles, but it will considerably more than cover the cost, if the following figures which have been submitted to the Quebec Board of Trade are even approximately correct.

Estimated cost of hauling a train load of 1780 tons of wheat, (59,333 bushels), from Winnipeg to Quebec, 1352 miles, based upon the total cost of operation C. P. R. trains in 1913, \$1.80 per train mile: viz:—

1352 train miles, Winnipeg to Quebec, at \$1.80 per train mile.....	\$2,434
Returning, one-third of cars empty, say 206 tons, or 1-6.	407
	\$2,841
Add 1-1 for profit to railway.	947
equal to 6.38 cents per bushel.	\$1,788

These figures may be theoretical, and there may be circumstances, such as severe climate or extra cost of coal, which will increase the cost. But, in any case, there would seem to be sufficient margin to assume that this freight can be carried from Winnipeg to Quebec, with a moderate profit, at ten cents per bushel. And it must be remembered that the railway is built for this very purpose, which is more than ever urgent on account of the alarming diversion of the grain traffic of our North West to Buffalo, New York and other United States seaports, although Canada has gone to the enormous expense of building three transcontinental railways to secure it.

Grain Shipments

In the year 1915, about 167 million bushels of grain were shipped from Fort William and Port Arthur. Of this, 105 million bushels went to Buffalo, New York and other United States ports, and only 62 million bushels were sent to Montreal for export and to other Canadian ports for consumption. In 1916, the situation shows no improvement, the shipments from the head of the lakes for the year ending 31st July having been 312 million bushels, of which 180 million bushels went to U. S. ports. The exports from Montreal improved a little owing to a better supply of ocean tonnage, and amounted for the nine months ending 30th September, to 59 million bushels. But how small a figure does this seem when it is considered that in 1915 the crop of our north-western provinces reached 700 million bushels of grain of all kinds. Is it not most disappointing to think that after incurring a vast expenditure to build three

transcontinental railways, Canadian seaports should handle less than one-tenth of the grain raised in the country opened up by these railways?

Three years ago the Quebec Board of Trade pointed out to the Government that this diversion of our legitimate trade was due to the mistaken policy of having placed nearly all our grain storage on the great lakes, the figure showing that the elevators there, at that time, had a capacity of 58 million bushels, whereas those at our seaport could only store 11 million. As we urged most strongly that the terminals of the Transcontinental Railway should be completed, building grain storage for 10 million bushels at Quebec, and for a similar quantity at each of the winter ports of Halifax and St. John.

With these facilities, the Transcontinental Railway should be able to accomplish the purpose for which it was built, and if it brought to our summer and winter seaports even 100 million bushels per annum, it would be a long step in the right direction. The new movement of grain to Quebec this year in consequence of the 10 cents freight rate would seem to prove the ability of this railway to handle this traffic. But what can we do with storage for only a million bushels at Quebec? Within a few weeks from the start, we had to refuse further consignment for want of storage room. Our experience in Canada is that grain elevators generally handle from three to five times their capacity during our season of navigation. On this basis, our suggestion of 10 million bushels storage at each of the three seaports reached by the Transcontinental would seem only reasonable, if this road is to do anything like the business it was built to do.

Taps Spruce Forests

To a casual observer, it would appear doubtful whether this railway, apart from the grain trade, would have very much immediate traffic. But it must be remembered that in the St. Maurice Valley and for many miles westward, if not for

