

it to that port successfully remains to be seen. But there is one thing plain, that if that trade is to pass through Canada, we must have it first enter Canada, and the point at which it must enter must be some port on the Georgian bay. That goes without saying; there is no room for argument as to that; and it should be the policy of the government to endeavour to concentrate that trade at some point, whether at Midland or Victoria harbour or some other port. The government will have to spend a large amount of money to improve the property of the Grand Trunk Railway at Midland; the government will have to spend a large amount of money at Victoria harbour to improve the property of the Canadian Pacific Railway Company if they establish there; and before the government embark in these expenditures they should settle what is to be their fixed and determined policy with regard to some point on the south shores of the Georgian bay. Why should we not carry grain as cheaply through that system as to Buffalo and then to the sea coast? The distance from any point west of the great lakes to Buffalo is a slower and longer running distance than the distance to the port of Midland. A consultation with the map will demonstrate that; and it must be remembered that on the route to Buffalo, the vessels have to slow down both near Sarnia and when approaching the Flats near Detroit, whereas on the route to Midland vessels can go from fourteen to sixteen miles per hour continuously from the time they leave one dock and arrive at the other. On the other hand, the distance from Midland to Montreal is similar to the distance from Buffalo to New York or some other ocean port; and Mr. Hays states that it is the policy of the Grand Trunk Pacific Company to build a road as perfect as money will make it, and prominent officials of the Canadian Pacific Railway Company have stated to me that money will not be saved in the construction of their line from Midland or Victoria harbour to make it a perfect road. The government must not, in my opinion, let this matter be delayed. Ten years have slipped by without anything practically being done. The country expends yearly from \$40,000,000 to \$80,000,000, and of that vast expenditure not a dollar, perhaps outside of the dredging done at Port Arthur or Fort William, has been on work that will be available in the future development of this system. Hon. gentlemen here representing the city of Montreal will, I hope, speak on this question. It is not in my province to refer to the facilities that have been afforded in the port of Montreal from time to time. I have read the recommendations that should have been acted upon, but we know that the government of Canada today own five miles of water front in the city of Montreal, from the custom house eastward; and although we own that, we see to-day that it is not being made avail-

Mr. BENNETT.

able as it should be, so that the trade is drifting away from that port.

Now, I hope that before the session is over the government will announce that it is their policy to act on the report of this commission. In conclusion I want to point out that we are simply to-day a hundred years behind the times on the question of transportation by the very route I have referred to. Some time ago, in reading over the reports of former governors general in Canada, made to the home authorities, I found a report of Governor Simcoe made in the year 1794 to the Lords of Trade in the following words:

Gloucester—

which is the Midland of to-day, the bay at that time being called Gloucester—

Gloucester, or Penetanguishene bids fair to be the most considerable town in upper Canada, as the passage to the Northwest will be established here, and the chain of lakes from the Bay of Quinté to Lake Simcoe will give a practicable route to the merchants of Kingston, as they regard it as an easy means of communication between Lake Huron and Montreal?

Mr. HYMAN. What is the hon. gentleman quoting from?

Mr. BENNETT. A report of Governor Simcoe of over a hundred years ago. This government is ten years behind the times on the policy of transportation, and the whole Dominion is a hundred years behind the times, and I think it is time we waked up.

Mr. HYMAN. Do I understand the hon. gentleman to say that Midland has not gone ahead any in a hundred years?

Mr. BENNETT. I did not make that statement at all. I say that at that time Governor Simcoe reported that this should be the policy of the country. He saw with prophetic eye that Midland would be, as it is coming to be, one of the foremost towns in Canada; and when that route is established, it will mean that this Dominion will have a great carrying way from the Northwest to Montreal and through to St. John and Portland—that it will have a system of railway communication that will not only assist in carrying the Canadian trade, but will do more than that. It will be a system that will be able to compete with the present lines from Chicago, Duluth and other ports and carry right from these American ports the trade which is going to-day to Buffalo and carry it through Canadian territory. We are frittering away millions of dollars in building elevators at St. Johns, through which a bushel of grain never passes, and in making improvements at Port Colborne, the money spent on which might as well be thrown into the lake, and not one of these expenditures is helping the trade of the country.