the whole distance to the prairies, it runs through the most valuable spruce forests in America and in the vicinity of many great water-powers. In the St. Maurice Valley this combination has created pulp and paper mills at a cost of fifty millions of dollars, which employ 10,000 men, and pay rental to Government on 11,000 square miles of timber limits now under license. In the adjoining valley of the Saguenay to the Eastward, thirty millions of dollars have been similarly invested, with results almost as great. The great water powers of the St. Maurice and the Nottaway, touched by this railway, should also cause the building of large flour mills at these water-powers, to grind the wheat of Manitoba and the Western provinces, which the easy gradients of this railway should enable it to carry very cheaply to such mills. And the great agricultural clay belt which stretches from the headwaters of the St. Maurice for 400 miles westward will soon attract a farming population to add to these sources of traffic. The writer built 500 miles of railway through this north country, and grave doubts were expressed as to whether there would be sufficient traffic to pay working expenses. Last year, these roads grossed nearly three millions of dollars, and showed net earnings of \$720,000. There would seem to be no reason why the Transcontinental, running through a similar country, should not have a similar traffic.

The port of Quebec is used by ocean steamers during seven months of the year. It is really accessible for strong boats all the year round, because local steamers run here all winter and also in the lower St. Lawrence, but marine insurance has heretofore been the obstacle. If this should hereafter be overcome, the present season of navigation could be greatly prolonged, and the specially built steamers which, it is said, are to navigate Hudson Bay during three months in the year, when that bay is open, in connection with the railway to Fort Nelson, could easily come to Quebec all winter. Quebec is 500 miles nearer to Liverpool than New York is. It is 214 miles closer

to Winnipeg than it was before the Transcontinental was built, and should therefore become a new distributing point for the traffic of the north-west. There is ample water in the harbor, the river having a depth of 150 feet, and the largest vessels in the world can come here with perfect safety, through a broad, deep and well lighted channel. At the present time, four of the passenger steamers in the St. Lawrence trade are too big to go to Montreal, and they make Quebec their terminus. This policy will likely be followed by many more, as the size of vessels increases, as it does every year, and as the new railway now brings Winnipeg 214 miles nearer to tide water than it was before and enables the immigrant landing at Quebec, as all immigrants do, to reach Winnipeg in seven hours less time than he can do at present.

Champlain Market Site

By making the terminals of the Transcontinental at the Champlain Market, instead of at the C. P. R. station, the usefulness of the Quebec bridge, built by the Government, across the St. Lawrence, which will be completed next year, will be very much increased. The distance from the Champlain Market to the north end of the bridge is only six miles, whilst from the C. P. R. station to the same point the distance is eleven miles. It will therefore be much more convenient for the south shore roads: the Grand Trunk, Delaware & Hudson, Intercolonial, Quebec Central and Transcontinental, to use a station on the harbor front rather than that of the C. P. R. The Transcontinental itself besides being in the more dignified position, which a road of this magnitude should occupy, of having its own terminals, will save paying toll to the Louise Docks and also to the Canadian Pacific for the use of its terminals.

On account of the war, it is of course, a bad time to advocate the expenditure of any money upon railways in Canada, more especially as our expenditure for this purpose has, of late years, been rather lavish, and not always too wisely directed. But here we have an enor-

mous public work, built at vast expense, to accomplish a certain purpose, and which seems to be perfectly adapted to carry out that purpose and to give to our farmers and to our seaports the great benefits for which it was designed. Is it not, then, most urgent that we should without delay, provide this railway with the terminals, without which it cannot do the work for which it was built, nor do its share to put a stop to the diversion of our grain trade to United States seaports, which is causing so much alarm amongst our commercial men?

I have endeavored, in a very imperfect way, to show that this new short direct railway through the hitherto unknown interior, this shortest possible line between tide water and Winnipeg, must prove of the greatest importance to the trade of our country, and with proper terminals, must make of Quebec a new distributing point for the trade of the great North-West, into which we hope to see a great movement of good British subjects as soon as the war is over. Is it too much to expect that, in return for what our Canadian soldiers have done for the Empire, England will, when peace is restored, make every effort to direct her shipping to Canadian seaports, so that we may then have steamers of the Mauretania and Olympic class coming to Quebec, in summer, and to Halifax in winter, subsidized, if need be, by the Imperial and Canadian Governments, as they are now subsidized by the former to run to New York.

In conclusion, let me remind you that the largest ships in the world

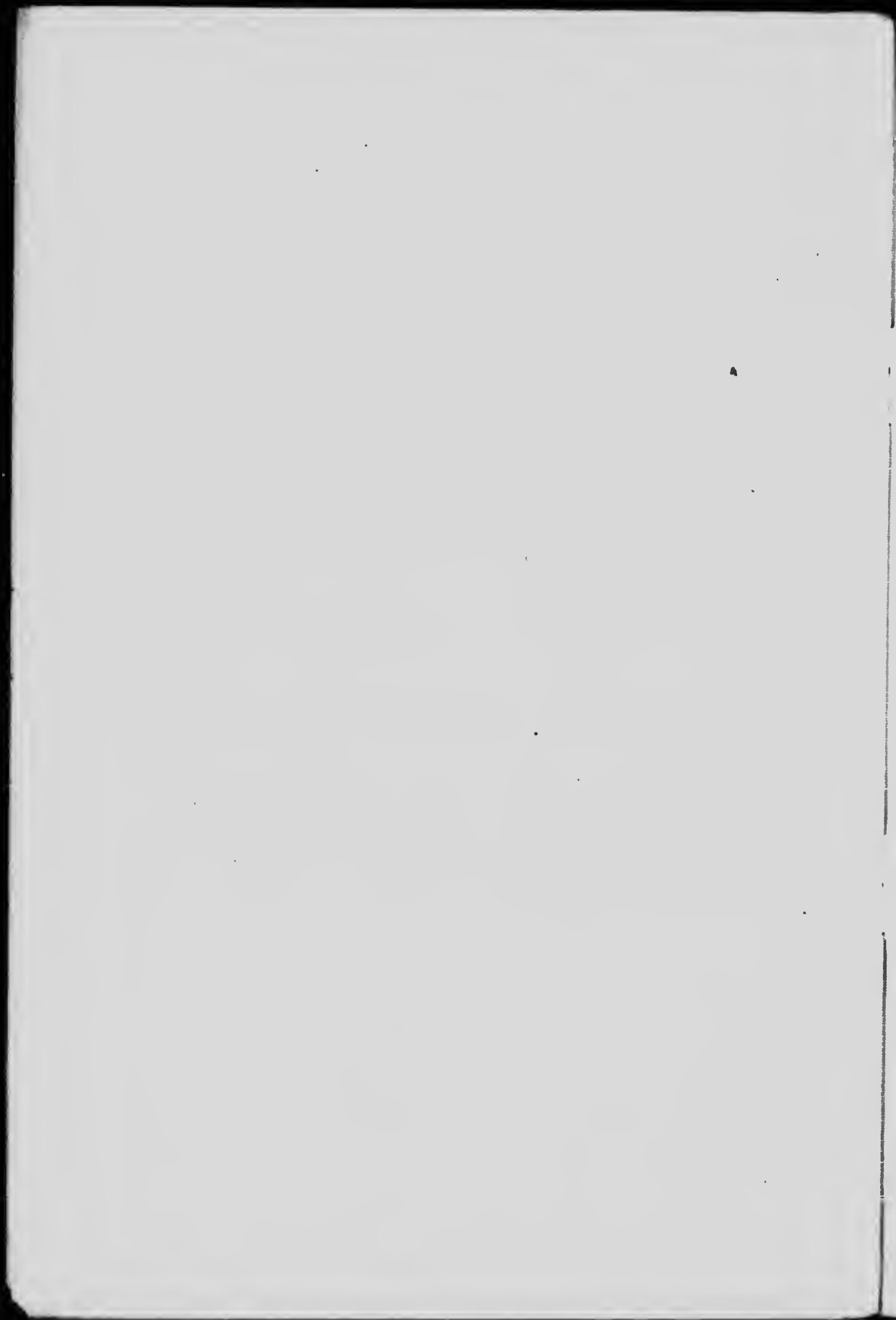
can come to Quebec, which, although only 180 miles further from Liverpool than Halifax, is 680 miles closer to the interior of the continent, that we are just completing in our harbor the largest graving dock in the world, suitable for the protection of such ships, and, finally, that the port of Quebec is the point where the ships of the greatest tonnage may meet the shortest railway leading to the wonderful wheat fields of the West.

Listen to some of the words uttered a few days ago in New York, as to the future of Canada, by the greatest authority in this country, a man who weighs his words and who never exaggerates. I refer to Lord Shaftnessy.

He said:—

“Canada is an empire in itself.
“Its population is not a fraction
“of what it should be, of what it is
“capable of becoming, or of what
“it will be after the war. We
“are taking steps to prepare for
“the future, and are anticipating
“an immigration that should be
“unprecedented in Canadian history.”

Gentlemen of the Royal Commission, help us in the development of this great country, help us to direct its trade through our own ports, send us your steamships, help us to populate our great interior with men who are or will become good British subjects, and if ever the occasion should unfortunately arise that the Empire should again require us, you will find the same ready response that has been given you by the 400,000 good Canadian soldiers who have answered the righteous call of to-day, and if necessary in far greater numbers.



APPENDIX

STEAMSHIP DOCKS

AT CANADIAN EASTERN SEAPORTS

HALIFAX:

Dock frontage, in use at North end.....	10 berths
“ building at South end.....	27 berths
Total.....	<u>37 berths</u>

ST. JOHN:

Dock frontage, in use—8726 feet.....	14 berths
“ building:—	
“ Courtenay Bay, 11420 feet.....	19 berths
“ West side 3600 feet.....	6 berths
Total.....	<u>39 berths</u>

QUEBEC:

Louise Dock Pointe à Carey wharf } in use 10,030 feet.....	17 berths
Now building at Louise Docks... 3,200 “.....	5 berths
Total.....	<u>22 berths</u>

MONTREAL:

Now in use	
For vessels of 30 feet draft.....	25,158 ft.
For vessels of 25 to 27½ feet draft.....	13,442 ft.
(Exclusive of any now building).....	<u>38,600 ft—</u> 64 berths

Berths are figured at 600 feet each.

STATEMENT OF WHARF FRONTAGE
FOR SEA-GOING VESSELS, THE PROPERTY OF THE QUEBEC
HARBOR COMMISSION

Inside of the Breakwater, or Pier No. 1.....	1,000 feet
Along the river front of the Breakwater, about.....	2,300 "
Pointe à Carey wharf, River front.....	530 "
Louise Basin; inside of the Breakwater.....	700 "
Louise Embarkment, outer-basin.....	1,100 "
Cross-wall.....	600 "
Pointe à Carey wharf, at shed No. 19.....	600 "
Wet dock: cross-wall.....	600 "
Louise Embankment.....	2,200 "
Dominion Coal Co's wharf.....	400 "
	In use... 10,030 feet
New wall on St. Charles river front now being built.....	3,200 "
	Grand total..... 13,230 feet

Quebec Board of Trade

(Founded in 1809)

Officers in 1916



O. W. BEDARD
1st Vice-President.



J. G. SCOTT
President.



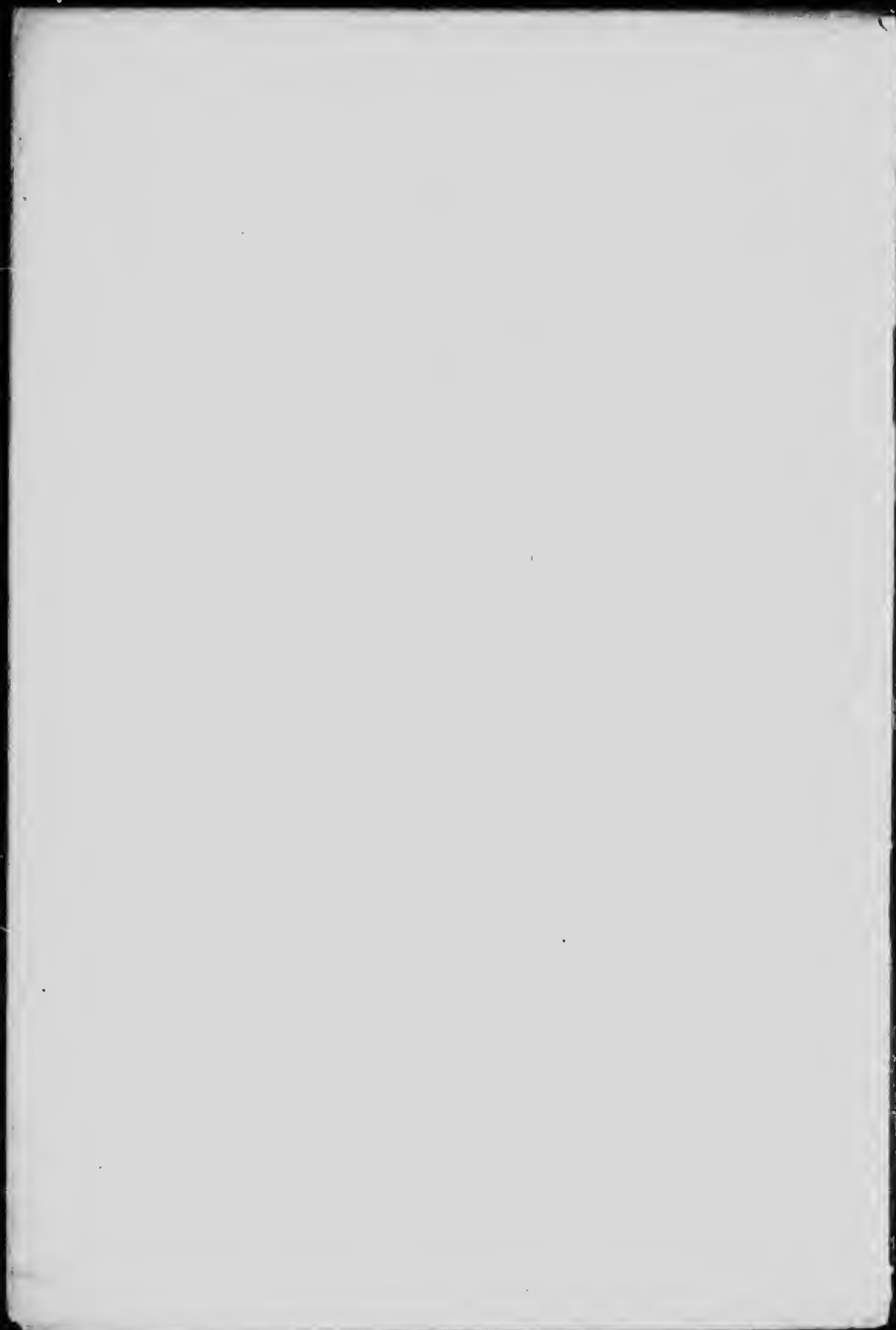
JOHN THEODORE ROSS
2nd Vice-President.



W. J. BANKS
Hon. Treasurer.

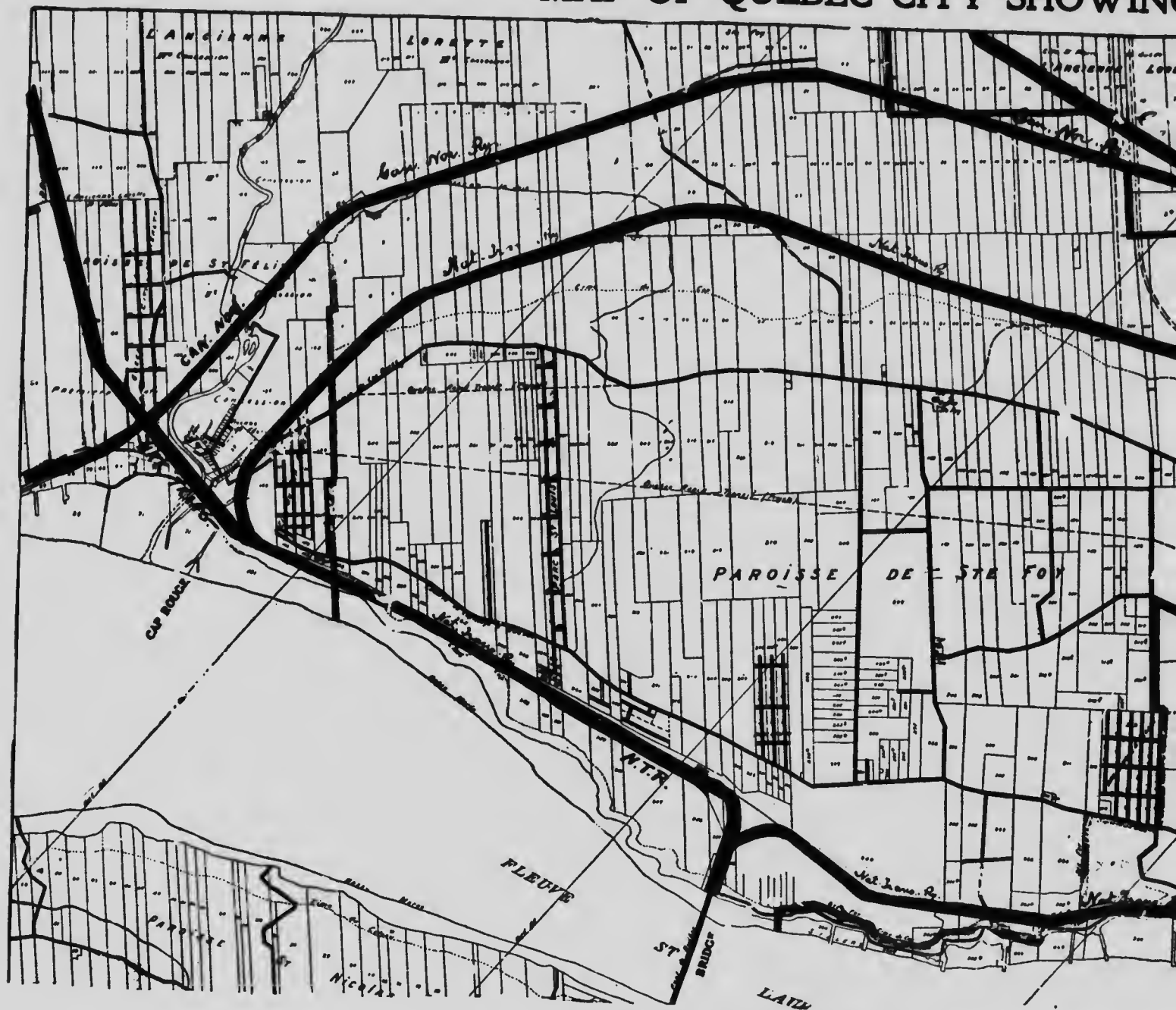


T. LeVASSEUR
Secretary.



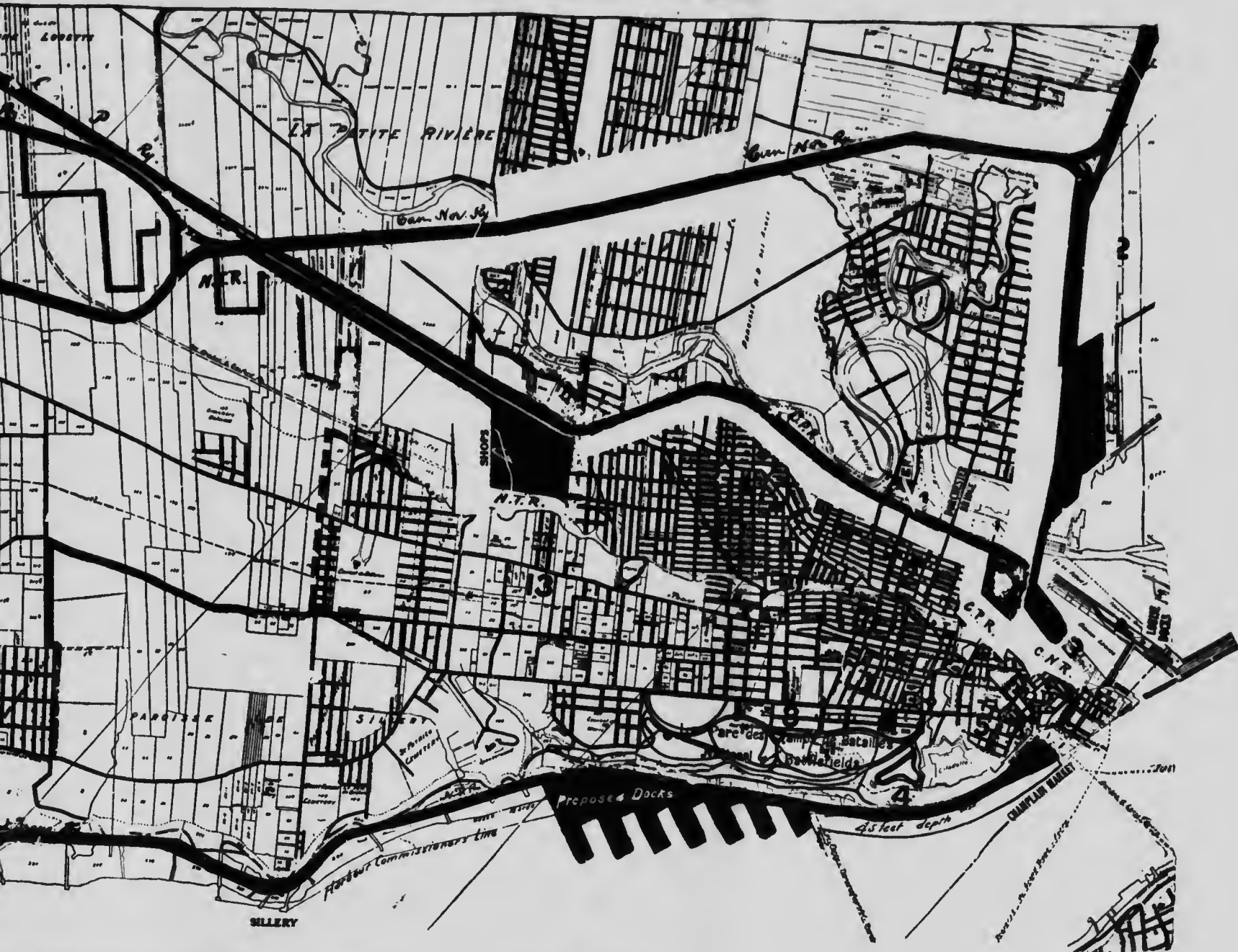
241
CST 20
16
Y61

MAP OF QUEBEC CITY SHOWING



MILEAGE: N.T.R. LINE FROM CHAMPLAIN MARK
C.P.R. LINE FROM PALACE STATION TO QUEBEC

PLANNING RAILWAY TERMINALS AND DOCKS



MARKET SITE TO QUEBEC BRIDGE,..... SIX MILES
 QUEBEC BRIDGE, VIA CAP ROUGE,..... ELEVEN MILES

